

Unlocking New Possibilities with the Extended WBEM RFC

Annual Stakeholders' Conference – Danube Region Transport Days 2025



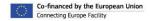














AWB RFC vs. WBEM RFC main figures

	AWB RFC	WBEM ETC
Countries	5	13
Infrastructure Managers	5	14
Border crossings	5 (3 internal EU borders)	17 (4 internal EU borders
Seaports	0	11
River ports	3	6
Terminals	21	23*
Marshalling yards	12	15*















Why Rail Enlargement (AWB RFC → WBEM RFC)?

A more connected and comprehensive rail network – broader geographic coverage supporting transit, TEN-T continuity, and access to new regions.
Higher resilience and reliability – coordinated capacity management across more IMs reduces bottlenecks and strengthens disruption handling.
Harmonized operational framework – aligned procedures, standards, and communication across an enlarged corridor.
Greater competitiveness for rail freight – more services, better path options, improved access for Railway Undertakings.
Stronger platform for knowledge & data sharing – more IMs = more expertise, innovation potential, and cooperation (TTR, digital tools, KPIs).

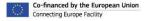














Core IM Actions – Existing Corridor

- Harmonisation of infrastructure & technical parameters (train length, axle load, electrification, signalling)
- Coordinated capacity allocation & timetable/path planning across borders
- Joint multi-year works planning & cross-border possession management
- Data exchange & interoperability (data compliance)
- Performance monitoring & harmonised KPIs (punctuality, delays, border crossing times)
- Border-crossing optimisation & streamlined handover procedures
- Shared risk management & contingency planning for disruptions

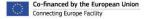














Benefits of the Extended Corridor (WBEM RFC)

- Broader cross-border rail connectivity across Western Balkans + Adriatic— Danube region
- Enhanced freight & potential passenger flows, improved service reliability
- Stronger cooperation among IMs → operational efficiency & resilience
- New opportunities for international trade, modal shift from road to rail, and intermodal transport growth
- Expected growth of volume between* 14-40%

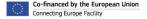














Next Steps

- Formalisation, accession, and organisational updates: finalise formal process for candidate countries, and proceed with corridor rebranding
- Align infrastructure, operations, and capacity planning across the entire extended corridor
- Launch working groups, data-exchange platforms, and capacity allocation under the new structure

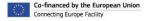














Key Take-aways

- Cooperation among IMs is essential for a seamless transport network
- Extended WBEM RFC opens **strategic**, **long-term opportunities** for the region
- Stepwise approach: consolidate existing members → accession of new members → operational implementation
- Integrated transport system → sustainable growth, resilience, cohesion
- Move beyond "mode protection" → cooperation over competition
- Platforms for: data & knowledge exchange, best practices, partnerships

Together, we support a sustainable, competitive, and integrated European freight network.

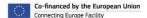














Thank you for your attention

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