

Alpine – Western Balkan Corridor Rail Freight Corridor No. 10 State of play

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THE DANUBE REGION TRANSPORT DAYS 2018 Fourth Annual
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AWB Rail Freight Corridor

Alpine / Western Balkan RFC at a glance

Countries participating:

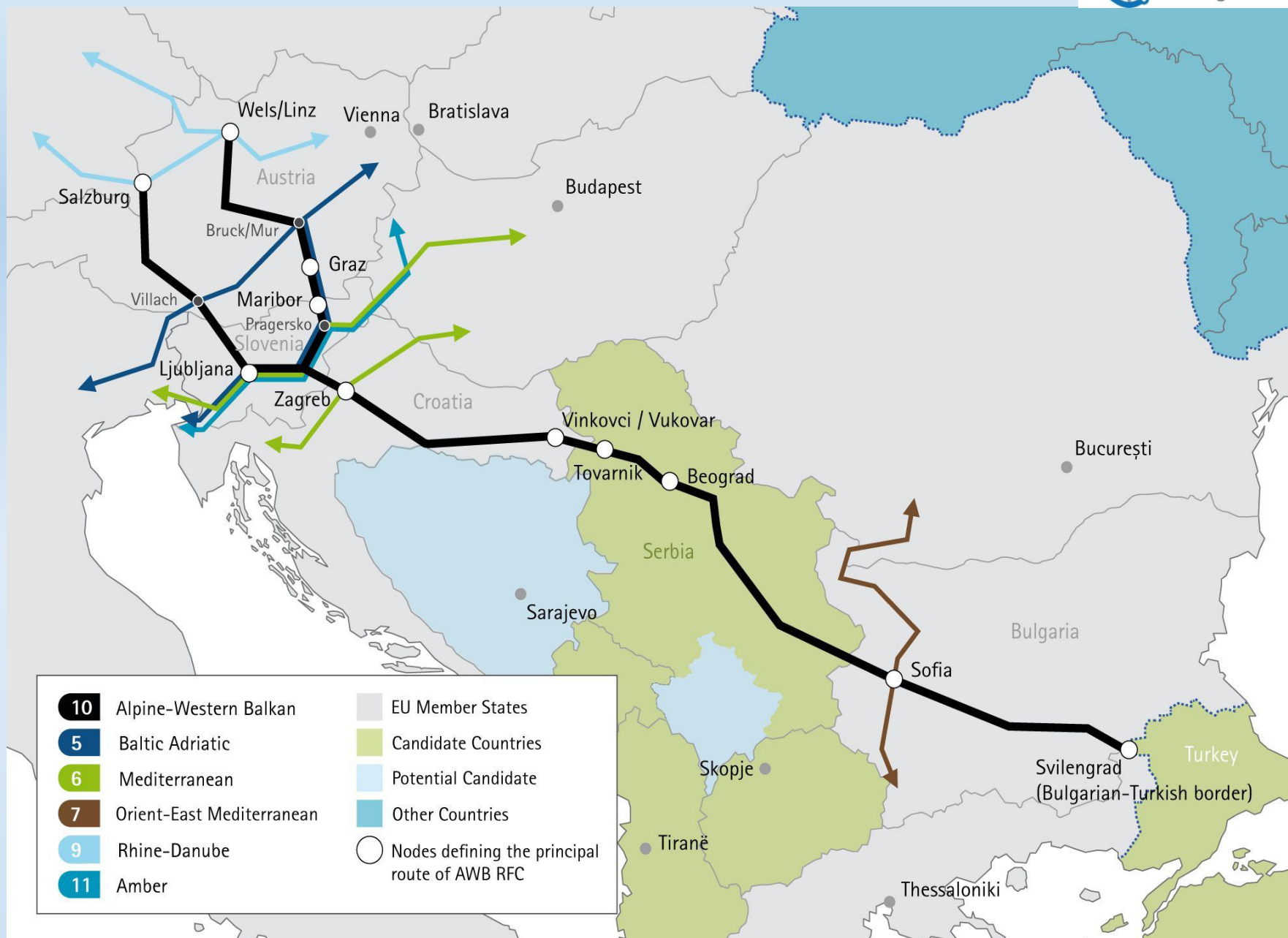
- Austria
- Slovenia
- Croatia
- Serbia
- Bulgaria

Principal route of the “Alpine / Western Balkan” Rail Freight Corridor:

Salzburg – Villach (Jesenice)- Ljubljana // Wels / Linz – Graz – Maribor – Zagreb – Vinkovci / Vukovar– Tovarnik – Beograd – Sofia – Svilengrad (Bulgarian-Turkish border)

Main focus: Directing traffic from Turkey and Greek ports towards Western – Europe through the Western-Balkans

Alignment of Alpine-Western
Balkan RFC and connections to
other RFCs jointly setting up the
European rail network for
competitive rail freight



The consistency of the freight corridor defined by RNE

RNE corridor C11 was established in 2010 on the route from Munich to Istanbul to improve the conditions for international rail freight. **As its central part, it included the main route of Alpine-Western Balkan RFC (RFC 10) from Salzburg to the Bulgarian/Turkish border.**

RNE corridor C11 was operational until the end of 2016. By that time it has become the only RNE corridor not incorporated in the RFC network (by 2015, the routes of all the others former RNE corridors have been integrated in the network of RFCs)

The former network of RNE corridors including corridor C11, which largely coincides with Alpine-Western Balkan RFC



Alpine-Western Balkan
rail freight corridor

- 01 Corridor C01
- 02 Corridor C02
- 03 Corridor C03
- 04 Corridor C04
- 05 Corridor C05
- 06 Corridor C06
- 07 Corridor C07
- 08 Corridor C08
- 09 Corridor C09
- 10 Corridor C10
- 11 Corridor C11

- RNE Corridor with Corridor Manager
- Important Connections
-> Important Traffic flow beyond RNE Corridors



Alignment with an existing Core Network Corridors

AWB RFC currently does not align with an existing core network corridors, as these have not yet been defined for the candidate country Serbia.

There is a proposal tentatively identifying the extension of three CNCs (Mediterranean, Orient and Orient/East-Med) to the WB 6 states ('Indicative Extension of the Core Network Corridors in the Western Balkans' 2015)

Relevance for the Eurasian traffic:

- Connection of the land bridge from China / Kazakhstan / Azerbaijan / Turkey / with Western Europe through the Western Balkans and Austria. Serving the multimodal traffic arriving from Greek ports Piraeus and Thessaloniki to Western-Europe.
- The **Alpine-Western Balkan rail freight corridor** the first RFC to include Serbia in the European rail network for competitive freight. In this sense the establishment of Alpine-Western Balkan RFC widens the geographical coverage of the RFCs

History & current status:

- The cooperation “ARGE Corridor X” was founded in 2001 with the aim of future-oriented cooperation of Central and South - Eastern European railway companies.
- Converted into Association „ Corridor X Plus“ in 2008
- Several customer-oriented market projects launched, such as cutting running and border waiting times, establishment of One-Stop-Shops along the corridor, evaluating traffic potentials
- **COMMISSION IMPLEMENTING DECISION (EU) 2018/500 of 22 March 2018** on the compliance of the proposal to establish the **Alpine-Western Balkan rail freight corridor** with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council
- Successful candidature for EU fundings (**Programme Support Action call for the period 2018-2020** – GA signed with Innovation and Networks Executive Agency (INEA) 22.6.2018)
- Actually the activities for establishment are in progress
- **Alpine – Western Balkan Rail Freight Corridor No. 10 will become fully operational in 2020, in accordance with Regulation (EU) No 913/2010** of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight

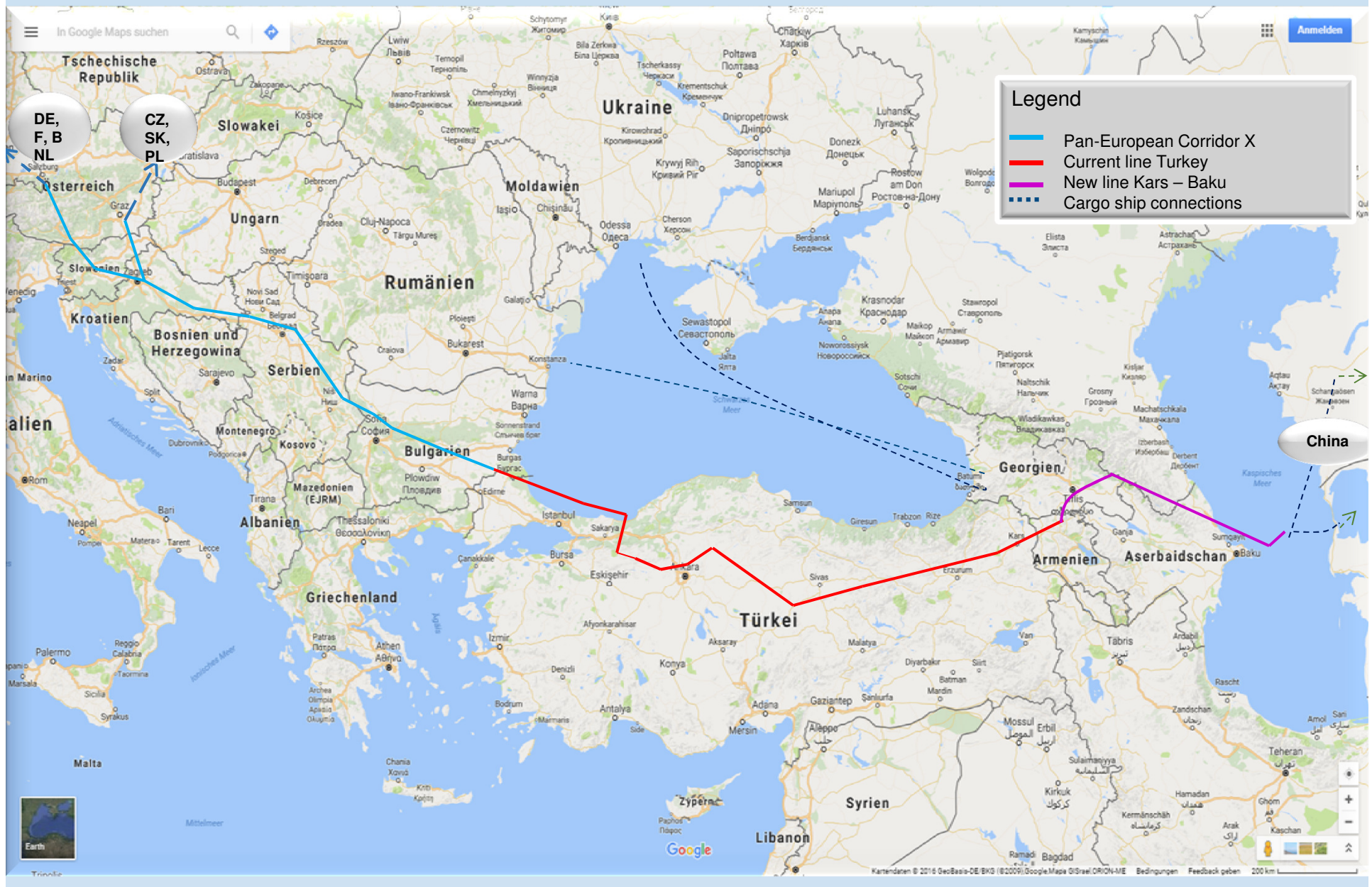
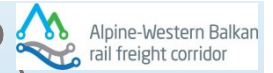
Potentials and Goals

- The Alpine-Western Balkan RFC route is the key rail axis in the Western Balkans region. A recent study (by the International Bank for Reconstruction and Development; IBRD (2015). The Regional Balkans Infrastructure Study (REBIS) Update, Report No. 100619-ECA, The International Bank for Reconstruction and Development, Washington DC, September 2015), estimates that rail freight flows reach 12,000 to 14,000 tons per day in the most heavily used sections, in the Zagreb and Belgrade areas. **This is equivalent to about 3 to 5 million tons of freight per year.**
- The significant potential of the dissolution of Yugoslavia – which ended the functioning of the corridor as a seamless transport axis – **the volume of transit goods transported along this route was about the double of the current figures: In 1989, approximately 8 million tons** were shipped by rail along the corridor.

Potentials and Goals

- The current market share of the Alpine-Western Balkan route in this traffic is estimated at only 10%
- Goal: “ **Shift to rail** “

Pan – European Corridor X (Alpine-Western Balkan RFC) as a possible bridge to Western-Europe in connection with the new infrastructure project Kars (Turkey) – Tbilisi (Georgia) – Baku (Azerbaijan)



Thank you for your attention !

