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**Polish land transport corridors' development as an example  
of facilitating the flow of goods on the axis West - East**



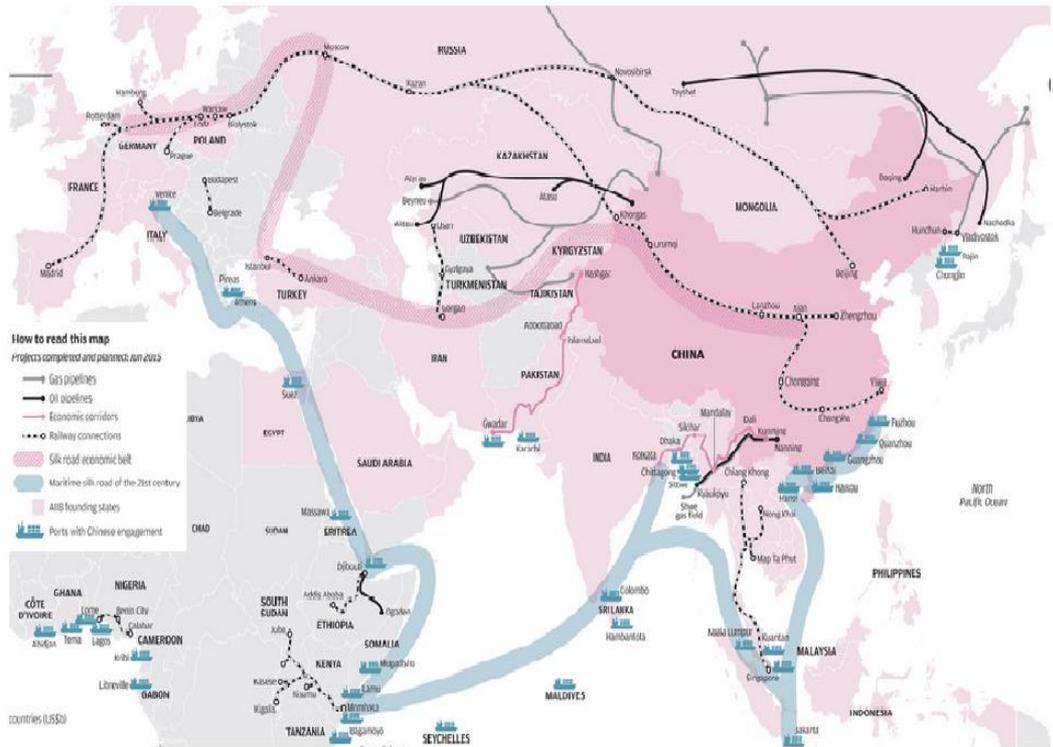
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# One Belt, One Road project – Polish perspective

The location of Poland at the intersection of East-West and North-South transport routes creates exceptionally favorable conditions for the development of transport infrastructure linking Europe and Asia.

Since 2011, five regular train connections between China and Poland have been launched, including Łódź - Chengdu, Łódź - Chongqing, Warsaw - Suzhou and Łódź - Zhengzhou. Another way of transportation between the two countries is maritime transport from Gdansk to Ningbo and to Shanghai.

On November 26, 2015, in Beijing, a signing ceremony of governmental memorandum on the joint implementation of the *One Belt and One Road* project was held between China and Poland, Serbia, the Czech Republic, Bulgaria and Slovakia.



Source: South China Morning Post, Oct 2016 - INFOGRAPHIC: How One Belt, One Road will give China's developing neighbours easier access to Chinese-made products

# trans-European transport corridors - complementary projects One Belt One Road initiative



## The Baltic-Adriatic Corridor

One of the most important trans European road and railway networks.

It connects the Baltic with the Adriatic Sea, through industrialized areas between Southern Poland (Upper Silesia), Vienna and Bratislava, the Eastern Alpine region and Northern Italy.

## The North Sea-Baltic Corridor

Connects ports on the Eastern shore of the Baltic Sea with the ports of the North Sea.

It provides modern transport road and railway links between Poland, Germany, the Netherlands, Belgium, Lithuania, Latvia, Estonia and Finland.

# Rail Freight Corridors RFC – European market oriented transport corridors



Rail Freight Corridors (RFCs) map 2015

Including extensions foreseen in 2016 as indicated by the RFCs



**Rail Freight Corridors** were established in 2010 as an international market-oriented corridors in order to meet three main challenges:

- strengthening co-operation between IMs on key aspects such as the allocation of paths, deployment of interoperable systems and infrastructure development
- finding the right balance between freight and passenger traffic along the RFCs, giving adequate capacity for freight in line with market needs and ensuring that common punctuality targets for freight trains are met
- promoting intermodality between rail and other transport modes by integrating terminals into the corridor management process.

\*This map does not include potential RFC routes' extensions contained within Annex 2 of EU Reg. 1316/2013 (extensions are subject to market studies). For further details, please refer to the individual RFCs' websites.



# 1520 mm gauge track to the East and intermodal Sławków EUROTERMINAL

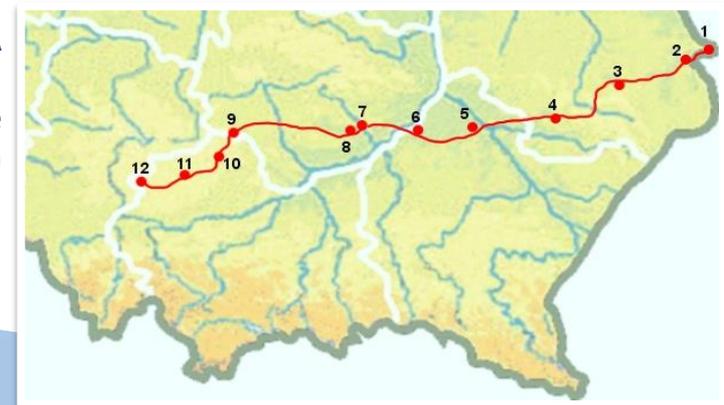
## Effective Europe – Asia rail freight connection

The LHS Line (so-called the broad track) is the longest on the territory of Poland broad gauge railway line (track gauge of 1520 mm) designed for freight transport. **It is also the farthest west broad-gauge line in Europe.**

The location of the **Euroterminal Sławków** perfectly fits into the development of containers transport between the Far East/Asia and Western Europe.

**Euroterminal Sławków** has excellent connections with Transport Network on domestic and international by:

- direct broad-gauge LHS connection (ca. 400 km long) through the PL-UA border crossing and the Ukraine to the Far East,
- access to transport corridors between Europe and Asia. The location of the Euroterminal provides a convenient connection to both Pan-European Corridors (VI and III) and trans-European transport network.

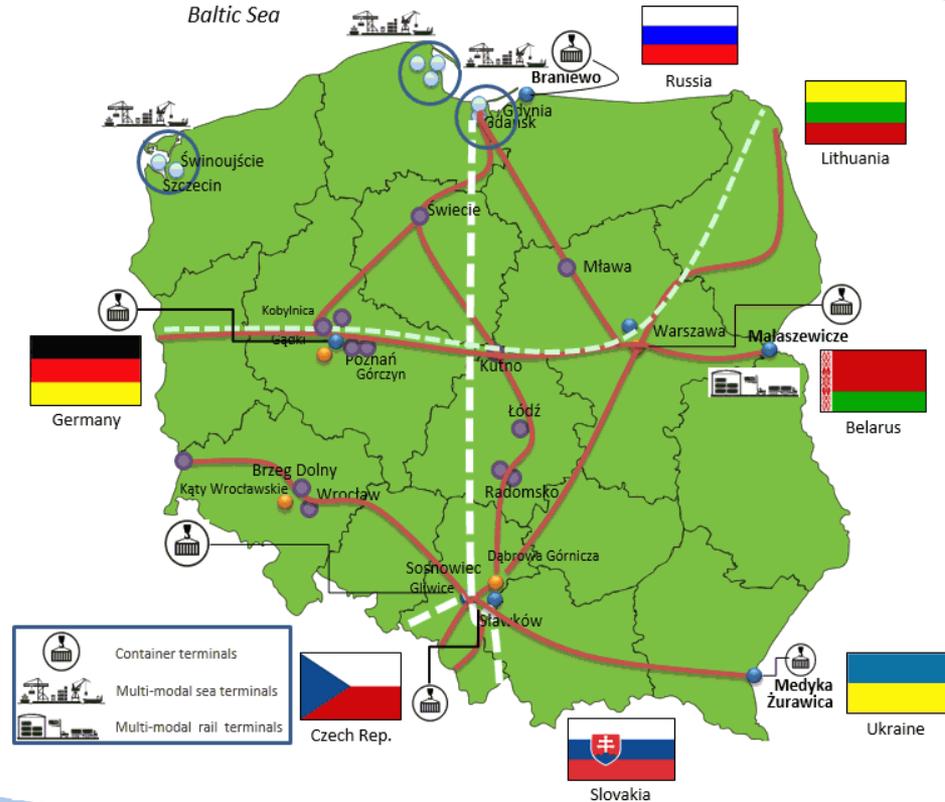


# Multimodal transport in Poland

Multimodal terminals and logistics centres on trans-European transport corridors (TEN-T) create an unique opportunity for further carriage of goods through Poland to the Western Europe.

Poland offers **logistics centres** at the **contact points of 1435-mm and 1520-mm gauge tracks.**

Sławków and Małaszewicze (PL/BY border) terminals offer opportunity to send freight to Russia, Black Sea region, Central Asia, Eastern Asia incl. China thanks to **wide tracks going to Ukraine and Russia (via Belarus).**



## POLISH SEAPORTS AND NEW SILK ROAD INITIATIVE

33 seaports serve whole society and economy of Poland and many other countries located in the CEE region (e.g. Czech Republic, Slovakia, Hungary, Belarus).

4 seaports are of the key importance for the national economy. They are located in Gdańsk, Gdynia, Szczecin and Świnoujście. It is estimated that these four seaports are responsible for the ca. 97% of cargo service provided in all of Polish seaports – which equals ca. 70,9 mln tonnes.

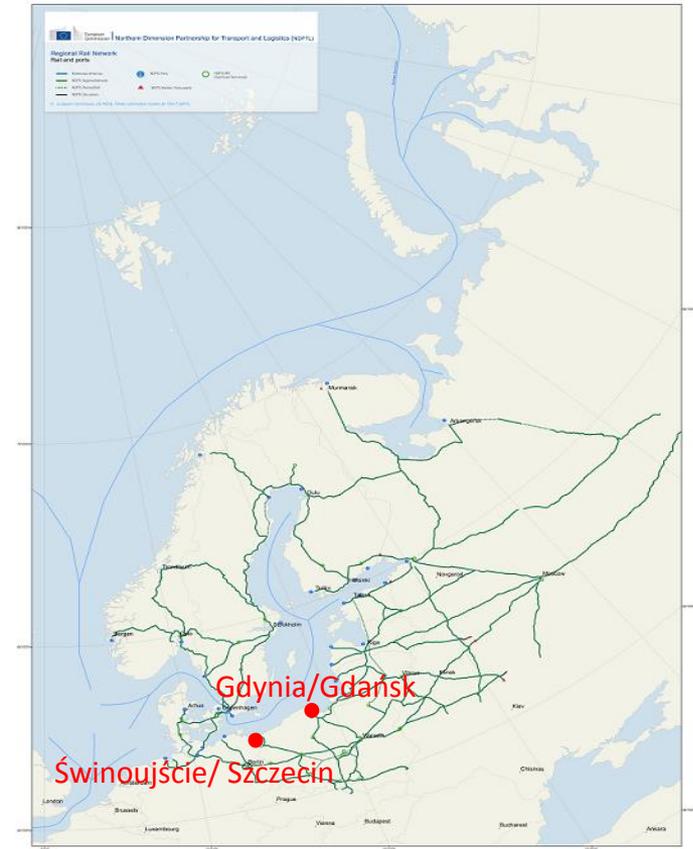


## POLISH SEAPORTS AND NEW SILK ROAD INITIATIVE

Polish seaports are important nodes of many international supply chains. They actively participate in servicing Polish and European foreign trade with business partners from all of the continents.

Gdańsk, Gdynia, Szczecin and Świnoujście and other seaports are already prepared to handle all kinds of goods. Their potential is successively strengthened by the investments.

Polish seaports should be considered as the windows of the world for several hundred million inhabitants – within the initiative of the New Silk Road (Northern-South, East-West ) and able to engage as a participant of the initiative of East Silk Road Route (China, Kazakhstan, Azerbaijan, Georgia, Ukraine, Poland)







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## Thank you for your attention

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