

WRITTEN QUESTION P-2119/09
by Urszula Gacek (PPE-DE)
to the Commission

Subject: Construction and modernisation of Busko-Szczucin rail link

For many years the question of modernising the Busko-Szczucin rail link and building the missing section of the route has been under discussion. For many years the inhabitants of Tarnów have been awaiting a solution to their communications difficulties that will shorten their journey to the capital and from Tarnów to Kielce. One possible solution would clearly be to establish a rail link between Busko and Szczucin, reopening the passenger railway service between Kielce and Busko. This would help improve communications between north and south Poland.

The three other existing lines between Tarnów and the north of the country are inadequate for passenger and freight transport and do not have the capacity for increased traffic.

Building the rail line between Busko and Szczucin and modernising the abandoned line from Szczucin to Tarnów would undoubtedly be one of the most vital investments in Poland. It is worth pointing out that the plan to link rail line No 73 (Sitkówka Nowiny - Busko-Zdrój) and line No 115 (Tarnów-Szczucin), by building a new line Busko-Zdrój-Zabno, dates back many years.

With this in view, when can the construction of the Busko-Szczucin rail line and the modernisation of the Szczucin-Tarnów link be expected to begin?

This is one of the most frequently used rail routes in Poland and its speed and capacity need to be increased. The building of this line forms part of a proposed north-south trans-European railway corridor running from the Lithuanian border via Białystok, Radom, Kielce, Busko, Tarnów and Nowy Sącz to the Slovakian border.

In the light of the above, will the Commission answer the questions most frequently asked by my constituents, namely:

Does it plan to co-finance the modernisation of this line with resources from the Cohesion Fund for the period 2007-2013?

Is there any possibility of the proposed construction of the Busko-Szczucin line and modernisation of the abandoned Szczucin-Tarnów line being financed from European funds such as the Infrastructure and Environment Programme 2007-2013, or could it be financed from other funds and, if so, which?