

# **Rail Freight Corridor 5**

## **Baltic - Adriatic Corridor**



### **“LONG TRAINS” STUDY OF**

### **BALTIC ADRIATIC RAIL FREIGHT CORRIDOR 5**

Companies involved in RFC5: PKP Polskie Linie Kolejowe Spółka Akcyjna, Správa železniční dopravní cesty, státní organizace; Železnice Slovenskej republiky, Bratislava v skrátenej forme “ŽSR”; ÖBB-Infrastruktur AG; RFI Rete Ferroviaria Italiana S.p.A., SŽ-Infrastruktura d.o.o. and European Economic Interest Grouping for Baltic-Adriatic Rail Freight Corridor 5 EZIG



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## **LIST OF ABBREVIATIONS**

LTS : “long train” Study

WG : Working Group

RFC5 : Rail Freight Corridor Baltic Adriatic

C-OSS : Corridor One Stop Shop

IM : Infrastructure Manager

RU : Railway Undertaking

## **EXECUTIVE SUMMARY**

Regulation (EU) No 1315/2013 of European Parliament and of the Council of 11 December 2013 on European Union guidelines for the development of trans-European transport network provides that freight lines of the core network shall give the possibility of running trains with a length of 740 m by year 2030.

However not all the lines of RFC 5 are part of core trans-European transport network.

Furthermore, it is useful to have a corridor view of along what RFC5 lines:

- it is already possible today to run 740m long freight trains thanks to line parameters or operational rules;
- it will be possible in 5 years thanks to planned investments;
- It could be possible already in the short term thanks to adoption of operational/timetable solutions

This study provides an answer to these questions for the main lines of the corridor and has been conducted by RFC5 EEIG Managers under the project management lead of the C-OSS Manager with the contribution of the internal resources of RFC5.

The LTS consists of 3 packages:

1. An analysis AS IS of the current situation of RFC5 from infrastructure point of view, operational rules and “long trains” already running along the corridor.
2. An analysis TO BE of the development at 2023 and 2030 of infrastructural parameters (thanks to planned investments) allowing to run longer trains and of the needs of the market.
3. An analysis of operational/timetable solutions allowing the run of longer trains in the short term on those lines where infrastructure parameters doesn’t permit it in lack of such ad hoc solutions.

The main findings of package 1 are that at present (2018) the infrastructure standards of RFC5 are nowhere such to allow the run of international 740m-long freight trains. A map has been drawn showing what train length ranges (i.e. line module) can be run along RFC5 today within a standard timetable and without special permissions.

The investigation on which operational measures could allow the run of trains longer than current line module lead to different situations at IMs: some IMs don't admit derogations, whereas at others' derogations are possible. Data 2017 have been collected in table 1 showing volumes of longer trains than the standard.

A key outcome of package 2 are the results of a survey conducted among RFC5 RAG/TAG members (table 2) showing on which lines there is a major need to run longer trains. Here it is worth noticing that often the constraint is not the line module but either the terminal module or the train weight. This could be subject of further analysis in a next study.

Another key outcome of package 2 is the mapping of the evolution of infrastructural parameters (namely line module) in 5 and 12 year scenarios, as displayed in maps 3 and 4.

Map 3 shows that in 2023, despite roll out of some investments, the infrastructure standards of RFC5 are not yet expected to allow the run of international 740m-long freight trains in a standard timetable and in absence of operational derogations.

Map 4 shows that in 2030, the planned IMs investments will allow to run 740m-long freight trains along most lines. However some gaps are foreseen without further investments limiting the run of cross border "long trains" (e.g. through Zwardon-Skalite, Bratislava-Kittsee, Tarvisio-Villach).

The most remarkable conclusion of package 3 is the development by RFC5 of a market capacity offer for the TimeTable 2020 allowing the run of longer trains than permitted by the current infrastructure standards.

The offer will consist of a PaPs pair connecting port of Koper with Vienna and two PaPs pairs connecting respectively Vienna and Ceska Trebova and Vienna and Zilina.

Currently the infrastructure standards along these routes allow the run of up to 525m long trains. Thanks to the operational measures conceived in this study, the maximum length including locomotives of the freight trains that will use such PaPs is 590m, with a clear customer benefit.

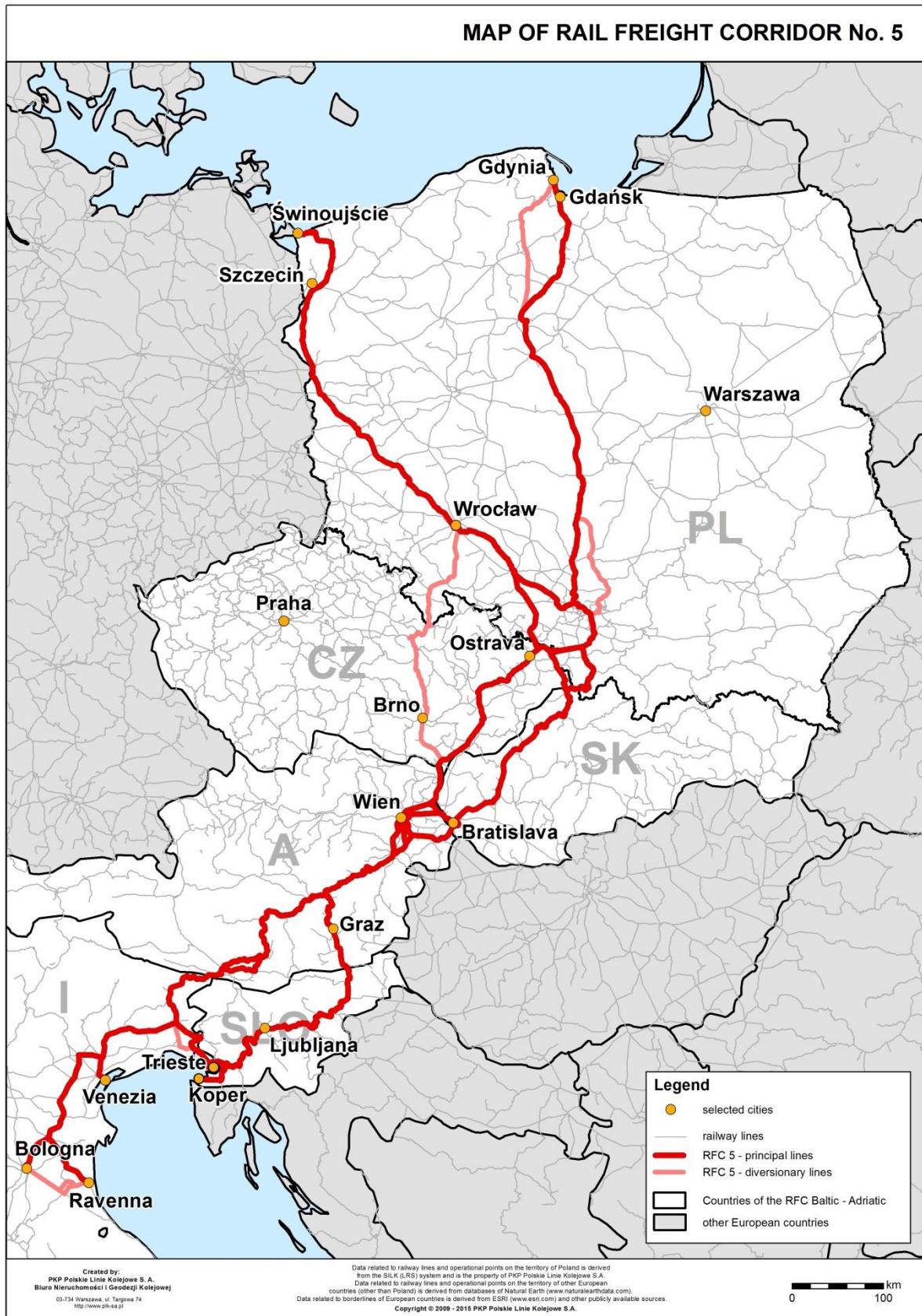
## **1 Objectives of the “long train” Study**

The main goal of conducting a study on “long trains” (« long trains » means 740m train lenght including locos) is to identify main infrastructure obstacles to run “long trains” and countermeasures. Furthermore to assess the effectiveness of such solutions and to identify the infrastructure investments needs.

The study will pursue to indicate technical and operational measures, as well as dates when longer trains could be operated on the corridor, if the measures are implemented. The study doesn't imply a compulsory implementation.

## 2 Scope of the “long train” Study

The focus of the study LTS is on the main lines of the corridor shown in the Map 1 and on the freight trains.



## Map 1

The scope of the analysis includes:

- 1) Selection of parameters necessary to meet requirement of the “long trains” running. The train length to be analysed in the study (740m) includes all wagons and locos.
- 2) Investments plans in 3 time scenarios (2018, 2023 and 2030) to assess the evolution of the parameters enabling the “long trains” run.

The current situation (2018) shows if RFC 5 main lines have stations and sidings of needed length or relevant operational procedures to operate “long trains” on lines with shorter tracks in stations and sidings enabling operation of “long trains”.

## 3 Regulatory Basis

Regulation (EU) No 1315/2013 of European Parliament and of the Council of 11 December 2013 on European Union guidelines for the development of trans-European transport network provides that freight lines of the core network shall give the possibility of running trains with a length of 740 m. Delegated Regulation of Commission (EU) No 2017/849 defines which lines of RFC 5 are part of core trans-European transport network.

Other lines of RFC5 are part of comprehensive trans-European transport network. Requirements on comprehensive trans-European transport network do not include particular requirement on train length, only reference to TSIs.

Regulation (EU) No 1299/2014 of 18 November 2014 on the technical specifications of interoperability relating to “infrastructure” subsystem of the rail system in the European Union defines TSI categories of lines generically based on the type of traffic (traffic code) characterised by a set of performance parameters, featuring train length (point 4.2.1. Table 3). It is permissible for specific locations on the line to be designed for any or all of the performance parameters line speed, usable length of platform and train length less than those set out in Table 2 and Table 3, where duly justified to meet geographical, urban or environmental constraints.

## 4 “Long Train” Study parts (packages)

The “Long Train” Study consists of 3 main parts:

- (1) AS IS analysis
- (2) TO BE analysis
- (3) Hypothesis on the possibilities to offer longer paths

## 4.1 AS IS analysis: Analysis of the current situation

### 4.1.1 Current Infrastructure Layout

The current infrastructure layout (AS IS, situation in 2018) of RFC5 is described in **Annex 1**.

The table reports for each IM and for each main line belonging to RFC5 information about the number of tracks, possibility of overtaking and – most important for the aim of this study – the **line module** that is the maximum permitted length of a train running on the line, including all wagons and locomotives, in standard conditions (i.e. without ad-hoc analysis or special permission by the dispatcher).).

Column G indicates list of stations and operational points

Column H indicates possibility to overtake long train in stations on side tracks (not main):

- Direction 1 is from north to south
- Direction 2 is from south to north

Column F reports the line module.

The corridor map hereafter graphically maps the RFC5 line modules in 2018 thus giving a corridor perspective.

Map 2 - RFC5 infrastructure map in 2018 – line modules



Source of data: RFC5 IMs data 2018

It is evident that in 2018 no international 740m-long train can run along RFC5 in standard conditions.

More in details the situation per each IM is described below.

#### PLK

According to current timetable 740 m trains is allowed on PKP PLK S.A. network on longer sections of the Corridor from Gdynia to Tarnowskie Góry (principal line via Tczew and diversionary via Kościerzyna).

#### SŽDC

On the railway net of SŽDC from infrastructure point of view in time scenario for year 2018 it is not possible to operate trains with length 740m. Although in some stations or operational points there are tracks with sufficient length this is not at a level that would allow to operation system of long trains as a regular trains.

#### ŽSR

On the Slovak part of RFC5 there are four parts that need attention when creating long train path into the timetable. We must to skip a sections with the shorter railway tracks in stations by construction of TT. It means ensuring the green light in these sections.

- The section Skalité – Čadca section. Both stations have one station track suitable for driving long trains (740 m)
- The section Čadca – Žilina. The section offers two tracks for the overtaking long trains (740 m) in the finishing sub-section Krásno nad Kysucou – Žilina.
- The sections Bratislava hl.st. – Devínska Nová Ves / border Austria and Bratislava Rača – Bratislava Petržalka / border Austria offer possibilities for overtaking of long trains on green light (740 m)

Despite the relatively remote investment planning on these sections, ŽSR can take participate without any restriction in the construction of long train paths.

#### OEBB

ÖBB-regulations allow the operation of trains with a maximum length (only wagons without locomotives) of 700 m. Under consideration of two locomotives (with standard length) the operation of trains with a length of 740 m (wagons plus locomotives) is possible. (correlates with UIC leaflet 421 point 1.2) → maximum train length

Due to infrastructural limitations (length of sidings or stations) in practice there are values for train-lengths (wagons incl. locomotives) for defined sections. → practical train length

If an RU wishes to run longer trains than announced by our Network-Access, the Infrastructure Manager has to consider track works, time, free (long) tracks for overtaking, schedules and all other circumstances. If the outcome is positive, then the train gets scheduled. These trains up to 700 m (only wagons without locomotives) are still regular trains and need no further special exception.

Trains with length (wagons incl. locomotives) determined as listed in the table of annex 1, 4 and 5 can be operated without any additional timetable analysis and are handled as "normal trains". → standard train length

#### RFI

At the present state the regular/scheduled operations of train with a length of 740m is allowed on the Italian network only under specific demand of the RUs.

In case of such request the IM awards the permit to run longer trains on specific cases after a mandatory ad-hoc examination.

#### SZ-I

On particular lines permitted length is extra restricted because of short station tracks or other restrictive parameters and it is recorded in the Network Statement.

From infrastructure point of view, on the railway net of SŽ-I, in time scenario for year 2018 it is not possible to operate trains with length 740m.

With the successful completion of the planned investments on RFC 5, on certain sections the max length will increase (see also tables with the maximum length of the train on RFC 5 sections in 2018, 2023 and 2030).

### 4.1.2 Current operational rules to run longer trains

The current operational rules to run trains longer than the line module at each IMs were investigated with the support of RFC5 WG PM&O. Here they are per each IM:

- 1 PLK: there is no possibility of derogation: it is not possible to run trains longer than station tracks.
- 2 ZSR: currently there is no intention to create operational conditions for run of trains which are longer than the normative length of the train on relevant line or line section due to lack of real demand and due to existing legal framework.
- 3 SZDC: for every line there is a defined normative train length (module, which includes the locomotive). Longer train than this value could be allowed (but it is not guaranteed) in exceptional cases within TT construction. But in all cases the maximum length of train 700 m (including loco) cannot be overrun.

- 4 Oebb: ÖBB-regulations allow the operation of trains with a maximum length (only wagons without locomotives) of 700 m. Under consideration of two locomotives (with standard length) the operation of trains with a length of 740 m (wagons plus locomotives) is possible. Due to infrastructural limitations (length of sidings or stations) in practice there are values for train-lengths (wagons incl. locomotives) for defined sections.
- If an RU wishes to run longer trains than announced by Oebb Network-Access, the Infrastructure Manager has to consider track works, time, free (long) tracks for overtaking, schedules and all other circumstances. If the outcome is positive, then the train gets scheduled. These trains up to 700 m (only wagons without locomotives) are still regular trains and need no further special exception.
- Trains with length (wagons incl. locomotives) determined as listed in column F of the tables of Annex1, 4 and 5 can be operated without any additional timetable analysis and are handled as “normal trains”
- 5 RFI: Every line has a defined threshold for trains length (line module). Derogations with eventual restrictions could be admitted on RU request after analysis in exceptional cases (not guaranteed).
- 6 SZ: On particular lines permitted length is extra restricted because of short station tracks (the list of those lines is part of the Network Statement). Regarding the Slovenian section of RFC 5 the major restriction is between Divača and Koper, where maximum permitted length is 525 m and at present construction of paths for longer trains is not possible. In particular exceptional cases trains exceeding maximum permitted length can run on particular rail lines. The permission for exceeding train length on certain line is issued by the main traffic dispatcher. The permission is issued in accordance with the actual capacities of the line and traffic situation, provided that the train shall not hinder the scheduled traffic of other trains.

#### **4.1.3 Current amount of longer trains**

RFC5 WGPM&O collected historical data about the volume of longer trains (than lines module) that ran during the full year 2017.

The figures are reported in table 1.

IM	Reference Timeframe	Border crossing	Destination	Line module (m)	Overall quantity of freight trains in the timeframe	Number of freight trains exceeding the module	% of trains exceeding the module	Maximum train lenght (including locos) of trains exceeding
ZSR	2017	Bratislava-Petržalka - Kittsee		690	7707	0	0	
		Devínska Nová Ves - Marchegg		700	1232	0	0	
		Skalité - Zwardoń		360	159	0	0	
OEBB	2017	Breclav		650	12725	58	0.5%	
		Tarvisio		625	17275	0	0.0%	
		Spielfeld Strass		660	7986	0	0.0%	
		Marchegg		660	1214	2	0.2%	
		Kittsee		640	7712	30	0.4%	
		Jesenice		600	14523	79	0.5%	
SZDC	2017	Břeclav - Hohenau		660	12662	282	2.2%	
		Petrovice u Karviné - Zebrzydowice		650	13358	375	2.8%	
		Bohumín Vrbice - Chałupki		650	11020	15	0.1%	
		Bohumín os.n. - Chałupki		650	560	2	0.4%	
SZ-I	2017	Šentilj/Spielfeld Strass - direction N - S	Koper	525	2164	721	33.3%	586 m
			other destinations	560	1463	4	0.3%	590 m
		Šentilj/Spielfeld Strass - direction S - N	Koper	525	2488	544	21.9%	560 m
			other	560	1485	5	0.3%	602 m
		Villa Opicina/Sežana - direction E - W	Ljubljana	600	168	5	3.0%	645 m
			other destinations	570	2821	3	0.1%	629 m
PLK	2017	Villa Opicina/Sežana - direction W - E	Ljubljana	600	120	0	0.0%	508 m
			other destinations	570	3204	0	0.0%	562 m
		Zebrzydowice - Petrovice u Karviné		650	7041	77	1.1%	687m
		Petrovice u Karviné - Zebrzydowice		650	7081	82	1.2%	690m
		Chałupki - Bohumin Vrbice		650	5984	1	0.0%	659m
		Bohumin Vrbice - Chałupki		650	5377	3	0.1%	675m
RFI	2017	Miedzylesie - Lichkov		600	640	0	0.0%	
		Lichkov - Miedzylesie		600	629	1	0.2%	613m
		Zwardoń - Skalite		350	66	4	6.1%	383m
		Skalite - Zwardoń		350	97	1	1.0%	367m
		Tarvisio Boscoverde		625	16495	0	0.0%	
		Villa Opicina		600	6990	0	0.0%	

Source: RFC5 IMs 2017

## 4.2 TO BE analysis

### 4.2.1 Demand for 2018, 2023, 2030

In order to estimate the demand for longer (than the module) trains at each IM, a survey was run involving the RFC5 Advisory Groups.

RFC5 Managers sent a questionnaire to Advisory Groups members to ask about their prognosis regarding needs for longer trains in three time scenarios (2018, 2023 and 2030) and information about O/D and sections where longer trains are expected to run.

The questionnaire prepared by author of the study is in annex 2.

Table 2 reports the outcome of the survey but it not published due to RUs data confidentiality.

Table 2  
Omissis

It is worth noticing that often the constraint is not the line module but either the terminal module (e.g. Fossacesia) or the train weight (cost/benefit analysis to add locos and need for special authorization in RFI case).

## 4.2.2 Planned Investment (2023, 2030): future infrastructure layout

The RFC5 WG I&I members conducted an analysis of investments plans along RFC5 lines in time scenarios 2023 and 2030 to assess the evolution of the maximum train length parameter.

The analysis was focused on planned investments in the stations sidings along a line section making IMs' infrastructure ready to run "long trains" along that section.

The outcome of such analysis is shown in the **Annexes 3 and 4** and on RFC5 maps for the years 2023 and 2030.

For annexes 4 and 5, the tables report for each IM and for each line belonging to RFC5 information about the number of tracks, possibility of overtaking and – most important for the aim of this study – the line module (i.e. the maximum permitted length of a train running on the line according to the IM's Network Statement, including all wagons and locomotives).

Column G indicates list of stations and operational points

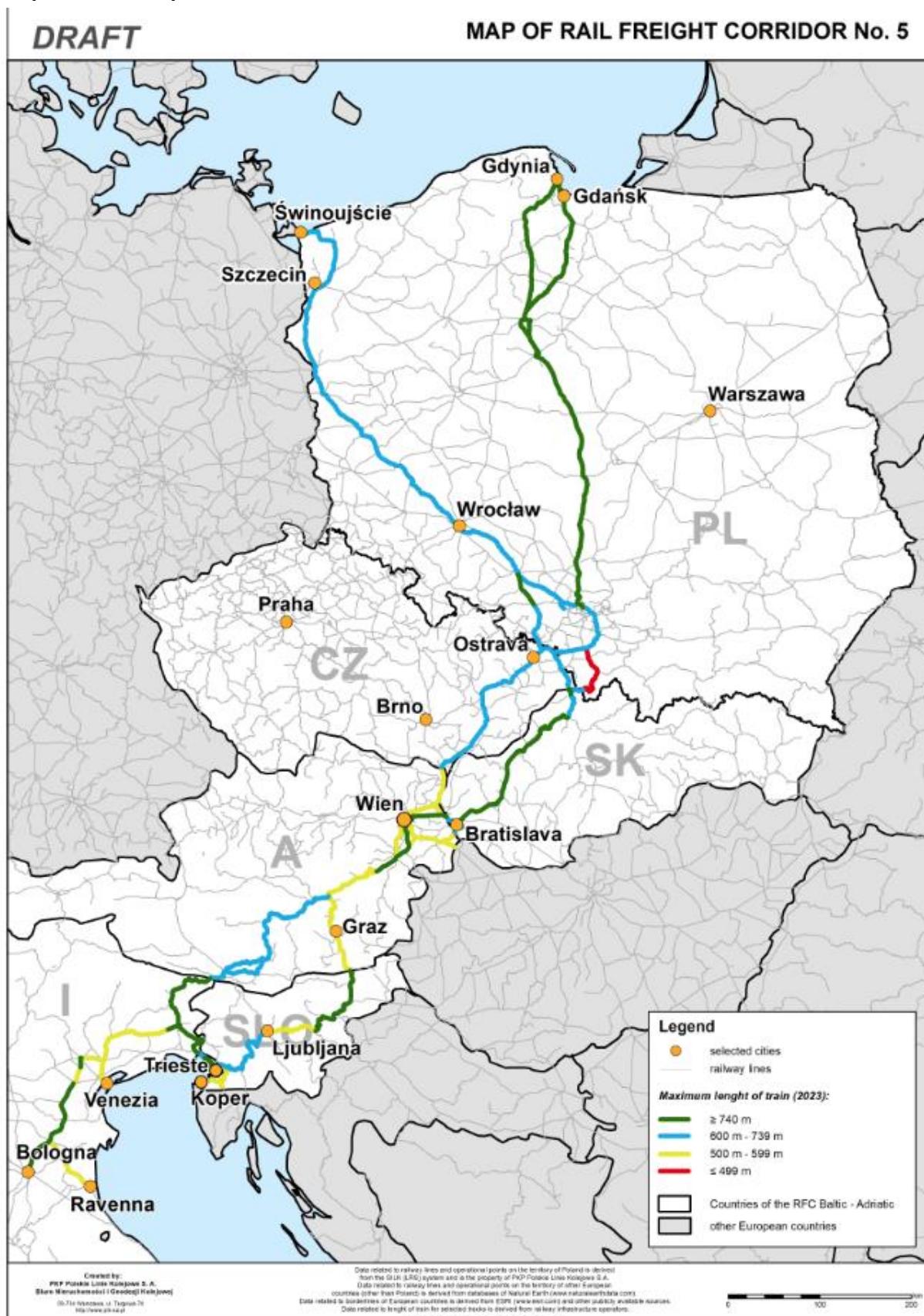
Column H indicates possibility to overtake long train in stations on side tracks (not main):

- Direction 1 is from north to south
- Direction 2 is from south to north

Column F reports the line module, i.e. the maximum permitted length of a train running on the line, including all wagons and locomotives, in standard conditions (i.e. without ad-hoc analysis or special permission by the dispatcher).

The corridor maps below graphically map the RFC5 line modules in 2023 and 2030 thus giving a corridor view.

Map 3 -RFC 5 map in 2023 - line modules



Source of data: RFC5 IMs data 2018

Map 4 - RFC 5 map in 2030 - line modules



Source of data: RFC5 IMs data 2018

More in details the situation per IM is described hereafter.

#### 1. PLK

Taking into consideration longer Corridor sections, currently only one investment that would extend the section mentioned in chapter 3.1.1 has approved financing: section Chorzów Stary – Tarnowskie Góry. As a result 740 m trains will be allowed in the timetable to run on section from Gdynia to Chorzów Stary (principal line via Tczew and diversionary via Kościerzyna).

Further investment that include construction of station tracks to allow 740 m trains to extend the above mentioned section is planned on section Chorzów Stary – Katowice Szopienice, but due to lack of financial restrictions scope of the planned modernisation project will be defined - may not include extension of tracks on stations.

Moreover achievement of at least 740 m is assumed within the following:

- 1) for section Oświęcim – Czechowice Dziedzice (including both stations) – 2 projects that are foreseen to be completed till 2023,
- 2) for further border section Czechowice Dziedzice (without station Czechowice Dziedzice) – Zebrzydowice a project that is being prepared but with no financing for construction works is approved.

Further investment foreseen up to 2030 assume achievement of 740 m train length on the whole freight core TEN-T network. Currently no final investment list is defined for the new financial perspective period.

#### 2. SZDC

On the basis of planned investment on the SŽDC railway net from infrastructure point of view in time scenario for year 2023 it is not possible to operate trains with length 740m. For year 2030 is proposed “SŽDC long tracks project for 740m on main corridor lines”. On condition that this project will be successfully realized we can expect possibility of running regular 740m trains in 2030. Detailed investment scenarios with infrastructure impact for 2023 and 2030 is in annexes 4 and 5.

#### 3. ZSR

The Railways of the Slovak Republik nowadays modernizing the section Púchov – Žilina who is 44,2 km long. The construction should be completed in January 2020. There increase a number of stations where will be possible an overtaking long trains.

The sections Krásno nad Kysucou – Čadca and Bratislava junction are projected and are ready for implementation. They are in the binding investition plan. ŽSR consult financial cover.

#### 4. OEBB

ÖBB-Infrastruktur AG currently works on the construction respectively the upgrade of whole routes within the RFC 5:

Nothern line:

- Upgrade of an existing line between Vienna and the border to Czech Republic. The measures also include the renewal of train stations incl. the extension of sidings/tracks and raising of the max. speed (up to 200 km/h)
- The project will be implemented by 2028.

Stadlau – Marchegg (incl. Gänserndorf – Marchegg):

- Upgrade (incl. electrification) of an existing line between Vienna and the border to Slovakia. The measures also include renewal of train stations incl. the extension of sidings/tracks and raising of the max. speed (up to 200 km/h).
- The project will be implemented by 2023.

Pottendorfer line:

- Upgrade of an existing line to ensure (together with the line Vienna – Mödling – Wiener Neustadt) 4 tracks between Vienna and wiener Neustadt. The measures also include renewal of train stations incl. the extension of sidings/tracks and raising of the max. speed (up to 200 km/h)
- The project will be implemented by 2023.

Semmering Base Tunnel:

- Construction of a new line (tunnel) between Gloggnitz and Mürzzuschlag to raise the line speed (up to 230 km/h) and reduce the inclination. Together with other station projects the capacity for 740 m trains between Wiener Neustadt and Bruck an der Mur can be raised.
- The project will be implemented by 2026.

Koralmb line:

- Completely new line between Graz and Klagenfurt to reduce travel time (speed up to 250 km/h). The line also offers sufficient tracks/sidings for 740 m trains.
- The project will be implemented by 2025.

Furthermore ÖBB-Infrastruktur AG has already now scheduled several smaller station projects (e.g. Himberg, Gramatneusiedl, Götzendorf), which include measures for extending the lengths of sidings/tracks.

## 5. RFI

The sidings along several routes within the RFC 5 will be upgraded:

- Tarvisio –Trieste Campo Marzio line will be upgraded by the end of 2021;
- Bologna-Padova line will be upgraded by the end of 2021;
- Linea Bologna - Faenza – Ravenna line will be upgraded by the end of 2021.

## 6. SZ-I

With the successful completion of the planned investments on RFC 5, on certain sections the max length will increase (see Annex 3 and 4).

## **4.3 Hypothesis on the possibilities to offer longer paths**

### **4.3.1 Longer train offer analysis**

RFC5 WG TT/Cap/OSS analyzed under which conditions it would be possible to offer in the short term (i.e. from Time Table 2020 offer) a given number of longer freight train paths than it is currently permitted in the standard Timetable (in other words, longer than the line modules in annex 1). The analysis per IM is described hereinafter.

#### **1. PLK**

According to the TT and Operations department experts, it is not possible to run longer trains than the length of tracks of the stations along the train path. There are no conditions for derogations.

#### **2. SZDC**

In general it is possible to exceed the maximum length of train planned in annual TT when the following conditions are fulfilled:

- TT construction must be done in a way that no stops are planned in stations with shorter tracks,
- RU must use allocated capacity with very limited variation from allocated TT.

The allocation of any request for longer train is not guaranteed but is done when possible.

For these mentioned conditions the RFC pre-constructed products are not very suitable.

#### **3. ZSR**

In general it is possible to exceed the maximum length of train planned in annual TT:

- TT construction must be done in a way that no stops are constructed in stations with shorter tracks,
- RU must use allocated capacity with very limited variation from constructed TT

The allocation of any request for longer train is not guaranteed but is done if possible.

About possible deviations from the annual TT, the dispatcher decides for each case separately. He may even allow the train to run at a different time than planned.

#### **4. OEBB**

Oebb TT planners could offer for TT 2020 one path per direction with maximum train length (including locos) of 590 m from Spielfield Strass to Breclav and/or Kittssee borders under following conditions:

1. no stops of such trains at particular stations (should be declared during the construction of path);
2. consideration of track length at overrunning stations;
3. long trains must abide the TT. For delayed trains the IM will not take responsibility to assure the predicted running times.

## 5. RFI

RFI is working to update its lines along the RFC 5.

In details these are the main sections involved by planned activities:

- Tarvisio – Udine (Works completed but not yet operationally finalized)
- Udine – Palmanova (Feasibility study)
- Venezia – Trieste (Both work in progress and on study)
- Udine – Gorizia- Monfalcone (Revision of updating Trieste station )
- Bivio d'Aurisina – Villa Opicina (on study).

Furthermore to be mentioned that two WG are in place in cooperation with Venice Port and Bologna Interporto to study the upgrade of the linking stations at 750 m.

Because of all these works ending around 2021 on the main traffic stations (Trieste, Venice, Bologna), before this deadline longer trains cannot be planned on Timetable.

Only spot trains could be authorized by dispatcher under specific conditions of Timetable and type of goods transported.

## 6. SZ-I

A particular line section of RFC5 representing a constraint to run “long trains” is the line to Port of Koper, where the module is only 525m.

There is however a market demand (as in 3.2.2) for running longer trains to and from the port.

The RFC5 experts found out that the permission for exceeding maximum length of paths in the port of Koper line section of SZ-I could be issued in accordance with the actual capacities of the lines of participating RFC considering following conditions:

- no stops of such trains at particular stations (should be declared during the construction of path);
- consideration of track length at overrunning stations;
- “long trains” must abide the TT, for delayed trains the IM will not take responsibility to consider the predicted running times.

### 4.3.2 Offer concept

Based on the findings and the conditions listed in 4.3.1, the WG TT/Cap/OSS under the lead of RFC5 C-OSS defined the concept of market offer of two PAPs for longer trains in TimeTable 2020 to and from the port of Koper (one PaP northwards and one PaP southwards).

The maximum length including locomotives of the freight trains that will use such PaPs is 590m (significantly higher than current parameter of 525m).

The PaP offer will consist of a path connecting port of Koper with Vienna and two paths connecting respectively Vienna and Ceska Trebova and Vienna and Zilina.

That means customers will be allowed to order a PaP Koper-Ceska Trebova (and vv) or a PaP Koper-Zilina (and vv) with a parameter for maximum train length of 590m.

The choice of the O/Ds was made on proposal of the C-OSS based on market survey results, historic data and opinion of IMs WG TT/Cap/OSS experts.

## 5 List of annexes

ANNEX 1 : WG I&I EXCEL SHEETS FOR THE YEAR 2018

ANNEX 1 - RFC 5 - lenght of selected tracks (2018)											
IM	Line	Section				Station/o perationa l point	Overt aking possi ble		Comments		
		Name	Lenght (km)	Numb er of tracks	max train lengt h (m)		Direct ion				
							1	2			
1	2	3	4	5	6	7	8	9	10		
PKP PLK S.A.	9	TCZEW - PSZCZÓŁKI	10.427	2	750	TCZEW	N O	N O	long trains stopping - not permitted		
PKP PLK S.A.	9	PSZCZÓŁKI - PRUSZCZ GDAŃSKI	10.447	2	750	PSZCZÓŁKI	Y E S	Y E S	available 3 tracks		
PKP PLK S.A.	9	PRUSZCZ GDAŃSKI - GDAŃSK POŁUDNIOW Y	8.725	2	750	PRUSZCZ GDAŃSKI	Y E S	Y E S	available 4 tracks		
PKP PLK S.A.	9	GDAŃSK POŁUDNIOW	1.893	2	750	GDAŃSK POŁUDN .	Y E S	Y E S	available 3 tracks		



PKP PLK S.A.	9	Y - GDAŃSK GŁÓWNY			GDAŃSK GŁÓWNY	N O	N O	stopping and overtaking - not permitted	
PKP PLK S.A.	93	Oświęcim OwA- Czechowice Dziedzice	21.984	2	770	OŚWIĘCI M	N O	Y E S	1 track: no crossing possiblity for long trains (740m)
PKP PLK S.A.	93			2	780	Brzeszcz e Kop.	Y E S	N O	1 track: no crossing possiblity for long trains (740m)
PKP PLK S.A.	93			2	750	Brzeszcz e Jaw.	N O	Y E S	2 tracks: long train (740m) crossing possible
PKP PLK S.A.	93			2	dir 1: 680 dir 2: 700	CZECHO WICE- DZ.	Y E S	N O	1 track; no crossing possibility
PKP PLK S.A.	93	Czechowice Dziedzice - Chybie	14.108	2	dir 1: 650 dir 2: 650	CHYBIE	N O	N O	
PKP PLK S.A.	93	Chybie - Zebrzydowice	15.602	2	dir 1: 650 dir 2: 650	Pruchna	Y E S	Y E S	1 track; no crossing possibility
PKP PLK S.A.	93			2	dir 1: 650 dir 2: 650	ZEBRZY DOWICE	Y E S	Y E S	15 tracks; no crossing possibility
PKP PLK S.A.	131	Chorzów Stary -Bytom	5.155	2	729	CHORZO W STARY	N O	N O	
PKP PLK S.A.	131	Bytom - Bytom Karb	2.691	2	580	BYTOM	N O	N O	

PKP PLK S.A.	131	Bytom Karb - Radzionków	7.349	3	650	BYTOM KARB	N O	N O	
PKP PLK S.A.	131	Radzionków - Nakło Śląskie	2.738	4	700	RADZIO NKÓW	N O	N O	
PKP PLK S.A.	131	Radzionków - Tarnowskie Góry	6.477	4	720	NAKŁO ŚLĄSKIE	N O	N O	
PKP PLK S.A.	131	Tarnowskie Góry Kalety	14.084	4	810	TARNO WSKIE GÓRY	Y E S	Y E S	available 11 tracks dir 1, available 2 tracks dir 2
PKP PLK S.A.	131	Kalety - Boronów	11.712	2	800	KALETY	Y E S	Y E S	available 4 tracks
PKP PLK S.A.	131	Boronów - Herby Nowe	9.761	2	750	Boronów	Y E S	N O	available 2 tracks 750> m, crossing restricted
PKP PLK S.A.	131	Herby Nowe - Wręczyca	9.745	2	740	HERBY NOWE	Y E S	Y E S	available 6 tracks 740> m
PKP PLK S.A.	131	Wręczyca - Kłobuck	10.025	2	770	Wręczyc a	Y E S	Y E S	available 2 tracks 770> m
PKP PLK S.A.	131	Kłobuck - Miedzno	12.578	2	827	Kłobuck	Y E S	N O	available 2 tracks 827> m,crossing restricted
PKP PLK S.A.	131	Miedzno - Działoszyn	12.190	2	740	Miedzno	Y E S	Y E S	available 2 tracks 740> m
PKP PLK S.A.	131	Działoszyn - Chorzew Siemkowice	10.924	2	740	Działoszy n	N O	Y E S	available 2 tracks 740> m,crossing restricted
PKP PLK S.A.	131	Chorzew Siemkowice - Rusiec Łódzki	12.293	2	740	CHORZE W SIEMK.	Y E S	Y E S	available 4 tracks 740> m

PKP PLK S.A.	131	Rusiec Łódzki - Chociw Łaski	10.095	2	810	Rusiec Łódzki	Y E S	Y E S	available 2 tracks 810> m
PKP PLK S.A.	131	Chociw Łaski - Kozuby	10.552	2	810	Chociw Łaski	Y E S	Y E S	available 2 tracks 810> m
PKP PLK S.A.	131	Kozuby - Zd. Wola Karsznice	11.691	2	750	Kozuby	Y E S	Y E S	available 3 tracks 750> m
PKP PLK S.A.	131	ZD. WOLA KARSZ. - Szadek	10.836	2	750	ZD. WOLA KARSZ.	Y E S	Y E S	crossing permitted
PKP PLK S.A.	131	Szadek - Otok	11.443	2	750	Szadek	Y E S	Y E S	available 1 track, crossing permitted
PKP PLK S.A.	131	Otok - Poddębice	12.134	2	750	Otok	Y E S	Y E S	available 1 track, crossing permitted
PKP PLK S.A.	131	Poddębice - Kłudna	9.873	2	750	Poddębic e	Y E S	Y E S	available 1 track, crossing permitted
PKP PLK S.A.	131	Kłudna - Kraski	8.412	2	750	Kłudna	Y E S	Y E S	available 1 track on one dir, crossing permitted
PKP PLK S.A.	131	Kraski - Dąbie N/Nerem	7.99	2	750	Kraski	Y E S	Y E S	available 1 track on one dir, crossing permitted
PKP PLK S.A.	131	Dąbie n/Nerem - Ponętów	10.965	2	750	Dąbie N/Nerem	Y E S	Y E S	available 1 tracks
PKP PLK S.A.	131				750	PONĘTÓ W	Y E S	Y E S	available 1 track 794m, crossing restricted
PKP PLK S.A.	131	Ponętów - Babiak	20.223	2	750	Lipie Góry	Y E S	Y E S	available 2 tracks

PKP PLK S.A.	131				750	Babiak	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	131	Babiak - Inowrocław Rąbinek	56.369	2	750	Zaryń	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	131				750	Piotrków Kuj.	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	131				750	Chełmce	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	131				750	Karczyn	Y E S	Y E S	available 1 track 869m,crossing restricted
PKP PLK S.A.	131				750	INOWR. RĄBINE K	Y E S	Y E S	available 3 tracks
PKP PLK S.A.	131/74 1	Inowrocław Rąbinkę - Mimowola - Jaksice	12.466	2	750	Jaksice	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	131	Jaksice -Nowa Wieś Wielka	14.431	2	750	Złotniki Kuj.	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	131				750	NOWA WIEŚ WIELKA	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	131	Maksymilianow o - Terespol Pomorski	31.015	2	750	MAKSYM ILIANOW O	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	131				750	Kotomier z	Y E S	Y E S	available 2 tracks

PKP PLK S.A.	131				750	Pruszcz Pom.	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	131				750	Parlin	Y E S	Y E S	available 1 track 779m, crossing restricted
PKP PLK S.A.	131				750	TERESP OL POM.	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	131	Terespol Pomorski - Laskowice Pomorskie	11.689	2	750	LASKOW ICE POM.	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	131	Laskowice Pomorskie - Smętowo	34.698	2	750	Warlubie	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	131				750	Twarda Góra	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	131	SMĘTOWO - TCZEW	40.91	2	750	SMĘTO WO	Y E S	Y E S	available 3 tracks
PKP PLK S.A.	131					Morzeszc zyn	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	131					Pelplin	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	131					Subkowy	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	132	Bytom Bobrek - Zabrze Biskupice	2.456	3	570	BYTOM BOBREK	N O	N O	

PKP PLK S.A.	132				740	ZABRZE BISKUPI CE	N O	N O	
PKP PLK S.A.	132	Pyskowice - Toszek	9.810	2	730	PYSKO WICE	N O	N O	
PKP PLK S.A.	132	Toszek - Strzelce Opolskie	17.011	2	793	Toszek	N O	N O	
PKP PLK S.A.	132	2		dir.1 640 dir.2 630	STRZEL CE OPOL.	N O	N O		
PKP PLK S.A.	132	Strzelce Opolskie - Szymiszów	6.073	2	dir.1 640 dir.2 630	Szymiszó w	N O	N O	
PKP PLK S.A.	132	Szymiszów - Kamień Śląski	7.519	2	dir.1 640 dir.2 630	Kamień Śląski	Y E S	Y E S	1 track dir.1 749[m] 1 track dir. 2 758[m]
PKP PLK S.A.	132	Kamień Śląski - Tarnów Opolski	4.062	2	dir.1 640 dir.2 630	Tarnów Opolski	N O	N O	
PKP PLK S.A.	132	Tarnów Opolski - Opole Groszowice	11.184	2	dir.1 640 dir.2 630	OPOLE GROSZO WICE	Y E S	Y E S	1 track dir.1 =804[m] 1 track dir.1 2=818[m]
PKP PLK S.A.	135	GLIWICE ŁABĘDY - Pyskowce	5.309	2	912	GLIWICE ŁABĘDY	Y E S	Y E S	movement with restrictions
PKP PLK S.A.	136	Kędzierzyn- Koźle - Zdzieszowice	10.375	2	740	KĘDZIER ZYN- KOŹLE	N O	N O	

PKP PLK S.A.	136	Zdzieszowice - Gogolin	11.005	2	676	Zdzieszo wice	N O	N O	
PKP PLK S.A.	136	Zdzieszowice - Gogolin	11.005	2	both dir.6 30	Gogolin	N O	N O	
PKP PLK S.A.	136	Gogolin - Góraždże	4.254	2	both dir. 630	Góraždże	N O	N O	
PKP PLK S.A.	136	Góraždże - Przywory Opolskie	5.77	2	both dir. 630	Przywory Opol.	N O	N O	
PKP PLK S.A.	137	Gliwice - Gliwice Łabędy	5.885	4	582	GLIWICE	N O	N O	
PKP PLK S.A.	138	Oświęcim - Nowy Bieruń	1.392	2	dir 1: 600 dir 2: 600	Nowy Bieruń	N O	Y E S	available 1 track with restrictions, crossing permitted
PKP PLK S.A.	138	Nowy Bieruń - Mysłowice Kosztowy	11.243	2	dir 1: 600 dir 2: 600	Chełm Śląski	N O	N O	
PKP PLK S.A.	138			2	dir 1: 600 dir 2: 600	Imielin	N O	N O	
PKP PLK S.A.	138			2	dir 1: 600 dir 2: 600	MYSŁ. KOSZTO WY	N O	N O	
PKP PLK S.A.	138	Mysłowice Kosztowy - Mysłowice Brzezinka	2.824	2	dir 1: 600 dir 2: 600	MYSŁ. BRZEZIN KA	Y E S	Y E S	1 track available, crossing permitted

PKP PLK S.A.	138	Mysłowice Brzezinka - Mysłowice	4.632	2	dir 1: 600 dir 2: 600	MYSŁO WICE	N O	N O	
PKP PLK S.A.	139	Czechowice- Dziedzice - Bielsko-Biała Główna	11.51	2	dir. 1: 600 dir. 2: 600	Czech.Dz iedz.Płd	N O	N O	
PKP PLK S.A.	139			2	dir. 1: 420 dir. 2: 590	BIELSKO -B.GŁ.	N O	N O	
PKP PLK S.A.	139	Bielsko Biała Główna - Bielsko Biała Leszczyny	3.873	2	dir. 1: 400 dir. 2: 430	B.B.Lesz czyny	N O	N O	
PKP PLK S.A.	139	Bielsko Biała Leszczyny - Żywiec	16.893	2	dir.1: 400 dir. 2: 430	Wilkowic e Bystra	N O	N O	
PKP PLK S.A.	139	Żywiec - Zwardoń	36.875	1	dir. 1: 400 dir. 2: 430	Łodygowi ce	N O	N O	
PKP PLK S.A.	139			1	dir. 1: 400 dir.	ŻYWIEC	N O	N O	

				2: 430				
PKP PLK S.A.	139			1 dir. 1: 352 dir. 2: 360	Węgiersk a Góruka	N O	N O	
PKP PLK S.A.	139			1 dir.1: 352 dir. 2: 360	Milówka	N O	N O	
PKP PLK S.A.	139			1 dir. 1: 352 dir. 2: 360	Rajcza	N O	N O	
PKP PLK S.A.	139			1 dir. 1: 352 dir. 2: 360	Sól	N O	N O	
PKP PLK S.A.	139			1 dir. 1: 352 dir. 2: 360	Zwardoń	N O	N O	
PKP PLK S.A.	151	Bierawa - Kuźnia Raciborska	11.225	2	1324	BIERAW A	Y E S	Y E S
							available 2 tracks >1253 both dir.	available 2 tracks>750 kier.both dir.

PKP PLK S.A.	151	Kuźnia Raciborska - Nędza	4.902	2	693	Kuźnia Racib.	N O	N O	
PKP PLK S.A.	151	Nędza - Racibórz	9.244	2	938	NĘDZA	Y E S	Y E S	available 2 tracks>759
PKP PLK S.A.	151	Racibórz - Krzyżanowice	12.747	2	736	RACIBÓ RZ	N O	N O	
PKP PLK S.A.	151	Krzyżanowice - Chałupki	7.595	2	516	Krzyżano wice	N O	N O	
PKP PLK S.A.	151	Chałupki - Chałupki border	1.296	2	816	CHAŁUP KI	Y E S	Y E S	available 2 tracks>750
PKP PLK S.A.	161	Katowice Szopienice Płn. - Chorzów Stary	12.125	2	dir. 1: 600 dir. 2: 600	KAT.SZO P. PŁN	N O	N O	
PKP PLK S.A.	161			2	dir. 1: 600 dir. 2: 600	Kat.Dąbr. Mała	N O	Ta k	1 track, crossing permitted only in one direction
PKP PLK S.A.	161			2	574	Siemiano wice Śl.	N O	N O	
PKP PLK S.A.	201	Nowa Wieś Wielka - Bydgoszcz Wschód	21.346	2	750	Bydg. Emiliano wo	Y E S	Y E S	available 4 tracks

PKP PLK S.A.	201	Bydgoszcz Wschód - Maksymilianowa	12.126	2	750	BYDGOSZCZ WSCHÓD	Y E S	Y E S	available 8 tracks
PKP PLK S.A.	201	GDYNIA GŁÓWNA - GDYNIA PORT	1.316	2	750	GDYNIA GŁÓWNA	N O	N O	stopping - not permitted
PKP PLK S.A.	201					GDYNIA PORT	Y E S	Y E S	available 3 tracks
PKP PLK S.A.	202					Gdańsk Wrzeszcz	Y E S	Y E S	available 1 track
PKP PLK S.A.	202	GDAŃSK GŁÓWNY - GDYNIA GŁÓWNA	20.992	2	750	Sopot	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	202					Gdynia Orłowo	Y E S	Y E S	available 2 tracks
PKP PLK S.A.	273	Wrocław Kuźniki- Wrocław Pracze	5.858	2	630	WROCŁAW KUŹNIKI	N O	N O	available 1 track only in one direction
PKP PLK S.A.	273	Wrocław Pracze- Brzezinka Średz.	7.415	2	630	Wrocław Pracze	N O	N O	available 1 track only in one direction
PKP PLK S.A.	273	Brzezinka Średz.-Brzeg Dolny	9.864	2	630	Brzezinka Średz.	N O	N O	#Single track section: Księgnice - Brzeg Dolny
PKP PLK S.A.	273	Brzeg Dolny- Wołów	10.318	2	630	Brzeg Dolny	N O	N O	
PKP PLK S.A.	273	Wołów- Małowice Wołów.	14.184	2	630	Wołów	N O	N O	

PKP PLK S.A.	273	Małowice Wołów.- Ścinawa	4.167	2	630	Małowice Wołów.	N O	N O	
PKP PLK S.A.	273	Ścinawa- RUDNA GWIZDANÓW	18.931	2	630	Ścinawa	N O	N O	
PKP PLK S.A.	273	RUDNA GWIZDANÓW- Grębocice	9.879	2	630	RUDNA GWIZDA NÓW	N O	N O	
PKP PLK S.A.	273	Grębocice- Krzepów	6.773	2	630	Grębocic e	N O	N O	
PKP PLK S.A.	273	Krzepów- GŁOGÓW	4.792	2	630	Krzepów	N O	N O	
PKP PLK S.A.	273	GŁOGÓW- Wróblin Głog.	9.145	2	630	GŁOGÓ W	N O	N O	available 1 track only in one direction
PKP PLK S.A.	273	Wróblin Głog.- Granica z IZ Zielona Góra	7.76	2	630	Wróblin Głog.	N O	N O	available 1 track only in one direction
PKP PLK S.A.	273	Czerna - Bytom Odrzański	5.27	2	630	Bytom Odrzańsk i	N O	N O	
PKP PLK S.A.	273	Bytom Odrzański - Nowa Sól	11.97	2	630	NOWA SÓL	N O	N O	
PKP PLK S.A.	273	Nowa Sól - Niedoradz	7.97	2	630	Niedorad z	N O	N O	
PKP PLK S.A.	273	Niedoradz - Zielona Góra	15.22	2	630	ZIELONA GÓRA	N O	N O	
PKP PLK S.A.	273	Zielona Góra - Czerwieńsk	12.69	2	630	CZERWI EŃSK	N O	N O	

PKP PLK S.A.	273	Czerwieńsk - Czerwieńsk Towarowy	2.88	3	630	Czerwień sk Tow.	N O	Y E S	available 1 track 756m, crossing restricted
PKP PLK S.A.	273	Czerwieńsk Towarowy - Radnica	10.4	2	630	Radnica	N O	N O	
PKP PLK S.A.	273	Radnica - Budachów	14.83	2	630	Budachó w	N O	N O	
PKP PLK S.A.	273	Budachów - Gądków Wielki	13.27	2	630	Gądków Wielki	N O	N O	
PKP PLK S.A.	273	Gądków Wielki - Jerzmanice Lubuskie	9.46	2	630	JERZMA NICE LUB.	N O	N O	
PKP PLK S.A.	273	Jerzmanice Lubuskie - Kowalów	13.9	2	630	Kowalów	N O	N O	
PKP PLK S.A.	273	Kowalów - Laski Lubuskie	7.75	2	630	Laski Lubuskie	N O	N O	
PKP PLK S.A.	273	Laski Lubuskie - Ługi Górzyckie	8.05	2	630	Ługi Górzyckie	N O	Y E S	available 1 track 779m, crossing restricted
PKP PLK S.A.	273	Ługi Górzyckie - Kostrzyn	8.45	2	630	KOSTRZ YN	N O	N O	
PKP PLK S.A.	273	Kostrzyn- Chojna	45.082	2	630	Kostrzyn Tow.	Y E S	Y E S	available 1 track 847m both dir and 1 track only for dir 1 - 743m
PKP PLK S.A.	273			2	630	Namyślin	N O	N O	

PKP PLK S.A.	273			2	630	Boleszko wice	N O	N O	
PKP PLK S.A.	273			2	630	Mieszko wice	N O	N O	
PKP PLK S.A.	273			2	630	Godków	Y E S	Y E S	available 1 track 758 m
PKP PLK S.A.	273			2	630	Chojna	N O	N O	
PKP PLK S.A.	273	Chojna-Gryfino	33.839	2	630	Krzywin Gryf.	T A K	N O	available 1 track 750 m, overtaking available in only one direction
PKP PLK S.A.	273			2	630	Dolina Odra	N O	N O	
PKP PLK S.A.	273			2	630	Gryfino	N O	N O	
PKP PLK S.A.	273	Gryfino-Szcz. Podjuchy	13.772	2	630	Daleszew o Gryf.	Y E S	Y E S	available 1 track 770 m
PKP PLK S.A.	273			2	630	SZCZ.PO DJUCHY	N O	N O	
PKP PLK S.A.	273	Szcz. Podjuchy- Szczecin Port Centralny	6.357	1	630	SZCZ.PO RT CENTR.	N/A - terminus		available 6 tracks for dir. 1 >751 m and available 9 tracks for dir. 2 > 751 m
PKP PLK S.A.	277	Opole Groszowice - Opole Wschodnie	6.386	2	both dir. 632	OPOLE WSCHO DНИЕ	Y E S	Y E S	available 1 track for dir.1 - 780[m] and available 1 track for dir. 2 -840[m]

PKP PLK S.A.	277	Opole Wschodnie - Opole Czarnowąsy	5.302	2	both dir. 632	Opole Czarnow ąsy	Y E S	Y E S	available 1 track for dir.1 - 818[m] track for dir.2 - 774[m]	available 1
PKP PLK S.A.	277	Opole Czarnowąsy - Dobrzeń Wielki	7.029	2	both dir. 630	Dobrzeń Wielki	N O	N O		
PKP PLK S.A.	277	Dobrzeń Wielki - Popielów	9.54	2	both dir. 630	Popielów	N O	N O		
PKP PLK S.A.	277	Popielów - Karłowice	7.424	2	both dir. 630	Karłowice	N O	N O		
PKP PLK S.A.	277	Biskupice Oław.-Jelcz- Laskowice	13.122	2	630	Biskupice Oław.	N O	N O		
PKP PLK S.A.	277	Jelcz- Laskowice- Czernica Wrocł.	7.747	2	630	Jelcz- Laskowic e	Y E S	N O	available 1 track both directions and available 1 track only for one direction	
PKP PLK S.A.	277	Czernica Wrocł.- Siechnice	7.254	1	630	Czernica Wrocł.	N O	N O		
PKP PLK S.A.	277	Siechnice- WROCŁAW BROCHÓW	3.195	2	630	Siechnice	N O	N O		
PKP PLK S.A.	277					WROCŁ AW BROCH ÓW	N O	N O		
PKP PLK S.A.	401	Szczecin Dąbie Sdb- Szczecin Dąbie Sdc	2.632	2	630	SZCZECI N DĄBIE	Y E S	Y E S	available 1 track 768 m	

PKP PLK S.A.	401	Szczecin Dąbie Sdc- Goleniów	20.976	2	630	Kliniska	Y E S	Y E S	available 1 track 791 m
PKP PLK S.A.	401			2	630	GOLENI ÓW	N O	N O	
PKP PLK S.A.	401	Goleniów- Wysoka Kamieńska	30.202	2	630	Białyń	N O	N O	
PKP PLK S.A.	401			2	630	Rokita	N O	N O	
PKP PLK S.A.	401			2	630	WYSOK A KAMIEŃ SKA	N O	N O	
PKP PLK S.A.	401			2	630	Recław	Y E S	Y E S	available 1 track 758 m
PKP PLK S.A.	401	Wysoka Kamieńska- Warnowo	26.566	2	630	Warnowo	N O	N O	
PKP PLK S.A.	401	Warnowo- Lubiewo	8.778	2	630	Lubiewo	N O	N O	
PKP PLK S.A.	401	Lubiewo- Świnoujście Sia (Nd)	6.42	2	630	Świnoujście	N/A - termi nus	N/A - termi nus	available 1 track 849 m with restrictions, Sia - Świnoujście only passenger flow
SŽD C	Mosty u Jablunkova (state Border SK) - Dětmar ovice	Mosty u Jablunkova - Dětmarovice (out)	53.916	2	700	Mosty u Jablunkova	N o	No	-
						Návsí	N o	No	-
						Bystřice	N o	No	-
						Třinec	N o	No	-

						Český Těšín nákl.n.	Y e s	Ye s	-
						Český Těšín	N o	No	-
						Louky nad Olší	N o	No	-
						Karviná	Y e s	Ye s	-
SŽD C	Odboč ka Koukol ná - Odboč ka Závada	Odbočka Koukolná - Odbočka Závada	1.293	1	700	-	-	-	-
SŽD C	Bohum ín - Chalup ki state Border PL	Bohumín - Chalupki state Border PL	3.136	1	600	-	-	-	-
SŽD C	Bohum ín Vrbice - Chalup ki state Border PL	Bohumín Vrbice - Chalupki (St.b. PL)	4.279	1	600	-	-	-	-
SŽD C	Petrovi ce u Karviné (state border PL) - Přerov	Petrovice u Karviné - Bohumín osobní nádraží	16.694	2	700	Petrovice u Karviné	Y e s	No	-
						Odbočka Závada	-	-	-
						Dětmarovi ce	Y e s	No	-

						Bohumín	Y e s	Ye s	-
Bohumín os. nádraží - Hranice na Moravě	64.088	2	720	Ostrava hl.n.	Y e s	Ye s			-
				Ostrava Svinov	Y e s	No			-
				Výh. Polanka nad Odrou	Y e s	Ye s			-
				Jistebník	N o	No			-
				Studénka	Y e s	No			-
				Suchdol nad Odrou	N o	No			-
				Polom	N o	No			-
				Hranice na Moravě	N o	Ye s			-
Hranice na Moravě - Přerov osobní nádraží	28.336	2	720	Drahotuše	Y e s	Ye s			-
				Lipník nad Bečvou	N o	No			-
				Prosenice	Y e s	Ye s			-
				Přerov os.n.	N o	No			-
SŽD C	Přerov osobní nádraží - Břeclav osobní nádraží	Přerov osobní nádraží - Nedakonice	51.479	2	720	Přerov přednádra ží	N o	No	-
						Říkovice	N o	Ye s	-
						Hulín	N o	No	-

						Tlumačov	N o	No	-
						Otrokovic e	N o	No	-
						Napajedla	N o	No	-
						Hušťenovi ce	N o	Ye s	-
						Staré město u Uh. Hr.	N o	No	-
						Nedakonic e	Y e s	No	-
						Moravský Písek	Y e s	No	-
						Bzenec přívoz	Y e s	Ye s	-
						Rohatec	N o	Ye s	-
						Hodonín	Y e s	Ye s	-
						Lužice	Y e s	Ye s	-
						Moravská Nová Ves	N o	No	-
						Výhybna Hrušky	N o	No	-
						Břeclav přednádra ží	Y e s	Ye s	-
						Břeclav os.n.	N o	Ye s	-
SŽD C	Břeclav osobní	Břeclav os.n. - state border A	5.139	2	720	-	-	-	-
						-	-	-	-

	nádraží - State border A									
ŽSR	Border crossing Zwardoň/Skalité - Border crossings of Austria	Skalité - Čadca	13.5	1	650	Skalité	Y e s	No	available one track 769 m, crossing restricted	
						Čadca	N o	Ye s	available one track 798 m, crossing restricted	
ŽSR	Border crossings Zwardoň/Skalité and Mosty u Jablunkova/Čadca - Border crossings of Austria	Čadca št. hr. CZ Čadca	6.7	2	740	Čadca	N o	Ye s	available one track 798 m, crossing restricted	
									available one track 798 m, crossing restricted	
ŽSR	Border crossings Zwardoň/Skalité and Mosty u Jablunkova/Čadca -	Čadca - Žilina	30.5	2	700	Krásno nad Kysucou	Y e s	Ye s	available two tracks 753> m	
						Kysucké Nové Mesto	Y e s	Ye s	available two tracks 751 > m	

	Border crossings of Austria									
ŽSR	Border crossings Zwardoň/Skalité and Mosty u Jablunkova/Čadca - Border crossings of Austria	Žilina - Púchov	44.2	2	650	Bytča	Y e s	Y e s	available two tracks both 766 m	
						Púchov	Y e s	Y e s	available three tracks 848 > m	
ŽSR	Border crossings Zwardoň/Skalité and Mosty u Jablunkova/Čadca - Border crossings of Austria	Púchov - Trenčín	34.3	2	740	Ladce	Y e s	Y e s	available two tracks 764 > m	
						Ilava	Y e s	Y e s	available two tracks 765 > m	
						Dubnica nad Váhom	Y e s	Y e s	available two tracks 758 > m	
						Trenčianska Teplá	Y e s	Y e s	available two tracks 753 > m	
						Trenčín	Y e s	Y e s	available four tracks 758 > m	
ŽSR	Border crossings Zwardoň/Skalité and	Trenčín - Leopoldov	60.2	2	740	Trenčín - Zlatovce	Y e s	Y e s	available two tracks 752 > m	
						Trenčianske	Y e s	Y e s	available two tracks 881 > m	

	Mosty u Jablunkova/Čadca - Border crossings of Austria					Bohuslavice			
						Nové Mesto nad Váhom	Y e s	Y e s	available two tracks 890 > m
						Piešťany	Y e s	Y e s	available three tracks 885 > m
						Veľké Kostoľany	Y e s	Y e s	available three tracks 812 > m
						Leopoldov	Y e s	Y e s	available two tracks 819 > m
ŽSR	Border crossings Zwardoň/Skalite and Mosty u Jablunkova/Čadca - Border crossings of Austria	Leopoldov - Bratislava hl.st.	63.8	2	740	Cífer	Y e s	Y e s	available two tracks both 750 m
						Šenkvice	Y e s	Y e s	available two tracks 807 > m
						Pezinok	Y e s	Y e s	available two tracks 793 > m
						Bratislava Rača	Y e s	Y e s	available three tracks 767 > m
ŽSR	Border crossings Zwardoň/Skalite and Mosty u Jablunkova/Čadca- Border	Bratislava hl. st - Devínska Nová Ves	12.8	2	700	Devínska Nová Ves	Y e s	Y e s	available four tracks 818 > m

	crossings of Austria									
ŽSR	Border crossings Zwardoň/Skalité and Mosty u Jablunkova/Čadca - Border crossings of Austria	Bratislava Rača - Bratislava Petržalka	19.6	1 2 2	690	Bratislava Nové Mesto	Y e s	Y e s	available three tracks 786 > m	
						Bratislava UNS	Y e s	Y e s	available three tracks 773 > m	
						Bratislava Petržalka	Y e s	Y e s	available two tracks 777 > m	
					standard train length* (m)					
ÖBB-Infra	Vienna - Bernhardsthal	Bernhardsthal (Border CZ) - Gänserndorf	46.7	2	590 m	Dürnkrut	Y e s	Y e s	available 2 tracks >866m	
						Hohenau	Y e s	Y e s	available 4 tracks >786m (overtaking in direction 1 only with crossing of main track)	
ÖBB-Infra	Gänserndorf - Marchegg	Gänserndorf - Marchegg	18.2	1	590 m		N o	No		
ÖBB-Infra	Vienna -	Gänserndorf - Stadlau	25.4	2	590 m	Strasshof	Y e s	Y e s	available 2 tracks >768m	

	Bernhardsthal					Stadlau-Nord	Yes	Yes	available 1 track >866m (overtaking in direction 1 only with crossing of main track)
ÖBB-Infra	Vienna - Marchegg	Stadlau - Marchegg (Border SK)	35.6	1	590 m	Siebenbrunn-Leopoldsdorf	No	No	available 2 tracks > 789m
						Schönenfeld-Lassee	Yes	Yes	available 2 tracks > 894m
ÖBB-Infra	Vienna - Marchegg	Stadlau - Vienna Zvbf	11.3	2	590 m	Stadlau-Nord	Yes	Yes	available 1 track > 866m (overtaking in direction 1 only with crossing of main track)
ÖBB-Infra	Vienna - Nickelsdorf	Vienna - Gramatneusiedl	19.6	2	590 m	Gramatneusiedl	Yes	Yes	available 1 track > 803m
						Wien Zvbf	Yes	Yes	available 14 tracks > 771m (overtaking in direction 1 only with crossing of main track)
ÖBB-Infra	Gramatneusiedl - Wampersdorf	Gramatneusiedl - Wampersdorf	13.5	1	590 m	Mitterndorf-Moosbrunn	Yes	Yes	available 1 track > 762m
ÖBB-Infra	Vienna - Nickelsdorf	Gramatneusiedl - Parndorf	29.6	2	590 m	Bruck a.d.Leitha-Ost	Yes	Yes	available 1 track > 786m (overtaking in direction 2 only with crossing of main track)
ÖBB-Infra	Parndorf - Kittsee	Parndorf - Kittsee (Border SK)	19.9	1	590 m		No	No	
ÖBB-Infra	Vienna - Nickelsdorf	Parndorf - Nickelsdorf (Border HU)	2.3	2	590 m		No	No	
ÖBB-Infra	Vienna - Wiener Neustadt	Vienna - Wiener Neustadt (via Mödling)	44.7	2	590 m	Leobersdorf	Yes	Yes	available 2 tracks > 774m (overtaking in direction 1 only with crossing of main track)

	dt (via Mödling)								
ÖBB-Infra	Vienna - Wiener Neustadt (via Ebenfurth)	Vienna - Wampersdorf	30.7	1	590 m	Inzersdorf Ort	Y e s	Ye s	available 1 tracks > 875m (overtaking in direction 2 only with crossing of main track)
						Wien Blumental	Y e s	Ye s	available 8 tracks > 758m (overtaking in direction 1 only with crossing of main track)
						Münchendorf	Y e s	Ye s	available 2 tracks > 750m
						Wampersdorf	Y e s	Ye s	available 4 tracks > 750m
ÖBB-Infra	Vienna - Wiener Neustadt (via Ebenfurth)	Wampersdorf - Wiener Neustadt	20.1	2	590 m	Ebenfurth	Y e s	Ye s	available 2 tracks > 793m (overtaking in direction 1 only with crossing of main track)
ÖBB-Infra	Wiener Neustadt - Bruck a.d. Mur	Wiener Neustadt - Gloggnitz	26.8	2	590 m	Neunkirchen N.Ö.	Y e s	Ye s	available 2 tracks > 805m
						Ternitz	Y e s	Ye s	available 2 tracks > 783m
ÖBB-Infra	Wiener Neustadt - Bruck a.d. Mur	Gloggnitz - Mürzzuschlag (existing Semmering line)	41.8	2	590 m		N o	No	
ÖBB-Infra	Wiener Neustadt - Bruck a.d. Mur	Mürzzuschlag - Bruck a.d. Mur	41.2	2	590 m	Marein-St.Lorenzen	Y e s	Ye s	available 2 tracks > 757m

ÖBB- Infra	Bruck a.d. Mur - Graz	Bruck a.d. Mur - Graz - Spielfeld	53.5	2	590 m	Graz-Vbf	Y e s	Ye s	available 8 tracks > 747m (overtaking in direction 1 only with crossing of main track; 4 tracks overtaking in direction 2 only with crossing of main track)
						Kalsdorf	Y e s	Ye s	available 2 tracks > 780m (overtaking in direction 1 only with crossing of main track)
						Leibnitz	N o	Ye s	available 2 tracks > 770m
ÖBB- Infra	Bruck a.d. Mur - Klagenf urt	Bruck a.d. Mur - St. Veit a.d. Glan	148.7	2	610 m	Niklasdorf	Y e s	Ye s	available 2 tracks > 785m (overtaking in direction 1 only with crossing of main track)
						Launsdorf - Hochoster witz	Y e s	Ye s	available 1 tracks > 775m (overtaking in direction 1 only with crossing of main track)
ÖBB- Infra	St. Veit a.d. Glan - Klagenf urt	St. Veit a.d. Glan - Klagenfurt	18	2	610 m	Maria Saal	Y e s	Ye s	available 1 tracks > 850m (overtaking in direction 2 only with crossing of main track)
ÖBB- Infra	Klagenf urt - Thörl- Maglern	Klagenfurt - Villach	38.4	2	610 m		N o	No	
ÖBB- Infra	St. Veit a.d. Glan - Villach	St. Veit a.d. Glan - Villach	49.7	1	610 m		N o	No	
ÖBB- Infra	Klagenf urt - Thörl- Maglern	Villach - Thörl- Maglern (border IT)	22.4	2	610 m	Arnoldstei n	Y e s	Ye s	available 1 tracks > 800m (overtaking in direction 2 only with crossing of main track)
						Villach Süd Gvbf	Y e s	Ye s	available 12 tracks > 741m (6 tracks overtaking in direction 2 only with crossing of main track)
SŽ	Border crossin	Šentilj - Maribor Tezno	16	1	560	Šentilj	N o	No	available max distance of track 608 m

	g Austria (Šentilj) - Zidani Most					Pesnica	N o	No	available max distance of track 686 m
						Maribor	N o	No	available max distance of track 519 m
						Maribor Tezno	Y e s	Ye s	available max distance of track 1086 m
SŽ	Border crossing Austria (Šentilj) - Zidani Most	Maribor Tezno - Pragersko	22	2	597	Hoče	Y e s	Ye s	available max distance of track 818 m
						Rače	N o	No	available max distance of track 450 m
						Pragersko	N o	No	available max distance of track 649 m
SŽ	Border crossing Austria (Šentilj) - Zidani Most	Pragersko - Zidani Most	74	2	597	Slovenska Bistrica	Y e s	Ye s	available max distance of track 799 m
						Poljčane	N o	No	available max distance of track 658 m
						Ponikva	N o	No	available max distance of track 685 m
						Grobelno	N o	No	available max distance of track 725 m
						Šentjur	N o	No	available max distance of track 619 m
						Celje	N o	No	available max distance of track 728 m
						Laško	N o	No	available max distance of track 515 m
						Rimske Toplice	Y e s	Ye s	available max distance of track 820 m
						Zidani Most	N o	No	available max distance of track 559 m
SŽ	Zidani Most -	Zidani Most - Ljubljana	64	2	570	Hrastnik	Y e s	Ye s	available max distance of track 1103 m

	Ljubljana					Trbovlje	N o	No	available max distance of track 647 m
						Zagorje	N o	No	available max distance of track 700 m
						Sava	Y e s	Ye s	available max distance of track 899 m
						Litija	Y e s	Ye s	available max distance of track 814 m
						Kresnice	N o	No	available max distance of track 646 m
						Laze	Y e s	Ye s	available max distance of track 785 m
						Ljubljana Zalog	Y e s	Ye s	available max distance of track 1408 m
						Ljubljana Moste	N o	No	available max distance of track 541 m
						Ljubljana	N o	No	available max distance of track 463 m
SŽ	Ljubljana - Border crossing Italy (Sežana)	Ljubljana - Divača	105	2	600	Brezovica	N o	No	available max distance of track 639 m
						Preserje	Y e s	Ye s	available max distance of track 798 m
						Borovnica	Y e s	Ye s	available max distance of track 815 m
						Verd	N o	No	available max distance of track 658 m
						Logatec	N o	Ye s	available max distance of track 738 m
						Rakek	Y e s	Ye s	available max distance of track 810 m
						Postojna	N o	No	available max distance of track 667 m

						Prestrane k	Y e s	Ye s	available max distance of track 808 m
						Pivka	N o	No	available max distance of track 630 m
SŽ	Ljublja na - Border crossing Italy (Sežana)	Divača - Sežana	13	2	600	Divača	Y e s	Ye s	available max distance of track 885 m
						Sežana	N o	No	available max distance of track 716 m
SŽ	Divača - Koper	Divača - Prešnica	16	1	525	Rodik	N o	No	available max distance of track 566 m
						Hrpelje Kozina	Y e s	Ye s	available max distance of track 785 m
						Prešnica	/	/	/
SŽ	Divača - Koper	Prešnica - Koper	32	1	525	Črnotiče	N o	No	available max distance of track 525 m
						Hrastovlje	N o	No	available max distance of track 540 m
						Rižana	N o	No	available max distance of track 586 m
						Koper - cargo	Y e s	Ye s	available max distance of track 820 m
RFI	J037	TARVISIO BOSCOV-PM VAT	84.297	2	625	TARVISIO BOSCOV.	n o	no	
						PM VAT	n o	no	
RFI	J037	PM VAT -	6.757	1	595	PM VAT	n o	no	
		UDINE Parco				UDINE PARCO	n o	no	
RFI	J039	UDINE Parco -	1.672	2	595	UDINE PARCO	n o	no	
		UDINE				UDINE	n o	no	

RFI	J037	P.M.VAT - UD P.Dev.Laipac.	6.165	1	595	P.M.VAT	n o	no	
						UD P.Dev.Lai pac.	n o	no	
RFI	J037	UD P.Dev.Laipac. - UD P.Dev.Pradam.	0.746	2	625	UD P.Dev.Lai pac	n o	no	
						UD P.Dev.Pra dam.	n o	no	
RFI	J039	UDINE PARCO - UD P.Dev.Pradam	2.216	2	595	UDINE PARCO	n o	no	
						UD P.Dev.Pra dam	n o	no	
RFI	J039	UD P.Dev.Pradam	49.789	2	595	UD P.Dev.Pra dam	n o	no	
		Monf.Dev.S.Pol o				Monf.Dev. S.Polo	n o	no	
RFI	J035	Monf.Dev.S.Pol o	14.197	2	600	Monf.Dev. S.Polo	n o	no	
		BIVIO D'AURISINA				BIVIO D'AURISI NA	n o	no	
RFI	J035	BIVIO D'AURISINA- TS.CAMP O MARZIO	19.938	2	600	BIVIO D'AURISI NA	n o	no	
						TS.CAMP O MARZIO	n o	no	
RFI	J035	BIVIO D'AURISINA-	14.973	2	600	BIVIO D'AURISI NA	n o	no	
		VILLA OPICINA				VILLA OPICINA	n o	no	
RFI	J035		0.643	2	600	Sc.Estr.G alleria	n o	no	

		Sc.Estr.Galleria - Sc.Estr.Viadotto				Sc.Estr.Vi adotto	n o	no	
RFI	J037	UDINE - SACILE	61.612	2	580	UDINE	n o	no	
						SACILE	n o	no	
RFI	J037	SACILE - TREVISO C	44.053	2	575	SACILE	n o	no	
						TREVISO C	n o	no	
RFI	J037	TREVISO C. -	11.635	2	575	TREVISO C	n o	no	
		Mogliano Veneto				Mogliano Veneto	n o	no	
RFI	R003	Mogliano Veneto -	17.234	2	575	Mogliano Veneto	n o	no	
		Venezia Mestre				VENEZIA MESTRE	n o	no	
RFI	K088	TREVISO C.- CASTELFRANC O V	24.529	2	575	TREVISO C	n o	no	
						CASTELF RANCO V	n o	no	
RFI	K080	CASTELFRANC O - CAMPOSAMPIE RO	12.057	2	575	CASTELF RANCO	n o	no	
						Cippo Km 5.000	n o	no	
RFI	K081	CAMPOSAMPIE RO - Vigodarzere	13.227	2	575	CAMPOS AMPIERO	n o	no	
						Vigodarze re	n o	no	
RFI	K082	Vigodarzere - PADOVA C. MARTE	5.753	2	575	Vigodarze re	n o	no	
						PADOVA C. MARTE	n o	no	
RFI	J031	PADOVA C. MARTE - FERRARA	66.078	2	625/6 50(*)	PADOVA C. MARTE	n o	no	

						FERRAR A	n o	no	
RFI	J031	FERRARA-	22.951	2	625/6 50(*)	FERRAR A-	n o	no	
		S Pietro in Casale				S Pietro in Casale	n o	no	
RFI	R005	S.Pietro in C-- S.GIORGIO P.	6.111	2	575	S.Pietro in C-	n o	no	
						S.GIORGI O P.	n o	no	
RFI	R005	S.GIORGIO P. - BO.INTERPOR TO	4.941	1	575	S.GIORGI O P.	n o	no	
						BO.INTER PORTO	n o	no	
RFI	K099	FERRARA - PORTOMAGGI ORE	23.413	1	465/5 75(*)	FERRAR A	n o	no	
						PORTOM AGGIORE	n o	no	
RFI	K100	PORTOMAGGI ORE- LAVEZZOLA	17.211	1	465/5 75(*)	PORTOM AGGIORE	n o	no	
						LAVEZZO LA	n o	no	
RFI	K101	LAVEZZOLA- RAVENNA	31.996	1	465/5 75(*)	LAVEZZO LA	n o	no	
						RAVENN A	n o	no	
Yes -	means that in station and in appropriate direction is minimally one siding track with minimal lenght of 740m								
	direction 1	north - south							
	direction 2	south - north							

ANNEX 2: SURVEY QUESTIONNAIRE

**Questionnaire regarding forecast need to run long trains along RFC5**

We kindly ask you to fill in the table below. We would like you to list O/Ds where you wish to run longer trains than allowed by the line module.

It means that if currently the line module is 550m, you could have the need to run 650m trains.

It will be useful for us to analyze where the priorities in terms of market needs are.

We make sure of confidentiality of the data you are providing us.

Instructions:

if O/D is for both directions please note in the remarks column. O/Ds should cross at least a border of RFC5.

The first line is filled in as for sample purpose.

Origin	Destination	Border crossing 1	Border crossing 2	Border crossing 3	Yearly quantity of trains 2018	Yearly quantity of trains 2023	Yearly quantity of trains 2030	Minimum wished Length of train (m)	Remarks/goods

ANNEX 3 WG I&I EXCEL SHEETS FOR THE YEAR 2023

RFC 5 - length of selected tracks foreseen for 2023 and Investment projects to be realized in years 2019 - 2023															
IM	Line	Section				Station/operational point	Overtaking possible	Comments	Investment						
		Name	Length (km)	Number of tracks	max train length (m)				Direction		Project concerned length of 740 m trains				
									1	2	Type	Description			
1	2	3	4	5	6	7	8	9	10	11	12				
PKP PLK S.A.	9	TCZEW - PSZCZÓŁKI	10.427	2	750	TCZEW	NO	NO	long trains stopping - not permitted	no investment projects*					
PKP PLK S.A.	9	PSZCZÓŁKI - PRUSZCZ GDAŃSKI	10.447	2	750	PSZCZÓŁKI	YES	YES	available 3 tracks	no investment projects*					
PKP PLK S.A.	9	PRUSZCZ GDAŃSKI - GDAŃSK POŁUDNIOWY	8.725	2	750	PRUSZCZ GDAŃSKI	YES	YES	available 4 tracks	no investment projects*					
PKP PLK S.A.	9	GDAŃSK POŁUDNIOWY - GDAŃSK GŁÓWNY	1.893	2	750	GDAŃSK POŁUDN.	YES	YES	available 3 tracks	no investment projects*					
PKP PLK S.A.	9					GDAŃSK GŁÓWNY	NO	NO	stopping and overtak	no investment projects*					

								ing - not permitted		
PKP PLK S.A.	93	Oświęcim OwA-Czechowice Dziedzice	21.984	2	750	OŚWIĘCIM	YES	available 10 tracks	modernisation	
PKP PLK S.A.	93				780	Brzeszcze Kop.	NO		modernisation	
PKP PLK S.A.	93			2	750	Brzeszcze Jaw.	NO		modernisation	
PKP PLK S.A.	93			2	750	CZECHOWICE-DZ.	YES	4 tracks available, crossing permitted	modernisation	Czechowice Dziedzice station tracks layout adaptation to long train operations and crossing.
PKP PLK S.A.	93	Czechowice Dziedzice - Chybie	14.108	2	750 **	CHYBIE	YES	3 tracks available, crossing permitted	modernisation	Chybie Station tracks layout adaptation to long train operations and crossing. ** no financing approved in 2018
PKP PLK S.A.	93	Chybie - Zebrzydowice	15.602	2	750 **	Pruchna	NO	Decommission	modernisation	** no financing approved in 2018
PKP PLK S.A.	93					ZEBRZYDOWIC E	YES	9 tracks available, crossing	modernisation	Adaptation Zebrzydowice station track layout to long train operations and crossing. Zebrzydowice border: Czechowice Dziedzice,

								permited		Chybie, Zebrzydowice stations tracks layout adaptation to long train operations and crossing. ** no financing approved in 2018
PKP PLK S.A.	131	Chorzów Stary - Bytom	5.155	2	min. 750	CHORZÓW STARY	YES	5 tracks available $\geq 750$ m, crossing permitted	modernisation	Chorzów Stary station tracks layout adaptation and CCS equipment to long train operations and crossing.
PKP PLK S.A.	131	Bytom - Bytom Karb	2.691	2	min. 750	BYTOM	YES	12 tracks available $\geq 750$ m, crossing permitted	modernisation	Rebuilding Bytom station with station tracks layout adaption and CCS to long train operations (780m)
PKP PLK S.A.	131	Bytom Karb - Radzionków	7.349	3	min. 750	BYTOM KARB	NO	NO	modernisation	
PKP PLK S.A.	131	Radzionków - Nakło Śląskie	2.738	4	min. 750	RADZIONKÓW	YES	1 track available $\geq 750$	modernisation	Rebuilding Radzionków station with station tracks layout adaption and CCS

								m		to long train operations (780m)
PKP PLK S.A.	131	Radzionków - Tarnowskie Góry	6.477	4	min. 750	NAKŁO ŚLĄSKIE	N O	NO	modernisation	Rebuilding Nakło Śląskie station with station tracks layout adaption and CCS to long train operations (780m)
PKP PLK S.A.	131	Tarnowskie Góry Kalety	14.084	4	min. 750	TARNOWSKIE GÓRY	N O	NO	modernisation	
PKP PLK S.A.	131	Kalety - Boronów	11.712	2	min. 750	KALETY	N O	NO	modernisation	Kalety station tracks layout and CCS equipment adaptation to long train operations and crossing.
PKP PLK S.A.	131	Boronów - Herby Nowe	9.761	2	min. 750	Boronów	Y E S	NO	3 tracks available $\geq 750$ m	modernisation
PKP PLK S.A.	131	Herby Nowe - Wręczyca	9.745	2	min. 750	HERBY NOWE	Y E S	YES	3 tracks available $\geq 750$ m, crossing permitted	modernisation Rebuilding Herby Nowe station with station tracks layout adaption and CCS to long train operations (780m)
PKP PLK S.A.	131	Wręczyca - Kłobuck	10.025	2	min. 750	Wręczyca	Y E S	YES	2 tracks available $\geq 750$ m,	modernisation Rebuilding Wręczyca station with station tracks layout adaption and CCS

										crossin g permite d		to long train operations (780m)
PKP PLK S.A.	131	Kłobuck - Miedzno	12.578	2	min. 750	Kłobuck	Y E S	YES	3 tracks availabl e >=750 m, crossin g permite d	modernisat ion	Rebuilding Kłobuck station with station tracks layout adaption and CCS to long train operations (780m)	
PKP PLK S.A.	131	Miedzno - Działoszyn	12.190	2	min. 750	Miedźno	Y E S	YES	2 tracks availabl e >=750 m, crossin g permite d	modernisat ion	Rebuilding Miedźno station with station tracks layout adaption and CCS to long train operations (780m)	
PKP PLK S.A.	131	Działoszyn - Chorzew Siemkowice	10.924	2	min. 750	Działoszyn	Y E S	YES	2 tracks availabl e >=750 m, crossin g permite	modernisat ion	Rebuilding Działoszyn station with station tracks layout adaption and CCS to long train operations (780m)	

								d	
PKP PLK S.A.	131	Chorzew Siemkowice - Rusiec Łódzki	12.293	2	min. 750	CHORZEW SIEMK.	Y E S	YES	3 tracks available >=750 m, crossing permitted
PKP PLK S.A.	131	Rusiec Łódzki - Chociw Łaski	10.095	2	min. 750	Rusiec Łódzki	Y E S	YES	2 tracks available >=750 m, crossing permitted
PKP PLK S.A.	131	Chociw Łaski - Kozuby	10.552	2	min. 750	Chociw Łaski	Y E S	YES	Rebuilding Rusiec Łódzki station with station tracks layout adaption and CCS to long train operations (780m)
									Rebuilding Chociw Łaski station with station tracks layout adaption and CCS to long train operations (780m)

PKP PLK S.A.	131	Kozuby - Zd. Wola Karsznice	11.691	2	min. 750	Kozuby	Y E S	YES	1 track available >=750 m	modernisation	
PKP PLK S.A.	131	ZD. WOLA KARSZ. - Szadek	10.836	2	min. 750	ZD. WOLA KARSZ.	N O	YES	2 tracks available >=750 m, crossing permitted	modernisation	
PKP PLK S.A.	131	Szadek - Otok	11.443	2	750	Szadek	Y E S	YES	available 1 track, crossing permitted	no investment projects*	
PKP PLK S.A.	131	Otok - Poddębice	12.134	2	750	Otok	Y E S	YES	available 1 track, crossing permitted	no investment projects*	

PKP PLK S.A.	131	Poddębice - Kłudna	9.873	2	750	Poddębice	Y E S	YES	available 1 track, crossing permitted	no investment projects*	
PKP PLK S.A.	131	Kłudna - Kraski	8.412	2	750	Kłudna	Y E S	YES	available 1 track on one dir, crossing permitted	no investment projects*	
PKP PLK S.A.	131	Kraski - Dąbie N/Nerem	7.99	2	750	Kraski	Y E S	YES	available 1 track on one dir, crossing permitted	no investment projects*	
PKP PLK S.A.	131	Dąbie n/Nerem - Ponętów	10.965	2	750	Dąbie N/Nerem	Y E S	YES	available 1 tracks	no investment projects*	
PKP PLK S.A.	131				750	PONĘTÓW	Y E S	YES	available 1 track	no investment projects*	

								794m, crossin g restrict ed		
PKP PLK S.A.	131	Ponętów - Babiak	20.223	2	750	Lipie Góry	Y E S	YES	available 2 tracks	no investment projects*
PKP PLK S.A.	131				750	Babiak	Y E S	YES	available 2 tracks	no investment projects*
PKP PLK S.A.	131				750	Zaryń	Y E S	YES	available 2 tracks	no investment projects*
PKP PLK S.A.	131				750	Piotrków Kuj.	Y E S	YES	available 2 tracks	no investment projects*
PKP PLK S.A.	131				750	Chełmce	Y E S	YES	available 2 tracks	no investment projects*
PKP PLK S.A.	131	Babiak - Inowrocław Rąbinek	56.369	2	750	Karczyn	Y E S	YES	available 1 track 869m, crossing restricted	no investment projects*
PKP PLK S.A.	131				750	INOWR.RĄBINEK	Y E S	YES	available 3 tracks	no investment projects*
PKP PLK S.A.	131	Inowrocław Rąbinek - Mimowola - Jaksice	12.466	2	750	Jaksice	Y E S	YES	available 2 tracks	no investment projects*

PKP PLK S.A.	131	Jaksice -Nowa Wieś Wielka	14.431	2	750	Złotniki Kuj.	Y E S	YES	available 2 tracks	no investment projects*	
PKP PLK S.A.	131				750	NOWA WIEŚ WIELKA	Y E S	YES	available 2 tracks	no investment projects*	
PKP PLK S.A.	131				750	MAKSYMILIAN OWO	Y E S	YES	available 2 tracks	no investment projects*	
PKP PLK S.A.	131				750	Kotomierz	Y E S	YES	available 2 tracks	no investment projects*	
PKP PLK S.A.	131	Maksymilianowo - Terespol Pomorski	31.015	2	750	Pruszcz Pom.	Y E S	YES	available 2 tracks	no investment projects*	
PKP PLK S.A.	131				750	Parlin	Y E S	YES	available 1 track 779m, crossing restricted	no investment projects*	
PKP PLK S.A.	131				750	TERESPOL POM.	Y E S	YES	available 2 tracks	no investment projects*	
PKP PLK S.A.	131				750	LASKOWICE POM.	Y E S	YES	available 2 tracks	no investment projects*	
PKP PLK S.A.	131				750	Warlubie	Y E S	YES	available 2 tracks	no investment projects*	
PKP PLK S.A.	131				750						
PKP PLK S.A.	131	Terespol Pomorski - Laskowice Pomorskie	11.689	2	750						
PKP PLK S.A.	131	Laskowice Pomorskie - Smętowo	34.698	2	750						

PKP PLK S.A.	131			750	Twarda Góra	Y E S	YES	available 2 tracks	no investment projects*	
PKP PLK S.A.	131	SMĘTOWO - TCZEW	40.91	2	750	SMĘTOWO	Y E S	YES	available 3 tracks	no investment projects*
PKP PLK S.A.	131					Morzeszczyn	Y E S	YES	available 2 tracks	no investment projects*
PKP PLK S.A.	131					Pelplin	Y E S	YES	available 2 tracks	no investment projects*
PKP PLK S.A.	131					Subkowy	Y E S	YES	available 2 tracks	no investment projects*
PKP PLK S.A.	131					BYTOM BOBREK	N O	NO	0	modernisation
PKP PLK S.A.	132	Bytom Bobrek - Zabrze Biskupice	2.456	2	570	ZABRZE BISKUPICE	N O	NO	0	Catenary and turnouts exchange and rebuilding CCS equipment. New signal box on Bytom Bobrek station.
PKP PLK S.A.	132				740	PYSKOWICE	N O	NO	0	modernisation
PKP PLK S.A.	132	Pyskowice - Toszek	9.810	2	730	Toszek	N O	NO	0	no investment projects*
PKP PLK S.A.	132	Toszek - Strzelce Opolskie	17.011	2	793	STRZELCE OPOL.	N O	NO	0	no investment projects*
PKP PLK S.A.	132			2	dir.1 640 dir.2 630	Szymiszów	N O	NO	0	no investment projects*
PKP PLK S.A.	132	Strzelce Opolskie - Szymiszów	6.073	2	dir.1 640 dir.2 630		N O	NO	0	no investment projects*

PKP PLK S.A.	132	Szymiszów - Kamień Śląski	7.519	2	dir.1 640 dir.2 630	Kamień Śląski	Y E S	YES	1 track dir.1 749[m] 1 track dir. 2 758[m]	no investment projects*	
PKP PLK S.A.	132	Kamień Śląski - Tarnów Opolski	4.062	2	dir.1 640 dir.2 630	Tarnów Opolski	N O	NO	0	no investment projects*	
PKP PLK S.A.	132	Tarnów Opolski - Opole Groszowice	11.184	2	780	OPOLE GROSZOWICE 36,128	Y E S	YES	available 2 tracks	modernisation	Optimization track geometry, platforms rebuilding
PKP PLK S.A.	135	GLIWICE ŁABĘDY - Pyskowce	5.309	2	912	GLIWICE ŁABĘDY	Y E S	YES	movement with restrictions	no investment projects*	
PKP PLK S.A.	136	Kędzierzyn-Koźle - Zdzieszowice	10.375	2	740	KĘDZIERZYN-KOŹLE	N O	NO	0	no investment projects*	Optimization track geometry, platforms rebuilding

PKP PLK S.A.	136	Zdzieszowice - Gogolin	11.005	3	740	Zdzieszowice 10,386	N O	YES	1 track available	modernisation	Optimization track geometry, platforms rebuilding
PKP PLK S.A.	136	Zdzieszowice - Gogolin	11.005	3	740	Gogolin 21,380	N O	YES	available 1 track	modernisation	Optimization track geometry, platforms rebuilding
PKP PLK S.A.	136	Gogolin - Górażdże	4.254	2	750	Górażdże 25,636	Y E S	YES	available 2 tracks	modernisation	Optimization track geometry, platforms rebuilding
PKP PLK S.A.	136	Górażdże - Przywory Opolskie	5.77	2	both dir. 630	Przywory Opol. 31,405	N O	NO	0	modernisation	Optimization track geometry, platforms rebuilding
PKP PLK S.A.	137	Gliwice - Gliwice Łabędy	5.885	4	582	GLIWICE	N O	NO	0	no investment projects*	
PKP PLK S.A.	138	Oświęcim - Nowy Bieruń	1.392	2	dir 1: 600 dir 2: 600	Nowy Bieruń	N O	YES	available 1 track with restrictions, crossing	no investment projects*	

								permited		
PKP PLK S.A.	138	Nowy Bieruń - Mysłowice Kosztowy	11.243	2	dir 1: 600 dir 2: 600	Chełm Śląski	N O	NO	0	no investment projects*
PKP PLK S.A.	138			2	dir 1: 600 dir 2: 600	Imielin	N O	NO	0	no investment projects*
PKP PLK S.A.	138			2	dir 1: 600 dir 2: 600	MYSŁ. KOSZTOWY	N O	NO	0	no investment projects*
PKP PLK S.A.	138	Mysłowice Kosztowy - Mysłowice Brzezinka	2.824	2	dir 1: 600 dir 2: 600	MYSŁ. BRZEZINKA	Y E S	YES	1 track available, crossing permitted	no investment projects*
PKP PLK S.A.	138	Mysłowice Brzezinka - Mysłowice	4.632	2	dir 1: 600 dir 2: 600	MYSŁOWICE			modernisation	Mysłowice station tracks layout adaptation to long train operations and crossing is foreseen but no financing is available. The scope of works is not finally defined.
PKP PLK S.A.	139	Czechowice-Dziedzice - Bielsko-Biała Główna	11.51	2	dir. 1: 600 dir. 2: 600	Czech.Dziedz.Płd	N O	NO	0	no investment projects*
PKP PLK S.A.	139			2	dir. 1: 420 dir. 2: 590	BIELSKO-B.GŁ.	N O	NO	0	no investment projects*
PKP PLK S.A.	139	Bielsko Biala Główna - Bielsko Biala Leszczyny	3.873	2	dir. 1: 400	B.B.Leszczyny	N O	NO	0	no investment projects*

				dir. 2: 430							
PKP PLK S.A.	139	Bielsko Biała Leszczyny - Żywiec	16.893	2	dir.1: 400 dir. 2: 430	Wilkowice Bystra	N O	NO	0	modernisation	Wilkowice Bystra station tracks layout adaptation to long train operations and crossing.
PKP PLK S.A.	139			1	dir. 1: 400 dir. 2: 430	Łodygowice	N O	NO	0	no investment projects*	
PKP PLK S.A.	139			1	dir. 1: 400 dir. 2: 430	ŻYWIEC	N O	NO	0	no investment projects*	
PKP PLK S.A.	139			1	dir. 1: 352 dir. 2: 360	Węgierska Góra	N O	NO	0	no investment projects*	
PKP PLK S.A.	139	Żywiec - Zwardoń	36.875	1	dir.1: 352 dir. 2: 360	Milówka	N O	NO	0	no investment projects*	
PKP PLK S.A.	139			1	dir. 1: 352 dir. 2: 360	Rajcza	N O	NO	0	no investment projects*	
PKP PLK S.A.	139			1	dir. 1: 352 dir. 2: 360	Sól	N O	NO	0	no investment projects*	
PKP PLK S.A.	139			1	dir. 1: 352 dir. 2: 360	Zwardoń	N O	NO	0	no investment projects*	

PKP PLK S.A.	151	Bierawa - Kuźnia Raciborska	11.225	2	1324	BIERAWA	Y E S	YES	available 2 tracks >1253 both dir. available 2 tracks> 750 both dir.	no investment projects*	
PKP PLK S.A.	151	Kuźnia Raciborska - Nędza	4.902	2	693	Kuźnia Racib.	N O	NO	0	no investment projects*	
PKP PLK S.A.	151	Nędza - Racibórz	9.244	2	938	NĘDZA	Y E S	YES	available 2 tracks> 759	no investment projects*	
PKP PLK S.A.	151	Racibórz - Krzyżanowice	12.747	2	736	RACIBÓRZ	Y E S	YES	available 7 tracks> 750	modernisation	Racibórz station tracks layout adaptation to long train operations and crossing.
PKP PLK S.A.	151	Krzyżanowice - Chałupki	7.595	2	516	Krzyżanowice	N O	NO	0	no investment projects*	
PKP PLK S.A.	151	Chałupki - Chałupki border	1.296	2	816	CHAŁUPKI	Y E S	YES	available 2 tracks> 750	no investment projects*	

PKP PLK S.A.	161	Katowice Szopienice Płn. - Chorzów Stary	12.125	2	min. 750 ***	KAT.SZOP. PŁN	Y E S	YES	available tracks>=750 for both directions on the right side of the station	modernisation	Catenary exchange, stations Katowice Szopienice Płn and Siemianowice Śląskie adapted to long train operations. New automatic block system. *** scope of the current modernisation project will be defined - may not include extension of tracks on stations
PKP PLK S.A.	161					Kat.Dąbr.Mała	N O	NO	Decommission	modernisation	*** scope of the current modernisation project will be defined - may not include decommission of the station
PKP PLK S.A.	161					Siemianowice Śl.	Y E S	YES	available tracks>=750 for both directions on the right side of the station	modernisation	Catenary exchange, stations Katowice Szopienice Płn and Siemianowice Śląskie adapted to long train operations. New automatic block system. *** scope of the current modernisation project will be defined - may not include extension of tracks on stations
PKP PLK S.A.	201	Nowa Wieś Wielka - Bydgoszcz Wschód	21.346	2	750	Bydg. Emilianowo	Y E S	YES	available 4 tracks	no investment projects*	

PKP PLK S.A.	201	Bydgoszcz Wschód - Maksymilianowo	12.126	2	750	BYDGOSZCZ WSCHÓD	YES	available 8 tracks	no investment projects*	
PKP PLK S.A.	201	GDYNIA GŁÓWNA - GDYNIA PORT	1.316	2	750	GDYNIA GŁÓWNA	NO	NO	stopping - not permitted	no investment projects*
PKP PLK S.A.	201					GDYNIA PORT	YES	YES	99 tracks available for 740 m trains	modernisation Sea port in Gdynia access improvement
PKP PLK S.A.	202	GDAŃSK GŁÓWNY - GDYNIA GŁÓWNA	20.992	2	750	Gdańsk Wrzeszcz	YES	available 1 track	no investment projects*	
PKP PLK S.A.	202					Sopot	YES	available 2 tracks	no investment projects*	
PKP PLK S.A.	202					Gdynia Orlowo	YES	available 2 tracks	no investment projects*	
PKP PLK S.A.	273	Wrocław Kuźniki-Wrocław Pracze	5.858	2	630 - see comment	WROCŁAW KUŹNIKI	NO	NO	Currently, pre-design document is being developed. Considered variants	Scope of the project under preparation.
PKP PLK S.A.	273	Wrocław Pracze-Brzezinka Średz.	7.415	2	630 - see comment	Wrocław Pracze	NO	NO		Scope of the project under preparation.
PKP PLK S.A.	273	Brzezinka Średz.-Brzeg Dolny	9.864	2 <sup>#</sup>	630 - see comment	Brzezinka Średz.	NO	NO		Scope of the project under preparation.
PKP PLK S.A.	273	Brzeg Dolny-Wołów	10.318	2	630 - see comment	Brzeg Dolny	NO	NO		Scope of the project under preparation.
PKP PLK S.A.	273	Wołów-Małowice Wołów.	14.184	2	630 - see comment	Wołów	NO	NO		Scope of the project under preparation.
PKP PLK S.A.	273	Małowice Wołów.- Ścinawa	4.167	2	630 - see comment	Małowice Wołów.	NO	NO		Scope of the project under preparation.

PKP PLK S.A.	273	Ścinawa-RUDNA GWIZDANÓW	18.931	2	630 - see comment	Ścinawa	N O	NO	: 1 - leaving the track systems in their current shape, i.e.	not defined	Scope of the project under preparation.
PKP PLK S.A.	273	RUDNA GWIZDANÓW- Grębocice	9.879	2	630 - see comment	RUDNA GWIZDANÓW	N O	NO		not defined	Scope of the project under preparation.
PKP PLK S.A.	273	Grębocice- Krzepów	6.773	2	630 - see comment	Grębocice	N O	NO		not defined	Scope of the project under preparation.
PKP PLK S.A.	273	Krzepów- GŁOGÓW	4.792	2	630 - see comment	Krzepów	N O	NO		not defined	Scope of the project under preparation.
PKP PLK S.A.	273	GŁOGÓW-Wróblin Głog.	9.145	2	630 - see comment	GŁOGÓW	N O	NO	: 2 - modernisation, taking into account the extension of station tracks to min. 740 meters in	not defined	Scope of the project under preparation.

locations where it is possible and is economically viable. The final decision on the selected investment variant hasn't been taken yet. Additionally, for the works planned for implementation up to year 2023, the scope

								of use of the feasibili ty study hasn't been determi ned yet.	
PKP PLK S.A.	273	Wróblin Głog.- Granica z IZ Zielona Góra	7.76	2	630	Wróblin Głog.	N O	NO	availabl e 1 track only in one direc tion
PKP PLK S.A.	273	Czerna - Bytom Odrzański	5.27	2	630	Bytom Odrzański	N O	NO	0 no investment projects*
PKP PLK S.A.	273	Bytom Odrzański - Nowa Sól	11.97	2	630	NOWA SÓL	N O	NO	0 no investment projects*
PKP PLK S.A.	273	Nowa Sól - Niedoradz	7.97	2	630	Niedoradz	N O	NO	0 no investment projects*
PKP PLK S.A.	273	Niedoradz - Zielona Góra	15.22	2	630	ZIELONA GÓRA	N O	NO	0 no investment projects*
PKP PLK S.A.	273	Zielona Góra - Czerwieńsk	12.69	2	630	CZERWIEŃSK	N O	NO	0 no investment projects*
PKP PLK S.A.	273	Czerwieńsk - Czerwieńsk Towarowy	2.88	3	630	Czerwieńsk Tow.	N O	YES	availabl e 1 track 756m, no investment projects*

									crossing restricted		
PKP PLK S.A.	273	Czerwieńsk Towarowy - Radnica	10.4	2	630	Radnica	N O	NO	0	no investment projects*	
PKP PLK S.A.	273	Radnica - Budachów	14.83	2	630	Budachów	N O	NO	0	no investment projects*	
PKP PLK S.A.	273	Budachów - Gądków Wielki	13.27	2	630	Gądków Wielki	N O	NO	0	no investment projects*	
PKP PLK S.A.	273	Gądków Wielki - Jerzmanice Lubuskie	9.46	2	630	JERZMANICE LUB.	N O	NO	0	no investment projects*	
PKP PLK S.A.	273	Jerzmanice Lubuskie - Kowalów	13.9	2	630	Kowalów	N O	NO	0	no investment projects*	
PKP PLK S.A.	273	Kowalów - Laski Lubuskie	7.75	2	630	Laski Lubuskie	N O	NO	0	no investment projects*	
PKP PLK S.A.	273	Laski Lubuskie - Ługi Górzyckie	8.05	2	630	Ługi Górzyckie	N O	YES	available 1 track 779m, crossing restricted	no investment projects*	
PKP PLK S.A.	273	Ługi Górzyckie - Kostrzyn	8.45	2	630	KOSTRZYN	N O	NO	0	no investment projects*	

PKP PLK S.A.	273	Kostrzyn-Chojna	45.082	2	630	Kostrzyn Tow.	Y E S	YES	available 1 track 847m both dir and 1 track only for dir 1 - 743m	no investment projects*	
PKP PLK S.A.	273			2	630	Namyślin	N O	NO	0	no investment projects*	
PKP PLK S.A.	273			2	630	Boleszkowice	N O	NO	0	no investment projects*	
PKP PLK S.A.	273			2	630	Mieszkowice	N O	NO	0	no investment projects*	
PKP PLK S.A.	273			2	630	Godków	Y E S	YES	available 1 track 758 m	no investment projects*	
PKP PLK S.A.	273			2	630	Chojna	N O	NO	0	no investment projects*	
PKP PLK S.A.	273	Chojna-Gryfino	33.839	2	630	Krzywin Gryf.	T A K	NO	available 1 track 750 m, overtaking available in only	no investment projects*	

								one direction		
PKP PLK S.A.	273			2	630	Dolna Odra	N O	NO	0	no investment projects*
PKP PLK S.A.	273			2	630	Gryfino	N O	NO	0	no investment projects*
PKP PLK S.A.	273	Gryfino-Szcz. Podjuchy	13.772	2	630	Daleszewo Gryf.	Y E S	YES	available 1 track 770 m	no investment projects*
PKP PLK S.A.	273			2	630	SZCZ.PODJUCHY	N O	NO	0	no investment projects*
PKP PLK S.A.	273	Szcz. Podjuchy- Szczecin Port Centralny	6.357	1	630	SZCZ.PORT CENTR.	Y E S	YES	In the area of Szczecin Port Centralny a total of 45 tracks available for long trains (740m) are foreseen at different	modernisation

								junctio ns = broad approa ch. For the junctio n Szczeci n Port Central ny (SPC) alone, 6 tracks for 740m trains are planne d = restricti ve approa ch. Termin us station.	
PKP PLK S.A.	277	Opole Groszowice - Opole Wschodnie	6.386	2	both dir. 632	OPOLE WSCHODNIE	Y E S	YES	availabl e 1 track for dir.1 - 780[m] and no investment projects*

								available 1 track for dir. 2 - 840[m]	
PKP PLK S.A.	277	Opole Wschodnie - Opole Czarnowąsy	5.302	2	both dir. 632	Opole Czarnowąsy	YES	available 1 track for dir.1 - 818[m] available 1 track for dir.2 - 774[m]	no investment projects*
PKP PLK S.A.	277	Opole Czarnowąsy - Dobrzeń Wielki	7.029	2	both dir. 630	Dobrzeń Wielki	NO	0	no investment projects*
PKP PLK S.A.	277	Dobrzeń Wielki - Popielów	9.54	2	both dir. 630	Popielów	NO	0	no investment projects*
PKP PLK S.A.	277	Popielów - Karłowice	7.424	2	both dir. 630	Karłowice	NO	0	no investment projects*
PKP PLK S.A.	277	Biskupice Oław.- Jelcz-Laskowice	13.122	2	630	Biskupice Oław.	NO	0	no investment projects*
PKP PLK S.A.	277	Jelcz-Laskowice- Czernica Wrocław.	7.747	2	630	Jelcz-Laskowice	YES	available 1 track both directio	no investment projects*

									ns and available 1 track only for one direc tion	
PKP PLK S.A.	277	Czernica Wrocław.- Siechnice	7.254	1	630	Czernica Wrocław.	N O	NO	0	no investment projects*
PKP PLK S.A.	277	Siechnice- WROCŁAW BROCHÓW	3.195	2	630	Siechnice	N O	NO	0	no investment projects*
PKP PLK S.A.	277	Szczecin Dąbie Sdb-Szczecin Dąbie Sdc	2.632	2	630	WROCŁAW BROCHÓW	N O	NO	0	no investment projects*
PKP PLK S.A.	401	Szczecin Dąbie Sdb-Szczecin Dąbie Sdc	2.632	2	630	SZCZECIN DĄBIE	Y E S	YES	availabl e 1 track 768 m	no investment projects*
PKP PLK S.A.	401	Szczecin Dąbie Sdc-Goleniów	20.976	2	630	Kliniska	Y E S	YES	availabl e 1 track 791 m	no investment projects*
PKP PLK S.A.	401	Goleniów-Wysoka Kamieńska	30.202	2	630	GOLENIÓW	N O	NO	0	no investment projects*
PKP PLK S.A.	401	Goleniów-Wysoka Kamieńska	30.202	2	630	Białyń	N O	NO	0	no investment projects*
PKP PLK S.A.	401	Goleniów-Wysoka Kamieńska	30.202	2	630	Rokita	N O	NO	0	no investment projects*

PKP PLK S.A.	401			2	630	WYSOKA KAMIEŃSKA	N O	NO	0	no investment projects*	
PKP PLK S.A.	401	Wysoka Kamieńska-Warnowo	26.566	2	630	Reclaw	Y E S	YES	available 1 track 758 m	no investment projects*	
PKP PLK S.A.	401	Warnowo-Lubiewo	8.778	2	630	Warnowo	N O	NO	0	no investment projects*	
PKP PLK S.A.	401	Lubiewo-Świnoujście Sia (Nd)	6.42	2	630	Lubiewo	N O	NO		no investment projects*	
PKP PLK S.A.	401	Świnoujście Sia (Nd)-Świnoujście	4.46	1	400	Świnoujście	N / A - t e r m i n u s	N/A - terminus		no investment projects*	
* no investment projects covered by the National Railway Programme until 2023 that											

influence station track length											
SŽDC	Mosty u Jablunkova (state Border SK) - Dětmarovice	Mosty u Jablunkova - Dětmarovice (out)	53.916	2	700	Mosty u Jablunkova	No	No	-		
						Návsí	No	No	-		
						Bystřice	No	No	-		
						Třinec	No	No	-		
						Český Těšín nákl.n.	Yes	Yes	-		
						Český Těšín	No	No	-		
						Louky nad Olší	No	No	-		
						Karviná	Yes	Yes	-		
SŽDC	Odbočka Koukolná - Odbočka Závada	Odbočka Koukolná - Odbočka Závada	1.293	1	700	-	-	-	-		
SŽDC	Bohumín - Chalupki state Border PL	Bohumín - Chalupki state Border PL	3.136	1	600	-	-	-	-		
SŽDC	Bohumín Vrbice -	Bohumín Vrbice - Chalupki (St.b. PL)	4.279	1	600	-	-	-	-		

	Chalupki state border PL										
SŽDC	Petrovice u Karviné (state border PL) - Přerov	Petrovice u Karviné - Bohumín osobní nádraží	16.694	2	700	Petrovice u Karviné	Yes	No	-		
						Odbočka Závada	-	-	-		
						Dětmarovice	Yes	No	-		
						Bohumín	Yes	Yes	-		
		Bohumín os. nádraží - Hranice na Moravě	64.088	2	720	Ostrava hl.n.	Yes	Yes	-		
						Ostrava Svinov	Yes	Yes	-	Modernization	Ostrava junction - capacity,speed.
						Výh. Polanka nad Odrou	Yes	Yes	-		
						Jistebník	No	No	-		
						Studénka	Yes	No	-		
						Suchdol nad Odrou	No	No	-		
		Hranice na Moravě - Přerov osobní nádraží	28.336	2	720	Polom	No	No	-		
						Hranice na Moravě	No	Yes	-		
						Drahotuše	Yes	Yes	-		
						Lipník nad Bečvou	No	No	-		

						Prosenice	Y e s	Yes	-		
						Přerov os.n.	N o	No	-		
SŽDC	Přero v osobn í nádra ží - Břecla v osobn í nádra ží	Přerov osobní nádraží - Nedakonice	51.479	2	720	Přerov přednádraží	N o	No	-		
						Říkovice	N o	Yes	-		
						Hulín	N o	No	-		
						Tlumačov	N o	No	-		
						Otrokovice	N o	No	-		
						Napajedla	N o	No	-		
						Hušťenovice	N o	Yes	-		
						Staré město u Uh. Hr.	N o	No	-		
						Nedakonice	Y e s	No	-		
						Moravský Písek	Y e s	No	-		
		Nedakonice - Břeclav osobní nádraží	48.847	2	720	Bzenec přívoz	Y e s	Yes	-		
						Rohatec	N o	Yes	-		
						Hodonín	Y e s	Yes	-		
						Lužice	Y e s	Yes	-		
						Moravská Nová Ves	N o	No	-		

						Výhybna Hrušky	No	-		
						Břeclav přednádraží	Yes	-		
						Břeclav os.n.	Yes	-		
SŽDC	Břeclav osobní nádraží- State border A	Břeclav os.n. - state border A	5.139	2	720	-	-	-		
						-	-	-		
ŽSR	Border crossing Zwardoň/Skalité - Border crossings of Austria	Skalité - Čadca	13.5	1	650	Skalité	Yes	No	available one track 769 m, crossing restricted	
						Čadca	No	Yes	available one track 798 m, crossing restricted	
ŽSR	Border crossings Zwardoň/Skalité and	Čadca št.hr. CZ-Čadca	6.7	2	740					
						Čadca	No	Yes	available one track 798 m, crossing	

	Mosty u Jablunkova /Čadca - Border crossings of Austria						restricted		
ŽSR	Border crossings Zwardoň/Skalité and Mosty u Jablunkova /Čadca - Border crossings of Austria	Čadca - Žilina	30.5	2	700	Krásno nad Kysucou	Yes	available two tracks 753> m	
						Kysucké Nové Mesto	Yes	available two tracks 751 > m	
ŽSR	Border crossings Zwardoň/Skalité and Mosty	Žilina - Púchov	44.2	2	740	Bytča	Yes	available two tracks both 766 m	Modernisation
						Púchov	Yes	available three tracks 848 > m	

	u Jablu nkova /Čadc a - Borde r crossi ngs of Austri a									
ŽSR	Borde r crossi ngs Zward oň/Sk alité and Mosty u Jablu nkova /Čadc a - Borde r crossi ngs of Austri a	Púchov - Trenčín	34.3	2	740	Ladce	Y e s	Yes	availabl e two tracks 764 > m	
						Ilava	Y e s	Yes	availabl e two tracks 765 > m	
						Dubnica nad Váhom	Y e s	Yes	availabl e two tracks 758 > m	
						Trenčianska Teplá	Y e s	Yes	availabl e two tracks 753 > m	
						Trenčín	Y e s	Yes	availabl e four tracks 758 > m	
ŽSR	Borde r crossi ngs Zward oň/Sk alité and	Trenčín - Leopoldov	60.2	2	740	Trenčín - Zlatovce	Y e s	Yes	availabl e two tracks 752 > m	
						Trenčianske Bohuslavice	Y e s	Yes	availabl e two tracks 881 > m	

	Mosty u Jablunkova /Čadca - Border crossings of Austria					Nové Mesto nad Váhom	Y e s	Yes	available two tracks 890 > m		
						Piešťany	Y e s	Yes	available three tracks 885 > m		
						Veľké Kostoľany	Y e s	Yes	available three tracks 812 > m		
						Leopoldov	Y e s	Yes	available two tracks 819 > m		
ŽSR	Border crossings Zwardoň/Skalité and Mosty u Jablunkova /Čadca - Border crossings of Austria	Leopoldov - Bratislava hl.st.	63.8	2	740	Cífer	Y e s	Yes	available two tracks both 750 m		
						Šenkvice	Y e s	Yes	available two tracks 807 > m		
						Pezinok	Y e s	Yes	available two tracks 793 > m		
						Bratislava Rača	Y e s	Yes	available three tracks 767 > m		

ŽSR	Borde r crossi ngs Zward oň/Sk alité and Mosty u Jablu nkova - Borde r crossi ngs of Austri a	Bratislava hl. st - Devínska Nová Ves	12.8	2	700	Devínska Nová Ves	Y e s	Yes	availabl e four tracks 818 > m		
ŽSR	Borde r crossi ngs Zward oň/Sk alité and Mosty u Jablu nkova /Čadc a - Borde r crossi ngs of Austri a	Bratislava Rača - Bratislava Petržalka	19.6	1	690	Bratislava Nové Mesto	Y e s	Yes	availabl e three tracks 786 > m		
				2		Bratislava UNS	Y e s	Yes	availabl e three tracks 773 > m		
				2		Bratislava Petržalka	Y e s	Yes	availabl e two tracks 777 > m		

					<b>standard train length * (m)</b>	* ONLY IN AUSTRIA: Trains with this length (wagons incl. locomotives) can be operated without any additional timetable analysis and are handled as “normal trains”.				
ÖBB-Infra	Vienn a - Bernh ardsth al	Bernhardsthal (Border CZ) - Gänserndorf	46.7	2	590 m	Dürnkrut	Ye s	Yes	availabl e 2 tracks >866m	
						Hohenau	Ye s	Yes	availabl e 4 tracks >786m (overtaking in direction 1 only with crossing of main track)	
ÖBB-Infra	Gäns erndo rf - March egg	Gänserndorf - Marchegg	18.2	1	590 m		No	No		
ÖBB-Infra	Vienn a - Bernh ardsth al	Gänserndorf - Stadlau	25.4	2	590 m	Strasshof	Ye s	Yes	availabl e 2 tracks >768m	
						Stadlau-Nord			availabl e 1 track >866m (overtaking in direction 1 only with crossing	

										g of main track)	
ÖBB-Infra	Vienn a - March egg	Stadlau - Marchegg (Border SK)	35.6	1/2	$\geq 740m$	Schönenfeld-Lassee	Y e s	Yes	availabl e 1 track > 749m	Upgrade	section-wise double-track upgrade; raise of speed up to 200km/h; electrification; station renewals; closure of level crossings; automatization of train operation; costs: ~ € 400 million
						Marchegg	Y e s	Yes	availabl e 5 track > 792m		
ÖBB-Infra	Vienn a - March egg	Stadlau - Vienna Zvbf	11.3	2	$\geq 740m$	Stadlau-Nord	Y e s	Yes	availabl e 1 track > 866m (overtaking in direction 1 only with crossing of main track)		
ÖBB-Infra	Vienn a - Nickelsdorf	Vienna - Gramatneusiedl	19.6	2	590 m	Gramatneusiedl	Y e s	Yes	availabl e 1 track > 803m	Upgrade	station upgrade and renewal; cost: ~ € 41 million
						Himberg	Y e s	Yes	availabl e 2 tracks > 740m		
						Wien Zvbf	Y e s	Yes	availabl e 14 tracks > 771m (overtaking in direction 1 only)		

								with crossing of main track)	
ÖBB-Infra	Gramatneusiedl - Wampersdorf	Gramatneusiedl - Wampersdorf	13.5	1	590 m	Mitterndorf-Moosbrunn	Yes	available 1 track > 762m	
ÖBB-Infra	Vienna - Nickelsdorf	Gramatneusiedl - Parndorf	29.6	2	590 m	Bruck a.d.Leitha-Ost	Yes	available 1 track > 786m (overtaking in direction 2 only with crossing of main track)	
ÖBB-Infra	Parndorf - Kittsee	Parndorf - Kittsee (Border SK)	19.9	1	590 m		No	No	
ÖBB-Infra	Vienna - Nickelsdorf	Parndorf - Nickelsdorf (Border HU)	2.3	2	590 m		No	No	
ÖBB-Infra	Vienna - Wiener Neustadt (via Mödling)	Vienna - Wiener Neustadt (via Mödling)	44.7	2	590 m	Leobersdorf	Yes	available 2 tracks > 774m (overtaking in direction 1 only with	

									crossing of main track)	
ÖBB-Infra	Vienna - Wiener Neustadt (via Ebenfurth)	Vienna - Wampersdorf	30.7	1	$\geq 740\text{m}$	Inzersdorf Ort	Yes	Yes	available 1 tracks > 875m (overtaking in direction 2 only with crossing of main track)	
						Wien Blumental	Yes	Yes	available 8 tracks > 758m (overtaking in direction 1 only with crossing of main track)	
						Münchendorf	Yes	Yes	available 2 tracks > 750m	
						Wampersdorf	Yes	Yes	available 4 tracks > 750m	

ÖBB-Infra	Wiener Neustadt - Bruck a.d. Mur	Wiener Neustadt - Gloggnitz	26.8	2	$\geq 740m$	Neunkirchen N.Ö.	Y e s	Yes	available 2 tracks > 805m	
						Ternitz	Y e s	Yes	available 2 tracks > 783m	
ÖBB-Infra	Wiener Neustadt - Bruck a.d. Mur	Gloggnitz - Mürzzuschlag (existing Semmering line)	41.8	2	590 m		N o	No		
ÖBB-Infra	Wiener Neustadt - Bruck a.d. Mur	Mürzzuschlag - Bruck a.d. Mur	41.2	2	590 m	Marein-St.Lorenzen	Y e s	Yes	available 2 tracks > 757m	
ÖBB-Infra	Bruck a.d. Mur - Graz	Bruck a.d. Mur - Graz - Spielfeld	53.5	2	590 m	Graz-Vbf	Y e s	Yes	available 8 tracks > 747m (overtaking in direction 1 only with crossing of main track; 4 tracks overtaking in direction 2 only with	

								crossing of main track)
					Kalsdorf	Y e s	Yes	available 2 tracks > 780m (overtaking in direction 1 only with crossing of main track)
					Leibnitz	N o	Yes	available 2 tracks > 770m
ÖBB-Infra	Bruck a.d. Mur - Klagenfurt	Bruck a.d. Mur - St. Veit a.d. Glan	148.7	2	610 m	Niklasdorf	Y e s	available 2 tracks > 785m (overtaking in direction 1 only with crossing of main track)
						Launsdorf-Hochosterwitz	Y e s	available 1 tracks > 775m (overta

								king in direction 1 only with crossing of main track)	
ÖBB-Infra	St. Veit a.d. Glan - Klagenfurt	St. Veit a.d. Glan - Klagenfurt	18	2	610 m	Maria Saal	Yes	available 1 tracks > 850m (overtaking in direction 2 only with crossing of main track)	
ÖBB-Infra	Klagenfurt - Thörl-Maglern	Klagenfurt - Villach	38.4	2	610 m		No		
ÖBB-Infra	St. Veit a.d. Glan - Villach	St. Veit a.d. Glan - Villach	49.7	1	610 m		No		
ÖBB-Infra	Klagenfurt - Thörl-Maglern	Villach - Thörl-Maglern (border IT)	22.4	2	610 m	Arnoldstein	Yes	available 1 tracks > 800m (overtaking in direction 2 only with	

SŽ	Border crossing Austria (Šentilj) - Zidani Most	Šentilj - Maribor Tezno	16	1	740	Villach Süd Gvbf	Yes	Yes	available 12 tracks > 741m (6 tracks overtaking in direction 2 only with crossing of main track)	
						Šentilj	Yes	Yes	available max distance more than 740 m	Modernisation
						Pesnica	Yes	Yes	available max distance more than 740 m	
						Maribor	Yes	Yes	available max distance more than 740 m	The Modernisation of the section Šentilj - Maribor Tezno (also for required 740m track length).

						Maribor Tezno	Y e s	Yes	availabl e max distanc e of track 1086 m		
SŽ	Borde r crossi ng Austri a (Šentil j) - Zidani Most	Maribor Tezno - Pragersko	22	2	740	Hoče	Y e s	Yes	availabl e max distanc e of track 818 m	Modernisati on	The modernisation of the station Pragersko (also for required 740m track length). Investment costs are 60 mil eur.
						Rače	N o	No	availabl e max distanc e of track 450 m		
						Pragersko	Y e s	Yes	availabl e max distanc e of track 740 m		
SŽ	Borde r crossi ng Austri a (Šentil j) - Zidani Most	Pragersko - Zidani Most	74	2	740	Slovenska Bistrica	Y e s	Yes	availabl e max distanc e of track 799 m	Modernisati on	The modernisation of the station Poljčane, Celje and Laško (also for required 740m track length). Investment costs are 70 mil eur.
						Poljčane	Y e s	Yes	availabl e max distanc e more then 740 m		
						Ponikva	N o	No	availabl e max distanc e of		

						track 685 m
Grobelno	No	No	available max distance of track 725 m			
Šentjur	No	No	available max distance of track 619 m			
Celje	Yes	Yes	available max distance more than 740 m			
Laško	Yes	Yes	available max distance more than 740 m			
Rimske Toplice	Yes	Yes	available max distance of track 820 m			
Zidani Most	No	No	available max distance of track 559 m			

SŽ	Zidani Most - Ljubljana	Zidani Most - Ljubljana	64	2	570	Hrastnik	Yes	Yes	available max distance of track 1103 m
						Trbovlje	No	No	available max distance of track 647 m
						Zagorje	No	No	available max distance of track 700 m
						Sava	Yes	Yes	available max distance of track 899 m
						Litija	Yes	Yes	available max distance of track 814 m
						Kresnice	No	No	available max distance of track 646 m
						Laze	Yes	Yes	available max distance of

								track 785 m	
						Ljubljana Zalog	Y e s	Yes	availabl e max distanc e of track 1408 m
						Ljubljana Moste	N o	No	availabl e max distanc e of track 541 m
						Ljubljana	N o	No	availabl e max distanc e of track 463 m
SŽ	Ljublj ana - Borde r crossi ng Italy (Seža na)	Ljubljana - Divača	105	2	600	Brezovica	N o	No	availabl e max distanc e of track 639 m
						Preserje	Y e s	Yes	availabl e max distanc e of track 798 m
						Borovnica	Y e s	Yes	availabl e max distanc e of track 815 m
						Verd	N o	No	availabl e max

									distance of track 658 m	
						Logatec	No	Yes	available max distance of track 738 m	
						Rakek	Yes	Yes	available max distance of track 810 m	
						Postojna	No	No	available max distance of track 667 m	
						Prestranek	Yes	Yes	available max distance of track 808 m	
						Pivka	No	No	available max distance of track 630 m	
SŽ	Ljubljana - Border crossing	Divača - Sežana	13	2	600	Divača	Yes	Yes	available max distance of track 885 m	

	Italy (Sežana)					Sežana	No	available max distance of track 716 m		
SŽ	Divača - Koper	Divača - Prešnica	16	1	525	Rodik	No	available max distance of track 566 m		
						Hrpelje Kozina	Yes	available max distance of track 785 m		
						Prešnica	/	/		
SŽ	Divača - Koper	Prešnica - Koper	32	1	525	Črnotiče	No	available max distance of track 525 m		
						Hrastovlje	No	available max distance of track 540 m		
						Rižana	No	available max distance of track 586 m		
						Koper - cargo	Yes	available max distance		

							e of track 820 m		
RFI	J037	TARVISIO BOSCOV-PM VAT	84.297	2	750	TARVISIO BOSCOV.	n o	no	The Investments concerning the Tarvisio-Udine line are covered by a plan that includes the upgrading of the Baltic-Adriatic CNC sections to allow circulation of 750 m trains which a budget of 80 millions euro
RFI	J037	PM VAT -	6.757	1	750	PM VAT	n o	no	
		UDINE Parco				UDINE PARCO	n o	no	
RFI	J039	UDINE Parco -	1.672	2	750	UDINE PARCO	n o	no	

		UDINE				UDINE	n o	no			
RFI	J037	P.M.VAT - UD P.Dev.Laipac.	6.165	1	750	P.M.VAT	n o	no			
						UD P.Dev.Laipac.	n o	no			
RFI	J037	UD P.Dev.Laipac. - UD P.Dev.Pradam.	0.746	2	750	UD P.Dev.Laipac	n o	no			
						UD P.Dev.Pradam.	n o	no			
RFI	J039	UDINE PARCO - UD P.Dev.Pradam	2.216	2	750	UDINE PARCO	n o	no			
						UD P.Dev.Pradam	n o	no			
RFI	J039	UD P.Dev.Pradam	49.789	2	750	UD P.Dev.Pradam	n o	no			
						Monf.Dev.S.Polo	n o	no			
RFI	J035	Monf.Dev.S.Polo	14.197	2	750	Monf.Dev.S.Polo	n o	no			
						BIVIO D'AURISINA	n o	no			
RFI	J035	BIVIO D'AURISINA- TS.CAMPO MARZIO	19.938	2	750	BIVIO D'AURISINA	n o	no			
						TS.CAMPO MARZIO	n o	no			
RFI	J035	BIVIO D'AURISINA- VILLA OPICINA	14.973	2	600	BIVIO D'AURISINA	n o	no			
						VILLA OPICINA	n o	no			
RFI	J035	Sc.Estr.Galleria - Sc.Estr.Viadotto	0.643	2	600	Sc.Estr.Galleria	n o	no			
						Sc.Estr.Viadotto	n o	no			
RFI	J037	UDINE - SACILE	61.612	2	580	UDINE	n o	no			
						SACILE	n o	no			
RFI	J037	SACILE - TREVISO C	44.053	2	575	SACILE	n o	no			

						TREVISOC	n o	no			
RFI	J037	TREVISOC -	11.635	2	575	TREVISOC	n o	no			
		Mogliano Veneto				Mogliano Veneto	n o	no			
RFI	R003	Mogliano Veneto -	17.234	2	575	Mogliano Veneto	n o	no			
		Venezia Mestre				VENEZIA MESTRE	n o	no			
RFI	K088	TREVISOC.- CASTELFRANCO V	24.529	2	575	TREVISOC	n o	no			
						CASTELFRANCO V	n o	no			
RFI	K080	CASTELFRANCO - CAMPOSAMPIERO	12.057	2	575	CASTELFRANCO	n o	no			
						Cippo Km 5.000	n o	no			
RFI	K081	CAMPOSAMPIERO -Vigodarzere	13.227	2	575	CAMPOSAMPIER O	n o	no			
						Vigodarzere	n o	no			
RFI	K082	Vigodarzere - PADOVA C. MARTE	5.753	2	575	Vigodarzere	n o	no			
						PADOVA C. MARTE	n o	no			
RFI	J031	PADOVA C. MARTE - FERRARA	66.078	2	750	PADOVA C. MARTE	n o	no			
						FERRARA	n o	no			
RFI	J031	FERRARA-	22.951	2	750	FERRARA-	n o	no			
		S Pietro in Casale				S Pietro in Casale	n o	no			
RFI	R005	S.Pietro in C-- S.GIORGIO P.	6.111	2	750	S.Pietro in C-	n o	no			
						S.GIORGIO P.	n o	no			
RFI	R005	S.GIORGIO P. - BO.INTERPORTO	4.941	1	750	S.GIORGIO P.	n o	no			

						BO.INTERPORTO	n o	no			
RFI	K099	FERRARA - PORTOMAGGIORE	23.413	1	465/575(*)	FERRARA	n o	no			
						PORTOMAGGIO RE	n o	no			
RFI	K100	PORTOMAGGIORE- LAVEZZOLA	17.211	1	465/575(*)	PORTOMAGGIO RE	n o	no			
						LAVEZZOLA	n o	no			
RFI	K101	LAVEZZOLA- RAVENNA	31.996	1	465/575(*)	LAVEZZOLA	n o	no			
						RAVENNA	n o	no			

ANNEX 4 WG I&I EXCEL SHEETS FOR THE YEAR 2030

RFC 5 - length of selected tracks foreseen for 2023 and information about further development															
IM	Line	Section				Station/operational point	Overtaking possible Direction		Comments	Investment					
		Name	Length (km)	Number	max train length (m)		1	2		Project concerned length of 740 m trains					
										Type	Description		Financin g		
1	2	3	4	5	6	7	8	9	10	11	12				
PKP PLK S.A.	9	TCZEW - PSZCZÓŁ KI	10.427	2	750	TCZEW	NO	NO	long trains stopping - not permitted						
PKP PLK S.A.	9	PSZCZÓŁ KI - PRUSZCZ GDAŃSKI	10.447	2	750	PSZCZÓŁ KI	YES	YES	available 3 tracks						
PKP PLK S.A.	9	PRUSZCZ GDAŃSKI - GDAŃSK POŁUDNIOWY	8.725	2	750	PRUSZCZ GDAŃSKI	YES	YES	available 4 tracks						
PKP PLK S.A.	9	GDAŃSK POŁUDNIOWY - GDAŃSK GŁÓWNY	1.893	2	750	GDAŃSK POŁUDN.	YES	YES	available 3 tracks						
PKP PLK S.A.	9					GDAŃSK GŁÓWNY	NO	NO	stopping and						

PKP PLK S.A.	93	Oświęcim OwA- Czechowice Dziedzice	21. 984	2	750	OŚWIĘCIM	YES	YES	available 10 tracks		
PKP PLK S.A.	93			2	780	Brzeszcze Kop.	NO	NO			
PKP PLK S.A.	93			2	750	Brzeszcze Jaw.	NO	NO			
PKP PLK S.A.	93			2	750	CZECHOW ICE-DZ.	YES	YES	4 tracks availabl e, crossin g permitt ed		
PKP PLK S.A.	93	Czechowice Dziedzice - Chybie	14. 108	2	750	CHYBIE	YES	YES	3 tracks availabl e, crossin g permitt ed		
PKP PLK S.A.	93	Chybie - Zebrzydowice	15. 602	2	750	Pruchna	NO	NO	Decom mission		
PKP PLK S.A.	93					ZEBRZYD OWICE	YES	YES	9 tracks available , crossing		

								permite d		
PKP PLK S.A.	131	Chorzów Stary - Bytom	5.1 55	2	min. 750	CHORZÓ W STARY	YES	YES	5 tracks available $\geq 750$ m, crossing permite d	
PKP PLK S.A.	131	Bytom - Bytom Karb	2.6 91	2	min. 750	BYTOM	YES	YES	12 tracks available $\geq 750$ m, crossing permite d	
PKP PLK S.A.	131	Bytom Karb - Radzionkó w	7.3 49	3	min. 750	BYTOM KARB	NO	NO		
PKP PLK S.A.	131	Radzionkó w - Nakło Śląskie	2.7 38	4	min. 750	RADZIONK ÓW	YES	NO	1 track available	

									>=750 m		
PKP PLK S.A.	131	Radzionków - Tarnowskie Góry	6.477	4	min. 750	NAKŁO ŚLĄSKIE	NO	NO			
PKP PLK S.A.	131	Tarnowskie Góry - Kalety	14.084	4	min. 750	TARNOWSKIE GÓRY	NO	NO			
PKP PLK S.A.	131	Kalety - Boronów	11.712	2	min. 750	KALETY	NO	NO			
PKP PLK S.A.	131	Boronów - Herby Nowe	9.761	2	min. 750	Boronów	YES	NO	3 tracks available >=750 m		
PKP PLK S.A.	131	Herby Nowe - Wręczyca	9.745	2	min. 750	HERBY NOWE	YES	YES	3 tracks available >=750 m, crossing permitted		
PKP PLK S.A.	131	Wręczyca - Kłobuck	10.025	2	min. 750	Wręczyca	YES	YES	2 tracks available >=750 m, crossing permitted		

PKP PLK S.A.	131	Kłobuck - Miedzno	12. 578	2	min. 750	Kłobuck	YES	YES	3 tracks available $\geq 750$ m, crossing permit d		
PKP PLK S.A.	131	Miedzno - Działoszy n	12. 190	2	min. 750	Miedźno	YES	YES	2 tracks available $\geq 750$ m, crossing permit d		
PKP PLK S.A.	131	Działoszy n - Chorzew Siemkowice	10. 924	2	min. 750	Działoszyn	YES	YES	2 tracks available $\geq 750$ m, crossing permit d		
PKP PLK S.A.	131	Chorzew Siemkowice - Rusiec Łódzki	12. 293	2	min. 750	CHORZEW SIEMK.	YES	YES	3 tracks available $\geq 750$ m, crossing permit d		

								d		
PKP PLK S.A.	131	Rusiec Łódzki - Chociw Łaski	10. 095	2	min. 750	Rusiec Łódzki	YES	YES	2 tracks available $\geq 750$ m, crossing permite d	
PKP PLK S.A.	131	Chociw Łaski - Kozuby	10. 552	2	min. 750	Chociw Łaski	YES	YES	2 tracks available $\geq 750$ m, crossing permite d	
PKP PLK S.A.	131	Kozuby - Zd. Wola Karsznice	11. 691	2	min. 750	Kozuby	YES	YES	1 track available $\geq 750$ m	
PKP PLK S.A.	131	ZD. WOLA KARSZ. - Szadek	10. 836	2	min. 750	ZD. WOLA KARSZ.	NO	YES	2 tracks available $\geq 750$ m, crossing permite d	

PKP PLK S.A.	131	Szadek - Otok	11. 443	2	750	Szadek	YES	YES	available 1 track, crossing permited		
PKP PLK S.A.	131	Otok - Poddębicę	12. 134	2	750	Otok	YES	YES	available 1 track, crossing permited		
PKP PLK S.A.	131	Poddębicę - Kłudna	9.8 73	2	750	Poddębicę	YES	YES	available 1 track, crossing permited		
PKP PLK S.A.	131	Kłudna - Kraski	8.4 12	2	750	Kłudna	YES	YES	available 1 track on one dir, crossing permited		
PKP PLK S.A.	131	Kraski - Dąbie N/Nerem	7.9 9	2	750	Kraski	YES	YES	available 1 track on one dir, crossing permited		

PKP PLK S.A.	131				750	Dąbie N/Nerem	YES	YES	available 1 tracks		
PKP PLK S.A.	131	Dabie n/Nerem - Ponętów	10.9 65	2	750	PONĘTÓW	YES	YES	available 1 track 794m, crossing restrict ed		
PKP PLK S.A.	131	Ponętów - Babiak	20.2 23	2	750	Lipie Góry	YES	YES	available 2 tracks		
PKP PLK S.A.	131				750	Babiak	YES	YES	available 2 tracks		
PKP PLK S.A.	131				750	Zaryń	YES	YES	available 2 tracks		
PKP PLK S.A.	131				750	Piotrków Kuj.	YES	YES	available 2 tracks		
PKP PLK S.A.	131	Babiak - Inowrocła w Rąbincek	56.3 69	2	750	Chełmce	YES	YES	available 2 tracks		
PKP PLK S.A.	131				750	Karczyn	YES	YES	available 1 track 869m,cr ossing restrict ed		
PKP PLK S.A.	131				750	INOWR.RA BINEK	YES	YES	available 3 tracks		

PKP PLK S.A.	131	Inowrocła w Rąbinek - <b>Mimowola</b> - Jaksice	12.4 66	2	750	Jaksice	YES	YES	available 2 tracks			
PKP PLK S.A.	131	Jaksice - Nowa Wieś Wielka	14.4 31	2	750	Złotniki Kuj.	YES	YES	available 2 tracks			
PKP PLK S.A.	131				750	NOWA WIEŚ WIELKA	YES	YES	available 2 tracks			
PKP PLK S.A.	131				750	MAKSYMIL IANOWO	YES	YES	available 2 tracks			
PKP PLK S.A.	131				750	Kotomierz	YES	YES	available 2 tracks			
PKP PLK S.A.	131	Maksymili anowo - Terespol Pomorski	31.0 15	2	750	Pruszcz Pom.	YES	YES	available 2 tracks			
PKP PLK S.A.	131				750	Parlin	YES	YES	available 1 track 779m, crossing restrict ed			
PKP PLK S.A.	131				750	TERESPO L POM.	YES	YES	available 2 tracks			
PKP PLK S.A.	131	Terespol Pomorski - Laskowice Pomorskie	11.6 89	2	750	LASKOWI CE POM.	YES	YES	available 2 tracks			

PKP PLK S.A.	131	Laskowice Pomorskie - Smętowo	34.6 98	2	750	Warlubie	YES	YES	available 2 tracks		
PKP PLK S.A.	131				750	Twarda Góra	YES	YES	available 2 tracks		
PKP PLK S.A.	131					SMĘTOW Ó	YES	YES	available 3 tracks		
PKP PLK S.A.	131					Morzeszcz yn	YES	YES	available 2 tracks		
PKP PLK S.A.	131					Pelplin	YES	YES	available 2 tracks		
PKP PLK S.A.	131					Subkowy	YES	YES	available 2 tracks		
PKP PLK S.A.	132	Bytom Bobrek - Zabrze Biskupice	2.4 56	2	570	BYTOM BOBREK	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project	Section in the core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	132				740	ZABRZE BISKUPIC E	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case		

								of an investment project			
PKP PLK S.A.	132	Pyskowice - Toszek	9.8 10	2	730	PYSKOWICE	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	132	Toszek - Strzelce Opolskie	17. 011	2	793	Toszek	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	132			2	dir.1 640 dir.2 630	STRZELCE OPOL.	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	

								ent project			
PKP PLK S.A.	132	Strzelce Opolskie - Szymiszó w	6.0 73	2	dir.1 640 dir.2 630	Szymiszów	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	132	Szymiszó w - Kamień Śląski	7.5 19	2	dir.1 640 dir.2 630	Kamień Śląski	YES	YES	1 track dir.1 749[m] 1 track dir. 2 758[m]	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	132	Kamień Śląski - Tarnów Opolski	4.0 62	2	dir.1 640 dir.2 630	Tarnów Opolski	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	132	Tarnów Opolski - Opole	11. 184	2	780	OPOLE GROSZO WICE 36,128	YES	YES	available 2 tracks		

		Groszowice									
PKP PLK S.A.	135	GLIWICE ŁABĘDY - Pyskowce	5.3 09	2	912	GLIWICE ŁABĘDY	YES	YES	movement with restrictions		
PKP PLK S.A.	136	Kędzierzyn-Koźle - Zdzieszowice	10. 375	2	740	KĘDZIERZYN-KOŹLE	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	136	Zdzieszowice - Gogolin	11. 005	2	740	Zdzieszowice 10,386	NO	YES	1 track available		
PKP PLK S.A.	136	Zdzieszowice - Gogolin	11. 005	3	740	Gogolin 21,380	NO	YES	available 1 track		

PKP PLK S.A.	136	Gogolin - Góraždże	4.2 54	2	750	Góraždże 25,636	YES	YES	available 2 tracks		
PKP PLK S.A.	136	Góraždże - Przywory Opolskie	5.7 7	2	both dir. 630	Przywory Opol. 31,405	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	137	Gliwice - Gliwice Łabędy	5.8 85	4	582	GLIWICE	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	138	Oświęcim - Nowy Bieruń	1.3 92	2	dir 1: 600 dir 2: 600	Nowy Bieruń	NO	YES	available 1 track with restrictions, crossing permitted	Section outside TEN-T network. Currently no final investment list defined for the new financial perspective period	

PKP PLK S.A.	138			2	dir 1: 600 dir 2: 600	Chełm Śląski	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project		
PKP PLK S.A.	138	Nowy Bieruń - Mysłowice Kosztowy	11. 243	2	dir 1: 600 dir 2: 600	Imielin	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project		Section outside TEN-T network. Currently no final investment list defined for the new financial perspective period
PKP PLK S.A.	138			2	dir 1: 600 dir 2: 600	MYŚL. KOSZTOW Y	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project		

PKP PLK S.A.	138	Mysłowice Kosztowy - Mysłowice Brzezinka	2.8 24	2	dir 1: 600 dir 2: 600	MYŚL. BRZEZINKA	YES	YES	1 track available ' crossing permited	Section outside TEN-T network. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	138	Mysłowice Brzezinka - Mysłowice	4.6 32	2	dir 1: 600 dir 2: 600	MYŚLOWI CE				Section outside TEN-T network. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	139	Czechowice-Dziedzice - Bielsko-Biała Główna	11. 51	2	dir. 1: 600 dir. 2: 600	Czech.Dzie dz.Płd	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	139			2	dir. 1: 420 dir. 2: 590	BIELSKO-B.GŁ.	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project		
PKP PLK S.A.	139	Bielsko-Biała Główna -	3.8 73	2	dir. 1: 400	B.B.Leszczyny	NO	NO	Parameters in col. 5, 6,	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no	

		Bielsko Biała Leszczyny		dir. 2: 430			8 and 9 may change in case of an investm ent project		final investment list defined for the new financial perspective period	
PKP PLK S.A.	139	Bielsko Biała Leszczyny	16. 893	2	dir.1: 400 dir. 2: 430	Wilkowice Bystra	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period
PKP PLK S.A.	139	Bielsko Biała Leszczyny - Żywiec	16. 893	1	dir. 1: 400 dir. 2: 430	Łodygowic e	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period
PKP PLK S.A.	139	Żywiec - Zwardoń	36. 875	1	dir. 1: 400 dir.	ŻYWIEC	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period

			2: 430			change in case of an investm ent project		
PKP PLK S.A.	139		1  dir. 1: 352 dir. 2: 360	Węgierska Góra	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project	
PKP PLK S.A.	139		1  dir.1: 352 dir. 2: 360	Milówka	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project	
PKP PLK S.A.	139		1  dir. 1: 352 dir. 2: 360	Rajcza	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case	

							of an investment project		
PKP PLK S.A.	139		1	dir. 1: 352 dir. 2: 360	Sól	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	
PKP PLK S.A.	139		1	dir. 1: 352 dir. 2: 360	Zwardoń	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	
PKP PLK S.A.	151	Bierawa - Kuźnia Raciborska	11. 225	2	1324	BIERAWA	YES	available 2 tracks >1253 both dir. available 2 tracks>	

								750 both dir.		
PKP PLK S.A.	151	Kuźnia Raciborska - Nędza	4.9 02	2	693	Kuźnia Racib.	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period
PKP PLK S.A.	151	Nędza - Racibórz	9.2 44	2	938	NĘDZA	YES	YES	available 2 tracks>759	
PKP PLK S.A.	151	Racibórz - Krzyżanowice	12. 747	2	736	RACIBÓRZ	YES	YES	available 7 tracks>750	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period
PKP PLK S.A.	151	Krzyżanowice - Chałupki	7.5 95	2	516	Krzyżanowice	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period

PKP PLK S.A.	151	Chałupki - Chałupki border	1.2 96	2	816	CHAŁUPKI	YES	YES	available 2 tracks>7 50			
PKP PLK S.A.	161	Katowice Szopienic e Płn. - Chorzów Stary				KAT.SZOP . PŁN	YES	YES	availabl e tracks> =750 for both direc tio ns on the right side of the station			
PKP PLK S.A.	161		12. 125	2	min. 750	Kat.Dąbr.M ała	NO	NO	Decom mission			
PKP PLK S.A.	161					Siemianowi ce Śl.	YES	YES	availabl e tracks> =750 for both direc tio ns on the right side of the station			
PKP PLK S.A.	201	Nowa Wieś Wielka - Bydgoszc z Wschód	21.3 46	2	750	Bydg. Emilianowo	YES	YES	available 4 tracks			

PKP PLK S.A.	201	Bydgoszcz Wschód - Maksymiliano	12.1 26	2	750	BYDGOSZ CZ WSCHÓD	YES	YES	available 8 tracks		
PKP PLK S.A.	201	GDYNIA GŁÓWNA - GDYNIA PORT	1.3 16	2	750	GDYNIA GŁÓWNA	NO	NO	stopping - not permitted		
PKP PLK S.A.	201					GDYNIA PORT					
PKP PLK S.A.	202					Gdańsk Wrzeszcz	YES	YES	available 1 track		
PKP PLK S.A.	202	GDAŃSK GŁÓWNY - GDYNIA GŁÓWNA	20. 992	2	750	Sopot	YES	YES	available 2 tracks		
PKP PLK S.A.	202					Gdynia Orłowo	YES	YES	available 2 tracks		
PKP PLK S.A.	273	Wrocław Kuźniki-Wrocław Pracze	5.8 58	2	630 - see comment	WROCŁA W KUŹNIKI	NO	NO	Currently, pre-design documentation is being developed. Considered variants: 1 - leaving	Section in the comprehensive TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	

PKP PLK S.A.	273	Wrocław Pracze-Brzezinka Średz.	7.4 15	2	630 - see comment	Wrocław Pracze	NO	NO	the track systems in their current shape, i.e. without adjusting the usable tracks' length to at least 740 meters 2 - modernisation, taking into account the extension of station tracks to min. 740	Section in the comprehensive TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	Brzezinka Średz.- Brzeg Dolny	9.8 64	2	630 - see comment	Brzezinka Średz.	NO	NO		Section in the comprehensive TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	Brzeg Dolny- Wołów	10. 318	2	630 - see comment	Brzeg Dolny	NO	NO		Section in the comprehensive TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	Wołów- Małowice Wołów.	14. 184	2	630 - see comment	Wołów	NO	NO		Section in the comprehensive TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	Małowice Wołów.- Ścinawa	4.1 67	2	630 - see comment	Małowice Wołów.	NO	NO		Section in the comprehensive TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	Ścinawa- RUDNA GWIZDANÓW	18. 931	2	630 - see comment	Ścinawa	NO	NO		Section in the comprehensive TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	

PKP PLK S.A.	273	RUDNA GWIZDANÓW-Grębocice	9.8 79	2	630 - see comment	RUDNA GWIZDANÓW	NO	NO	meters in locations where it is possible and is economically viable. The final decision on the selected investment variant hasn't been taken yet. Additionally, for the works planned for implementation up to year 2023, the scope of use of	Section in the comprehensive TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	Grębocice-Krzepów	6.7 73	2	630	Grębocice	NO	NO		Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	Krzepów-GŁOGÓW	4.7 92	2	630	Krzepów	NO	NO		Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	GŁOGÓW-Wróblin Głog.	9.1 45	2	630	GŁOGÓW	NO	NO		Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period	

									the feasibility study hasn't been determined yet.		
PKP PLK S.A.	273	Wróblin Głog.-Granica z IZ Zielona Góra	7.7 6	2	630	Wróblin Głog.	NO	NO	available 1 track only in one direction	Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	Czerna - Bytom Odrzański	5.2 7	2	630	Bytom Odrzański	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	Bytom Odrzański - Nowa Sól	11. 97	2	630	NOWA SÓL	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period	

PKP PLK S.A.	273	Nowa Sól - Niedoradz	7.9 7	2	630	Niedoradz	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project	Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	Niedoradz - Zielona Góra	15. 22	2	630	ZIELONA GÓRA	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project	Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	Zielona Góra - Czerwieńs k	12. 69	2	630	CZERWIE ŃSK	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project	Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period	

PKP PLK S.A.	273	Czerwieńsk - Czerwieńsk Towarowy	2.8 8	3	630	Czerwieńsk Tow.	NO	YES	available 1 track 756m, crossing restricted	Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	Czerwieńsk Towarowy - Radnica	10. 4	2	630	Radnica	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	Radnica - Budachów	14. 83	2	630	Budachów	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	Budachów - Gądków Wielki	13. 27	2	630	Gądków Wielki	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case	Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period	

								of an investment project			
PKP PLK S.A.	273	Gądków Wielki - Jerzmanice Lubuskie	9.46	2	630	JERZMANICE LUB.	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	Jerzmanice Lubuskie - Kowalów	13.9	2	630	Kowalów	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	Kowalów - Laski Lubuskie	7.75	2	630	Laski Lubuskie	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period	

								ent project			
PKP PLK S.A.	273	Laski Lubuskie - Ługi Górzyckie	8.0 5	2	630	Ługi Górzyckie	NO	YES	available 1 track 779m, crossing restrict ed		Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period
PKP PLK S.A.	273	Ługi Górzyckie - Kostrzyn	8.4 5	2	630	KOSTRZY N	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project		Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period
PKP PLK S.A.	273	Kostrzyn- Chojna	45. 082	2	630	Kostrzyn Tow.	YES	YES	available 1 track 847m both dir and 1 track only for dir 1 - 743m		Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period
PKP PLK S.A.	273			2	630	Namyślin	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change		

						in case of an investm ent project		
PKP PLK S.A.	273		2	630	Boleszkowi ce	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project
PKP PLK S.A.	273		2	630	Mieszkowic e	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project
PKP PLK S.A.	273		2	630	Godków	YES	YES	available 1 track 758 m
PKP PLK S.A.	273		2	630	Chojna	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may

								change in case of an investm ent project		
PKP PLK S.A.	273			2	630	Krzywin Gryf.	TAK	NO	available 1 track 750 m, overtaki ng available in only one direction	
PKP PLK S.A.	273	Chojna- Gryfino	33. 839	2	630	Dolna Odra	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project	Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period
PKP PLK S.A.	273			2	630	Gryfino	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm	

								ent project			
PKP PLK S.A.	273			2	630	Daleszewo Gryf.	YES	YES	available 1 track 770 m		
PKP PLK S.A.	273	Gryfino- Szcz. Podjuchy	13. 772	2	630	SZCZ.POD JUCHY	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project	Section in the comprehensive TEN-T network. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	273	Szcz. Podjuchy- Szczecin Port Centralny	6.3 57	1	630	SZCZ.POR T CENTR.	YES	YES	In the area of Szczecin Port Centraln y a total of 45 tracks available for long trains (740m) are foreseen at different junction s = broad	Section partially in the freight core TEN- T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	

								approach. For the junction Szczecin Port Centralny (SPC) alone, 6 tracks for 740m trains are planned = restrictive approach. Terminal station.		
PKP PLK S.A.	277	Opole Groszowice - Opole Wschodnie	6.3 86	2	both dir. 632	OPOLE WSCHODNIE	YES	YES	available 1 track for dir.1 - 780[m] and available 1 track for dir. 2 -840[m]	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period
PKP PLK S.A.	277	Opole Wschodnie - Opole	5.3 02	2	both dir. 632	Opole Czarnowąsy	YES	YES	available 1 track for dir.1	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no

		Czarnowąsy					- 818[m] available 1 track for dir.2 - 774[m]		final investment list defined for the new financial perspective period	
PKP PLK S.A.	277	Opole Czarnowąsy - Dobrzeń Wielki	7.0 29	2	both dir. 630	Dobrzeń Wielki	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period
PKP PLK S.A.	277	Dobrzeń Wielki - Popielów	9.5 4	2	both dir. 630	Popielów	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period
PKP PLK S.A.	277	Popielów - Karłowice	7.4 24	2	both dir. 630	Karłowice	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period

								investm ent project			
PKP PLK S.A.	277	Biskupice Oław.- Jelcz- Laskowice	13. 122	2	630	Biskupice Oław.	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	277	Jelcz- Laskowice -Czernica Wrocł.	7.7 47	2	630	Jelcz- Laskowice	YES	NO	available 1 track both direc tions and available 1 track only for one direction	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	277	Czernica Wrocł.- Siechnice	7.2 54	1	630	Czernica Wrocł.	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	

PKP PLK S.A.	277	Siechnice-WROCŁA W BROCHÓ W	3.1 95	2	630	Siechnice	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project		
PKP PLK S.A.	277					WROCŁA W BROCHÓ W	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	401	Szczecin Dąbie Sdb- Szczecin Dąbie Sdc	2.6 32	2	630	SZCZECIN DĄBIE	YES	YES	available 1 track 768 m	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	401	Szczecin Dąbie Sdc- Goleniów	20. 976	2	630	Kliniska	YES	YES	available 1 track 791 m	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period	
PKP PLK S.A.	401			2	630	GOLENIÓ W	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may		

								change in case of an investm ent project		
PKP PLK S.A.	401			2	630	Białyń	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project	
PKP PLK S.A.	401	Goleniów- Wysoka Kamieńsk a	30. 202	2	630	Rokita	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case of an investm ent project	Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period
PKP PLK S.A.	401			2	630	WYSOKA KAMIEŃSK A	NO	NO	Paramet ers in col. 5, 6, 8 and 9 may change in case	

								of an investment project			
PKP PLK S.A.	401	Wysoka Kamieńsk a-Warnowo	26. 566	2	630	Reclaw	YES	YES	available 1 track 758 m		Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period
PKP PLK S.A.	401	Warnowo-Lubiewo	8.7 78	2	630	Warnowo	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project		Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period
PKP PLK S.A.	401	Lubiewo-Świnoujści e Sia (Nd)	6.4 2	2	630	Lubiewo	NO	NO	Parameters in col. 5, 6, 8 and 9 may change in case of an investment project		Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no final investment list defined for the new financial perspective period
PKP PLK S.A.	401	Świnoujści e Sia (Nd)-	4.4 6	1	400	Świnoujści e	N/A - term inus	N/A - term inus	Parameters in col. 5, 6, 8 and 9		Section in the freight core TEN-T network, achievement of 740 m train length foreseen till 2030. Currently no

		Świnoujście					may change in case of an investment project		final investment list defined for the new financial perspective period			
SŽDC	Mosty u Jablunkova (state Border SK) - Dětmarovice	Mosty u Jablunkova - Dětmarovice (out)	53.916	2	740	Mosty u Jablunkova Návsí Bystřice Třinec Český Těšín nákl.n. Český Těšín Louky nad Olší Karviná	No No No No Yes No No	No No No No Yes No No	- - - - - -	Modernization	* SŽDC long tracks project for 740m on main corridor lines	No
SŽDC	Odbočka Koukolná - Odbočka Závada	Odbočka Koukolná - Odbočka Závada	1.293	1	740	- - - - - -	- - - - - -	- - - - - -	- - - - - -			
SŽDC	Bohumín - Chalupki state Border PL	Bohumín - Chalupki state Border PL	3.136	1	740	- - - - - -	- - - - - -	- - - - - -	- - - - - -			
SŽDC	Bohumín Vrbice - Chalupki state Border PL	Bohumín Vrbice - Chalupki (St.b. PL)	4.279	1	740	- - - - - -	- - - - - -	- - - - - -	- - - - - -			

SŽD C	Petrovice u Karviné (state border PL) - Přerov	Petrovice u Karviné - Bohumín osobní nádraží	16.6 94	2	740	Petrovice u Karviné	Yes	No	-	Modernization	* SŽDC long tracks project for 740m on main corridor lines	No
		Bohumín os. nádraží - Hranice na Moravě	64.0 88	2	740	Odbočka Závada	-	-	-			
						Dětmarovice	Yes	No	-			
						Bohumín	Yes	Yes	-			
						Ostrava hl.n.	Yes	Yes	-	Modernization	* SŽDC long tracks project for 740m on main corridor lines	No
						Ostrava Svinov	Yes	Yes	-			
						Výh. Polanka nad Odrou	Yes	Yes	-			
						Jistebník	No	No	-			
		Hranice na Moravě - Přerov osobní nádraží	28.3 36	2	740	Studénka	Yes	No	-	Modernization	* SŽDC long tracks project for 740m on main corridor lines	No
						Suchdol nad Odrou	No	No	-			
						Polom	No	No	-			
						Hranice na Moravě	No	Yes	-			
SŽD C	Přerov osobní nádraží - Břeclav osobní nádraží	Přerov osobní nádraží - Nedakonice	51.4 79	2	740	Drahotuše	Yes	Yes	-	Modernization	* SŽDC long tracks project for 740m on main corridor lines	No
						Lipník nad Bečvou	No	No	-			
						Prosenice	Yes	Yes	-			
						Přerov os.n.	No	No	-			
						Přerov přednádraží	No	No	-			
						Říkovice	No	Yes	-			
						Hulín	No	No	-			
						Tlumačov	No	No	-			
						Otrokovice	No	No	-			
						Napajedla	No	No	-			

		Nedakonic e - Břeclav osobní nádraží	48.8 47	2	740	Moravský Písek Bzenec přívoz Rohatec Hodonín Lužice Moravská Nová Ves Výhybna Hrušky Břeclav předmádraží Břeclav os.n.	Yes Yes No Yes Yes No No Yes No	No Yes Yes Yes Yes No No Yes Yes	- - - - - - - - -	Moderni zation	* SŽDC long tracks project for 740m on main corridor lines	No
SŽD C	Břeclav osobní nádraží - State border A	Břeclav os.n. - state border A	5.13 9	2	740	- - -	- - -	- - -	- - -			

\* The global SŽDC project for 740m long tracks on main corridor lines is only under start of investigation

ŽSR	Border crossing Zwardoň/Skalité - Border crossings of Austria	Skalité - Čadca	13.5	1	650	Skalité	Yes	No	available one track 769 m, crossing restricted			
						Čadca			available one track 798 m, crossing			

								restricted		
ŽSR	Border crossings Zwardoň/Skalité and Mosty u Jablunkova/Čadca - Border crossings of Austria	Čadca št.hr. CZ-Čadca	6.7	2	740	Čadca	No	Yes	available one track 798 m, crossing restricted	
ŽSR	Border crossing Zwardoň/Skalité - Border crossings of Austria	Čadca - Žilina	30.5	2	700	Krásno nad Kysucou	Yes	Yes	available two tracks 753 > m	Modernisation  The Modernisation of the subsection Krásno nad Kysucou - Čadca, eliminating the restrictions in Cadca, assumed invested costs 310 mil Eur.
						Kysucké Nové Mesto	Yes	Yes	available two tracks 751 > m	
ŽSR	Border crossing Zwardoň/Skalité - Border crossings of Austria	Žilina - Púchov	44.2	2	740	Bytča	Yes	Yes	available two tracks both 766 m	
ŽSR	Border crossing Zwardoň	Púchov - Trenčín	34.3		740	Púchov	Yes	Yes	available three tracks 848 > m	
					Ladce	Yes	Yes	available two tracks 764 > m		

	ř/Skalit é - Border crossin gs of Austria			2	Ilava	Yes	Yes	available two tracks 765 > m			
					Dubnica nad Váhom	Yes	Yes	available two tracks 758 > m			
					Trenčianska Teplá	Yes	Yes	available two tracks 753 > m			
					Trenčín	Yes	Yes	available four tracks 758 > m			
ŽSR	Border crossin g Zwardo ř/Skalit é - Border crossin gs of Austria	Trenčín - Leopoldov	60.2	2	740	Trenčín - Zlatovce	Yes	Yes	available two tracks 752 > m		
					Trenčianske Bohuslavice	Yes	Yes	available two tracks 881 > m			
					Nové Mesto nad Váhom	Yes	Yes	available two tracks 890 > m			
					Piešťany	Yes	Yes	available three tracks 885 > m			
					Veľké Kostoľany	Yes	Yes	available three tracks 812 > m			
					Leopoldov	Yes	Yes	available two tracks 819 > m			

ŽSR	Border crossing Zwardoň/Skalité - Border crossings of Austria	Leopoldov - Bratislava hl.st.	63.8	2	740	Cífer	Yes	Yes	available two tracks both 750 m			
						Šenkvice	Yes	Yes	available two tracks 807 > m			
						Pezinok	Yes	Yes	available two tracks 793 > m			
						Bratislava Rača	Yes	Yes	available three tracks 767 > m			
ŽSR	Border crossing Zwardoň/Skalité - Border crossings of Austria	Bratislava hl. st - Devínska Nová Ves	12.8	2	700	Devínska Nová Ves	Yes	Yes	available four tracks 818 > m	Modernisation	The Realisation of the project Junction Bratislava, the assumed invested costs 600 mil. Eur.	No*
ŽSR	Border crossing Zwardoň/Skalité - Border crossings of Austria	Bratislava Rača - Bratislava Petržalka	19.6	2	690	Bratislava Nové Mesto	Yes	Yes	available three tracks 786 > m			
ŽSR	Border crossing Zwardoň/Skalité - Border crossings of Austria	Bratislava Rača - Bratislava Petržalka	19.6	2	690	Bratislava UNS	Yes	Yes	available three tracks 773 > m			
ŽSR	Border crossing Zwardoň/Skalité - Border crossings of Austria	Bratislava Rača - Bratislava Petržalka	19.6	2	690	Bratislava Petržalka	Yes	Yes	available two tracks 777 > m			

- Yes means that in station and in appropriate direction is minimally one siding track with minimal length of 740m
- No\* The projects are negotiated with the Ministry of Transport and Construction of the Slovak Republic and approved with full seriousness.
- 2030 is outside the financial programming period. The own resources will be not suffice.

**stan**  
**dard** \*\* ONLY IN AUSTRIA: Trains with this length  
**train** (wagons incl. locomotives) can be operated  
**leng** without any additional timetable analysis and  
**th** are handled as "normal trains".  
**\*\*(m)**

ÖBB-Infra	Vienna - Bernhardsthal	Bernhardsthal (Border CZ) - Gänserndorf	46.7	2	$\geq 740m$	Bernhardsthal	Yes	Yes	available 1 track > 890m (overtaking in direction 1 only with crossing of main track) available 11 tracks > 763m available 2 tracks > 760m available 2 tracks > 866m	Upgrade	Raise of speed up to 200km/h; station renewals; closure of level crossings; automatization of train operation; costs: ~ € 600 million	secured
						Hohenau						
						Drösing						
						Dürnkrut						
ÖBB-Infra	Gänserndorf - Marchegg	Gänserndorf - Marchegg	18.2	1	$\geq 740m$		No	No				
ÖBB-Infra	Vienna -	Gänserndorf - Stadlau	25.4	2	$\geq 740m$	Strasshof	Yes	Yes	available 2 tracks > 768m	Upgrade	Raise of speed up to 200km/h; station renewals; closure of level crossings; automatization of train operation; costs:	secured

	Bernhardsthal					Deutsch Wagram	Yes	Yes	available 1 track >791m (overtaking in direction 1 only with crossing of main track) available 1 track >866m (overtaking in direction 1 only with crossing of main track)		included in project Bernhardsthal - Gänserndorf	
ÖBB-Infra	Vienna - Marchegg	Stadlau - Marchegg (Border SK)	35.6	1 / 2	$\geq$ 740m	Schönenfeld-Lassee	Yes	Yes	available 1 track > 749m available 5 track > 792m	Upgrade	section-wise double-track upgrade; raise of speed up to 200km/h; electrification; station renewals; closure of level crossings; automatization of train operation; costs: ~ € 400 million	secured
ÖBB-Infra	Vienna - Marchegg	Stadlau - Vienna Zvbf	11.3	2	$\geq$ 740m	Stadlau-Nord	Yes	Yes	available 1 track > 866m overtaking in direction 1 only with crossing of main track)			

ÖBB-Infra	Vienna - Nickelsdorf	Vienna - Gramatneusiedl	19.6	2	$\geq 740m$	Gramatneusiedl	Yes	Yes	available 2 tracks > 740m	Upgrade	station upgrade and renewal; cost: ~ € 41 million	pending
						Himberg	Yes	Yes	available 2 tracks > 740m	Upgrade	station upgrade and renewal	secured
						Wien Zvbf	Yes	Yes	available 14 tracks > 771m (overtaking in direction 1 only with crossing of main track)			
ÖBB-Infra	Gramatneusiedl - Wamperndorf	Gramatneusiedl - Wamperndorf	13.5	1	590 m	Mitterndorf-Moosbrunn	Yes	Yes	available 1 track > 762m			
ÖBB-Infra	Vienna - Nickelsdorf	Gramatneusiedl - Parndorf	29.6	2	$\geq 740m$	Götzendorf	Yes	Yes	available 2 tracks > 740m	Upgrade	station upgrade and renewal	pending
ÖBB-Infra	Parndorf - Kittsee	Parndorf - Kittsee (Border SK)	19.9	1	590 m	Bruck a.d.Leitha-Ost	Yes	Yes	available 1 track > 786m (overtaking in direction 2 only with crossing of main track)			

ÖBB-Infra	Vienna - Nickelsdorf	Parndorf - Nickelsdorf (Border HU)	2.3	2	590 m		No	No				
ÖBB-Infra	Vienna - Wiener Neustadt (via Mödling )	Vienna - Wiener Neustadt (via Mödling)	44.7	2	590 m	Leobersdorf	Yes	Yes	available 2 tracks > 774m (overtaking in direction 1 only with crossing of main track)			
	Vienna - Wiener Neustadt (via Ebenfurth)	Vienna - Wampersdorf	30.7	1	$\geq$ 740m	Inzersdorf Ort Hennersdorf Achau	Yes	Yes	available 1 tracks > 875m (overtaking in direction 2 only with crossing of main track) available 1 track >760m (overtaking in direction 1 only with crossing of main track) available 2 tracks >760m	Upgrade	double-track upgrade; raise of speed up to 200km/h, new / renewed stations; closure of level crossings; automatization of train operation; costs: ~ € 590 million	secured

					Münchendorf Ebreichsdorf Wampersdorf Ebenfurth Obereggendorf	Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes	available 2 tracks >760m available 2 tracks >760m available 4 tracks >760m available 2 tracks >760m available 2 tracks >760m			
ÖBB- Infra	Wiener Neustadt - Bruck a.d. Mur	Wiener Neustadt - Gloggnitz	26.8	2	$\geq$ 740m	Neunkirchen N.O.	Yes	Yes	available 2 tracks > 805m		
						Ternitz	Yes	Yes	available 2 tracks > 783m		
ÖBB- Infra	Wiener Neustadt - Bruck a.d. Mur	Gloggnitz - Mürzzuschlag (existing Semmering line)	41.8	2	590 m		No	No			
ÖBB- Infra	Wiener Neustadt - Bruck a.d. Mur	Gloggnitz - Mürzzuschlag (Semmering Base Tunnel)	27	2	$\geq$ 740m		No	No	New Line	27 km new tunnel; speed up to 230 km/h; automatization of train operation; costs: ~ € 3.300 million	secu red
ÖBB- Infra	Wiener Neustadt - Bruck a.d. Mur	Mürzzuschlag - Bruck a.d. Mur	41.2	2	$\geq$ 740m	Marein- St.Lorenzen	Yes	Yes	available 2 tracks > 757m		

ÖBB-Infra	Bruck a.d. Mur - Graz	Bruck a.d. Mur - Graz - Spielfeld	53.5	2	$\geq 740m$	Graz-Vbf	Yes	Yes	available 8 tracks $> 747m$ (overtaking in direction 1 only with crossing of main track; 4 tracks overtaking in direction 2 only with crossing of main track)	
						Kalsdorf	Yes	Yes	available 2 tracks $> 780m$ (overtaking in direction 1 only with crossing of main track)	
						Leibnitz	No	Yes	available 2 tracks $> 770m$	
ÖBB-Infra	Bruck a.d. Mur - Klagenfurt	Bruck a.d. Mur - St. Veit a.d. Glan	148.7	2	610 m	Niklasdorf	Yes	Yes	available 2 tracks $> 785m$ (overtaking in direction 1 only	



					Villach Süd Gvbf	Yes	Yes	with crossing of main track) available 12 tracks > 741m (6 tracks overtaking in direction 2 only with crossing of main track)		
ÖBB-Infra	Graz - Klagenfurt (Koralmb Line)	Graz - Klagenfurt (Koralmb Line)	126	2	$\geq 740\text{m}$	Weststeiermark Mittlern Grafenstein	Yes Yes No	Yes Yes Yes	available 3 tracks >808m available 2 tracks >761m available 1 track >760m	New Line  130 km new tunnel line; speed up to 250 km/h; new stations; automatization of train operation; cost: ~ € 1.000 million  secured
SŽ	Border crossing Austria (Šentilj) - Zidani Most	Šentilj - Maribor Tezno	16	1	740	Šentilj	Yes	Yes	available max distance more then 740 m	
						Pesnica	Yes	Yes	available max distance more then 740 m	
						Maribor	Yes	Yes	available max	

								distance more than 740 m		
								Maribor Tezno	Yes	Yes
SŽ	Border crossing Austria (Šentilj) - Zidani Most	Maribor Tezno - Pragersko	22	2	740	Hoče	Yes	Yes	available max distance of track 818 m	
						Rače	No	No	available max distance of track 450 m	
						Pragersko	Yes	Yes	available max distance of track 649 m	
SŽ	Border crossing Austria (Šentilj) - Zidani Most	Pragersko - Zidani Most	74	2	740	Slovenska Bistrica	Yes	Yes	available max distance of track 799 m	
						Poljčane	Yes	Yes	available max distance more than 740 m	
						Ponikva	No	No	available max distance of track 685 m	

						Grobelno	No	No	available max distance of track 725 m		
						Šentjur	No	No	available max distance of track 619 m		
						Celje	Yes	Yes	available max distance more then 740 m		
						Laško	Yes	Yes	available max distance more then 740 m		
						Rimske Toplice	Yes	Yes	available max distance of track 820 m		
						Zidani Most	No	No	available max distance of track 559 m		
SŽ	Zidani Most - Ljubljana	Zidani Most - Ljubljana	64	2	570	Hrastnik	Yes	Yes	available max distance of track 1103 m		
						Trbovlje	No	No	available max distance		

Zagorje	No	No	of track 647 m  available max distance of track 700 m
Sava	Yes	Yes	available max distance of track 899 m
Litija	Yes	Yes	available max distance of track 814 m
Kresnice	No	No	available max distance of track 646 m
Laze	Yes	Yes	available max distance of track 785 m
Ljubljana Zalog	Yes	Yes	available max distance of track 1408 m
Ljubljana Moste	No	No	available max distance of track 541 m
Ljubljana	No	No	available max distance

							of track 463 m		
SŽ	Ljubljana - Border crossing Italy (Sežana)	Ljubljana - Divača	105	2	740	Brezovica	Yes	Yes	available max distance more then 740 m
						Preserje	Yes	Yes	available max distance of track 798 m
						Borovnica	Yes	Yes	available max distance of track 815 m
						Verd	No	No	available max distance of track 658 m
						Logatec	Yes	Yes	available max distance more then 740 m
						Rakek	Yes	Yes	available max distance of track 810 m
						Postojna	No	No	available max distance of track 667 m
									Modernisation
								The modernisation of the station Brezovica and Logatec (also for required 740m track length).	NO

						Prestranek	Yes	Yes	available max distance of track 808 m		
						Pivka	No	No	available max distance of track 630 m		
SŽ	Ljubljana - Border crossing Italy (Sežana)	Divača - Sežana	13	2	600	Divača	Yes	Yes	available max distance of track 885 m		
						Sežana	No	No	available max distance of track 716 m		
SŽ	Divača - Koper	Divača - Prešnica	16	1	525	Rodik	No	No	available max distance of track 566 m		
						Hrpelje Kozina	Yes	Yes	available max distance of track 785 m		
						Prešnica	/	/	/		
SŽ	Divača - Koper	Prešnica - Koper	32	1	525	Črnotiče	No	No	available max distance of track 525 m		
						Hrastovlje	No	No	available max distance		

					Rižana	No	No	of track 540 m available max distance of track 586 m			
					Koper - cargo	Yes	Yes	available max distance of track 820 m			
RFI	J037	TARVISIO BOSCOV- PM VAT	84.2 97	2	750	TARVISIO BOSCOV. PM VAT	no	no	The Investm ents concerni ng the Tarvisio- Udine line are covered by a plan that includes the upgradin g of the Baltic- Adriatic CNC sections to allow circulatio n of 750 m trains which a budget of 80 millions euro		

RFI	J037	PM VAT - UDINE Parco	6.75 7	1	750	PM VAT	no	no			
						UDINE PARCO	no	no			
RFI	J039	UDINE Parco - UDINE	1.67 2	2	750	UDINE PARCO	no	no			
						UDINE	no	no			
RFI	J037	P.M.VAT - UD P.Dev.Laipa ac.	6.16 5	1	750	P.M.VAT	no	no			
						UD P.Dev.Laipa c.	no	no			
RFI	J037	UD P.Dev.Laipa ac. - UD P.Dev.Prada m.	0.74 6	2	750	UD P.Dev.Laipa c	no	no			
						UD P.Dev.Prada m.	no	no			
RFI	J039	UDINE PARCO - UD P.Dev.Prada m	2.21 6	2	750	UDINE PARCO	no	no			
						UD P.Dev.Prada m	no	no			
RFI	J039	UD P.Dev.Prada m	49.7 89	2	750	UD P.Dev.Prada m	no	no			
		Monf.Dev.S .Polo				Monf.Dev.S. Polo	no	no			
RFI	J035	Monf.Dev.S .Polo BIVIO D'AURISIN A	14.1 97	2	750	Monf.Dev.S. Polo	no	no			
						BIVIO D'AURISIN A	no	no			
RFI	J035	BIVIO D'AURISIN A- TS.CAMPO MARZIO	19.9 38	2	750	BIVIO D'AURISIN A	no	no			
						TS.CAMPO MARZIO	no	no			

RFI	J035	BIVIO D'AURISIN A- VILLA OPICINA	14.9 73	2	600	BIVIO D'AURISIN A VILLA OPICINA	no	no			
							no	no			
RFI	J035	Sc.Estr.Gal leria - Sc.Estr.Via dotto	0.64 3	2	600	Sc.Estr.Gall eria Sc.Estr.Viad otto	no	no			
							no	no			
RFI	J037	UDINE - SACILE	61.6 12	2	580	UDINE	no	no			
						SACILE	no	no			
RFI	J037	SACILE - TREVISOC C	44.0 53	2	575	SACILE	no	no			
						TREVISOC C	no	no			
RFI	J037	TREVISOC. - Mogliano Veneto	11.6 35	2	575	TREVISOC Mogliano Veneto	no	no			
							no	no			
RFI	R003	Mogliano Veneto - Venezia Mestre	17.2 34	2	575	Mogliano Veneto VENEZIA MESTRE	no	no			
							no	no			
RFI	K088	TREVISOC. - CASTELFR ANCO V	24.5 29	2	575	TREVISOC	no	no			
						CASTELFR ANCO V	no	no			
RFI	K080	CASTELFR ANCO - CAMPOSA MPIERO	12.0 57	2	575	CASTELFR ANCO	no	no			
						Cippo Km 5.000	no	no			
RFI	K081	CAMPOSA MPIERO - Vigodarzer e	13.2 27	2	575	CAMPOSA MPIERO	no	no			
						Vigodarzere	no	no			
RFI	K082	Vigodarzer e - PADOVA C. MARTE	5.75 3	2	575	Vigodarzere	no	no			
						PADOVA C. MARTE	no	no			
RFI	J031	PADOVA C. MARTE	66.0 78	2	750	PADOVA C. MARTE	no	no			

		- FERRARA			FERRARA	no	no				
RFI	J031	FERRARA-S Pietro in Casale	22.9 51	2	750	FERRARA-S Pietro in Casale	no	no			
							no	no			
RFI	R005	S.Pietro in C-- S.GIORGI O P.	6.11 1	2	750	S.Pietro in C- S.GIORGIO P.	no	no			
							no	no			
RFI	R005	S.GIORGI O P. - BO.INTER PORTO	4.94 1	1	750	S.GIORGIO P. BO.INTERP ORTO	no	no			
							no	no			
RFI	K099	FERRARA - PORTOMAGGIORE	23.4 13	1	465/5 75(*)	FERRARA PORTOMAGGIORE	no	no			
							no	no			
RFI	K100	PORTOMAGGIORE- LAVEZZOLA	17.2 11	1	465/5 75(*)	PORTOMAGGIORE LAVEZZOLA	no	no			
							no	no			
RFI	K101	LAVEZZOLA- RAVENNA	31.9 96	1	465/5 75(*)	LAVEZZOLA RAVENNA	no	no			
							no	no			

Companies involved in RFC5: PKP Polskie Linie Kolejowe Spółka Akcyjna, Správa železniční dopravní cesty, státní organizace; Železnice Slovenskej republiky, Bratislava v skrátenej forme "ŽSR"; ÖBB-Infrastruktur AG; RFI Rete Ferroviaria Italiana S.p.A., SŽ-Infrastruktura d.o.o. and European Economic Interest Grouping for Baltic-Adriatic Rail Freight Corridor 5 EZIG



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