Baltic-Adriatic Corridor

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Ljubljana, 25 April 2018
The Corridor

- 6 Member States
- 13 urban nodes
- 13 airports
- 10 ports
- 24 RRT
Corridor process since 2014

- **Very stable corridor governance in place:** 11 Corridor Forum meetings, 3 WG's for Ports/RRT, 3 WG's for Regions/urban nodes, close cooperation with RFC 5 and with macro-regional strategies and ETC programmes/projects; more than 60 missions.

- **Cross-border dialogues** chaired for all eight critical cross-border sections along Corridor, leading to further intensification of bilateral and trilateral agreements for the removal of the cross-border bottlenecks. -> **stable political agreements now in place for each of the critical cross-border sections.**

- **Corridor Study** finalised in December 2017: analysis of the corridor infrastructure against key performance indicators, identification of current and future capacity bottlenecks, list of planned projects and investments by 2030, analysis of operational and administrative barriers, assessment of the impact of the corridor on growth, jobs and decarbonisation...

Corridor Study Results
Railway infrastructure

- 4,300 km of railway network
- 2 missing links in Austria
- Compliance with technical standards:
  - Electrification: 99% in 2013 and 99% in 2017, (=
  - Track gauge 1435mm: 100% in 2013 and 100% in 2017, (=
  - ERTMS implementation: 0% in 2013 and 17% in 2017, (+)
  - Line speed (>=100km/h): 69% in 2013 and 72% in 2017, (+)
  - Axle load (>=22.5t): 89% in 2013 and 93% in 2017, (+)
  - Train length (740m): 16% in 2013 and 29% in 2017, (+)
- 6 cross-border sections not at standard
- Capacity is not a general issue
  (problems are limited to some sections in CZ, AT and SI)
Railway infrastructure: outlook by 2030

- Corridor electrified by 2023
- Missing links completed by 2026
- Network overall at standard by 2030
- Some investments missing for speed (PL, SK), axle load (PL)
- ERTMS and 740 meters train length investments not fully defined
Road infrastructure

- 3,600 km of road network
- Compliance with standards:
  - 2 cross-border sections are not at standard:
    - Brno (CZ) - Wien (AT)
    - Katowice (PL) - Zilina (SK)
- Capacity is not a general issue (apart from a few issues within urban nodes)
- Network overall expected to be at standard by 2030 according to investment pipeline
Port infrastructure

- 10 Core Ports: 8 Maritime and 2 IWW
- Compliance with standards:

<table>
<thead>
<tr>
<th></th>
<th>2013</th>
<th>2015</th>
<th>2017</th>
<th>2017 vs 2013</th>
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</thead>
<tbody>
<tr>
<td>Connection to rail</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>(=)</td>
</tr>
<tr>
<td>Connection to IWW CEMT IV (2 IWW and 5 Seaports connected to IWW)</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>(=)</td>
</tr>
<tr>
<td>Availability of alternative clean fuels</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>(=)</td>
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<td>Open accessibility to at least one terminal</td>
<td>n.a.</td>
<td>100%</td>
<td>100%</td>
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<tr>
<td>Facilities for ship generated waste (only for Seaports)</td>
<td>n.a.</td>
<td>63%</td>
<td>63%</td>
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- Developments expected by 2030:
  ✓ Improvements foreseen at all seaports for rail and road interconnections
  ✓ LNG under development at Bratislava, Gdynia, Świnoujście, Venezia and Ravenna
  ✓ Clean fuel availability strategy to be defined for Wien, Gdańsk, Trieste and Koper
  ✓ Facilities for ship generated waste not available at all ports
Work Plan Priorities

1. Remove the bottlenecks at the critical rail and road cross-border sections
   - Katowice (PL) – Ostrava (CZ) (rail)
   - Opole (PL) – Ostrava (PL) (rail)
   - Katowice (PL) – Žilina (SK) (rail and road)
   - Bratislava (SK) – Wien (Stadlau) (AT) (rail)
   - Graz (AT) – Maribor (SI) (rail)
   - Trieste (IT) - Divača (SI) (rail)
   - Brno (CZ) – Wien (AT) (road)

2. Complete the construction of the Alpine crossings (Semmering and Koral’m)

3. Improve the infrastructure quality and standards, especially in Cohesion Countries

4. Improve the last mile (rail) connections of Ports and promote digitalisation

5. Ensure an effective integration of the urban nodes in the corridor network

6. Promote interoperabilty and support the deployment of ERTMS
Since 2013, increased compliance of our corridor infrastructure with the TEN-T standards.

Identified critical issues (cross-border, missing links, last mile connections etc.) adequately incorporated in the national investment plans: Out of the 76.9 € billion programmed investments for the realisation of the corridor infrastructure, 35.2 € billion have been earmarked for our corridor work plan priorities. 87 projects of an investment volume of 6.6 € billion have already been completed.

Over 2 bn EUR of CEF funds allocated to Baltic-Adriatic corridor priorities.
Challenges ahead

• Further efforts to reach **compliance with TEN-T standards** needed, especially in Cohesion Countries: Project pipeline still falls short in the identification of projects to reach KPI standards by 2030, in particular with regard to train length and ERTMS.

• Need to further advance on the (existing) technical agreements between the infrastructure managers for the realisation of all **critical cross-border sections**.

• Major investments, e.g. for missing links in Austria, need to be more strongly accompanied by "soft" measures to ensure **interoperability** across borders and improved cross-border services (e.g. through rail breakthroughs initiative, strengthened cooperation with RFC 5 on operational bottlenecks).

• Availability of **alternative clean fuels**, particularly at ports and airports, requires further attention.
Challenges ahead

• Much progress still needed with regard to the **financial readiness and maturity of the identified project pipeline** for BAC (in particular issues with regard to land acquisition, environmental impact assessment, CBA, financing structure...).

• Considering the **huge investment needs**, further opening up to innovative financing instruments is needed. More than 300 MEUR allocated via the CEF blending call to BAC projects will provide important lessons.

• ...


Corridor activities: outlook

• Two subsequent work plan revisions foreseen in 2019 and 2021, with a focus on a continuous monitoring of the project implementation along the Corridor.

• Continuation of the corridor stakeholder dialogue with two Corridor Forum meetings per year and several working groups, accompanied by a continuation of the corridor study (*under tendering*).
Thank you for your attention!

Please consult the corridor study and work plan on: https://ec.europa.eu/transport/themes/infrastructure/baltic-adriatic_en
Panel Discussion

- **Thomas Spiegel**, Head of Unit, Section II Infrastructure Planning and Financing, Austrian Ministry of Transport, Innovation and Technology
- **Gabriela Popowicz**, Director, EU Fund Department, PKP PLK S.A.
- **Alberto Cozzi**, Special Projects Unit, Port of Trieste
- **Wiktor Szydarowski**, Project Manager TENTacle, Region of Blekinge