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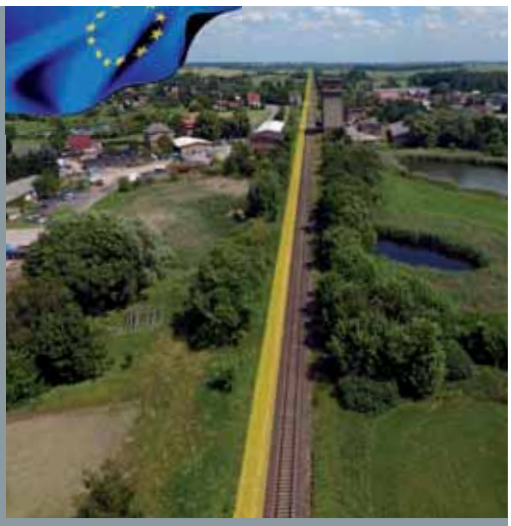
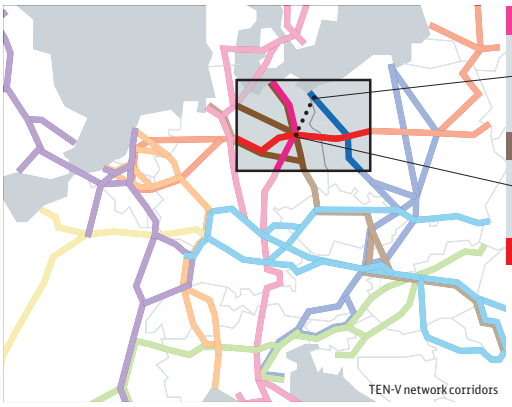
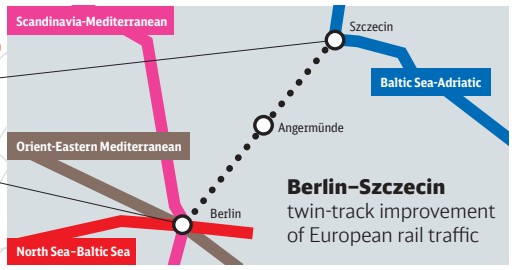


Connecting Europe –
upgrading the Angermünde–Szczecin route





What does the upgrade of the Angermünde–Szczecin route mean for Europe?

- Sustained improvement in transport links between Scandinavia, Central and Western Europe as well as between Germany and Poland
- Improved links between the TEN-V core network corridors
  - Scandinavia-Mediterranean
  - North Sea-Baltic Sea
  - Baltic Sea-Adriatic
  - Orient-Eastern Mediterranean
- Improved hinterland connection to Poland's Baltic Sea ports
- Improved cross-border rail traffic: development impetus along the route, as well as in the metropolitan areas of Szczecin and Berlin-Brandenburg
- Future sustainability of the rail connection between Szczecin and Berlin
- In conjunction with the A11/E28 motorway and Oder-Havel Canal in Szczecin, the route is the only trimodal TEN-V core network axis between Poland and Germany.

What do we aim to achieve?

- **More passengers, more freight transport:** increased route capacity
- **Faster and more convenient:** travel time between Berlin and Szczecin reduced to 90 minutes (including Nordkreuz-Karow upgrade) by increasing the route speed from 120 km/h to 160 km/h
- **Zero emission transport:** continuous electrification between Berlin and Szczecin

What are we doing?

1st section (Angermünde–Passow, 19 kilometres)
- Replacing the existing overhead power cables
- Upgrading existing tracks to 160km/h
- Building a new conversion plant in Angermünde for traction power supply
- Modernising one station
- Building 740 metres of overtaking tracks
- Equipping the route with ETCS (European Train Control System)

2nd section (Passow–D/PL border, 30 kilometres)
- Building a second track
- Installing new overhead power cables (initial electrification)
- Upgrading existing tracks to 160km/h
- Modernising four stations
- Building 740 metres of overtaking tracks
- Equipping the route with ETCS

What to expect:
project milestones

1st section (Angermünde-Passow)
- Construction legislation (planning approval): expected 2021
- Start of construction: expected 2021
- Operational: expected 2025

2nd section (Passow-D/PL border)
- Construction legislation (planning approval): expected 2022/23
- Start of construction: expected 2024
- Operational: expected 2026

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