



Western Balkans Eastern Mediterranean

Transport Community KPI Workshop

04 December 2024

Presentation of the WBEM Consultant



The Study on the European Transport Corridor
Western Balkans Eastern Mediterranean
Core Network Corridor 2024 – 2026



Content

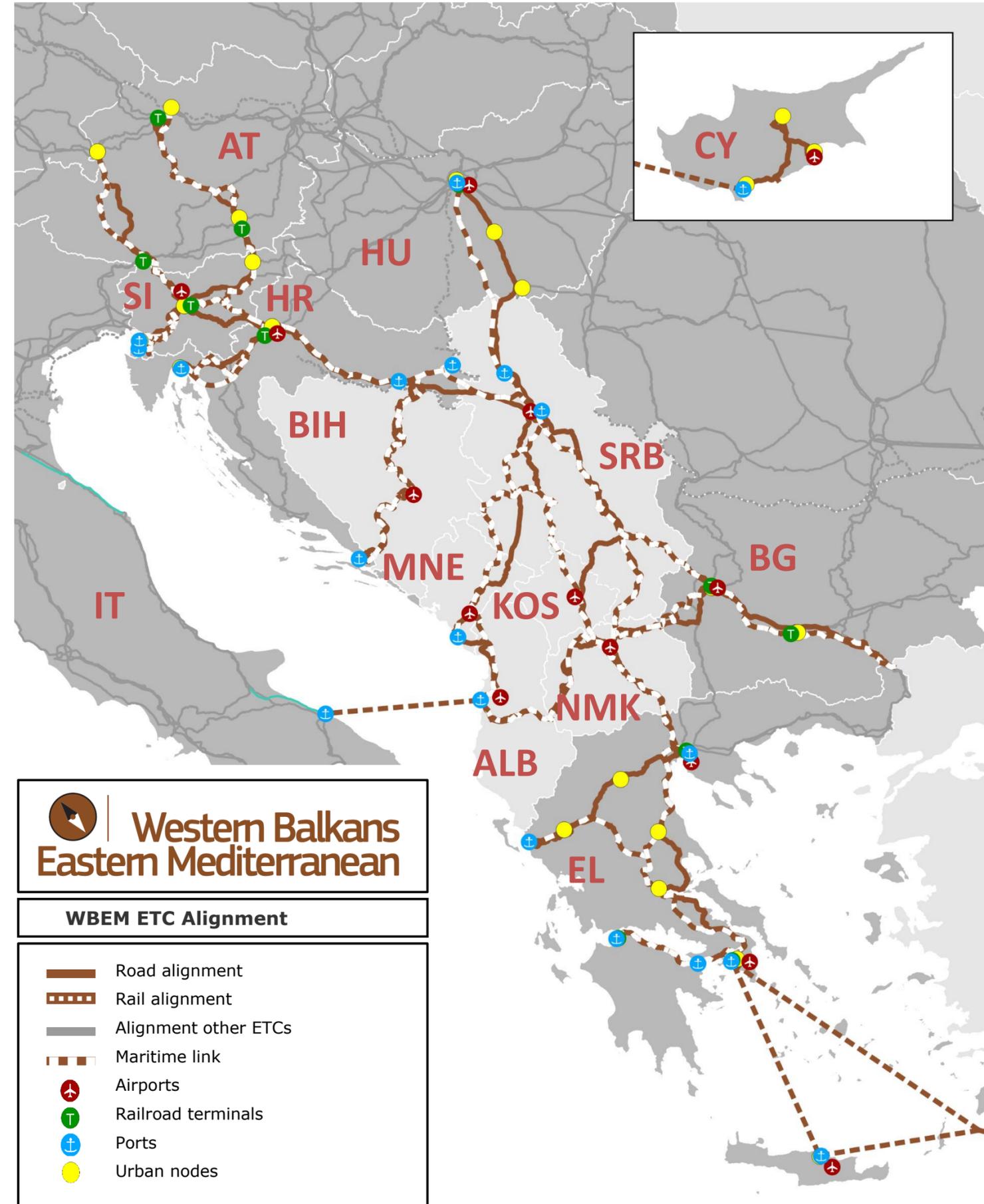
- (1) Information on the ETC Studies
- (2) ETC **Rail** Core Corridors in the WB6 Region (WBEM & RDC)
 - (1) Alignment of the Corridors
 - (2) Compliance of the Corridors
 - (3) Missing Links
- (3) Q&A of Stakeholders
- (4) Q&A of Consultants

The WBEM European Transport Corridor

14 countries: 8 EU Member States & 6 WB Partners

	Motorways	5.750 km
	Railways	6.201 km
	Seaports and Inland ports	20 locations
	Airports	14 locations
	Multimodal Freight Terminals	14 locations
	Urban nodes	25 locations

Note: Figures are based on the Council General Approach (ST15058/22) as included in TENtec Interactive Map Viewer and may be subject to change.





Alignment of the new European Transport Corridor



Rhine Danube

Key features of the new Rhine – Danube ETC

- **Nodes of the Corridor**
 - 16  Core Airports
 - 38  Core Ports
 - 37  Core Railroad Terminals
 - 70  Urban nodes
- **Modes of transport of the Corridor**
 - 6.351 km of **Inland Waterways** part of the Corridor
 - 12.772 km of **Railways** part of the Corridor
 - ✓ 8.644 km Core for Freight & 2.565 km Extended Core Freight
 - ✓ 7.467 km Core for Passenger & 1.186 km Extended Core Passenger
 - 6.917 km of **Roads** part of the corridor



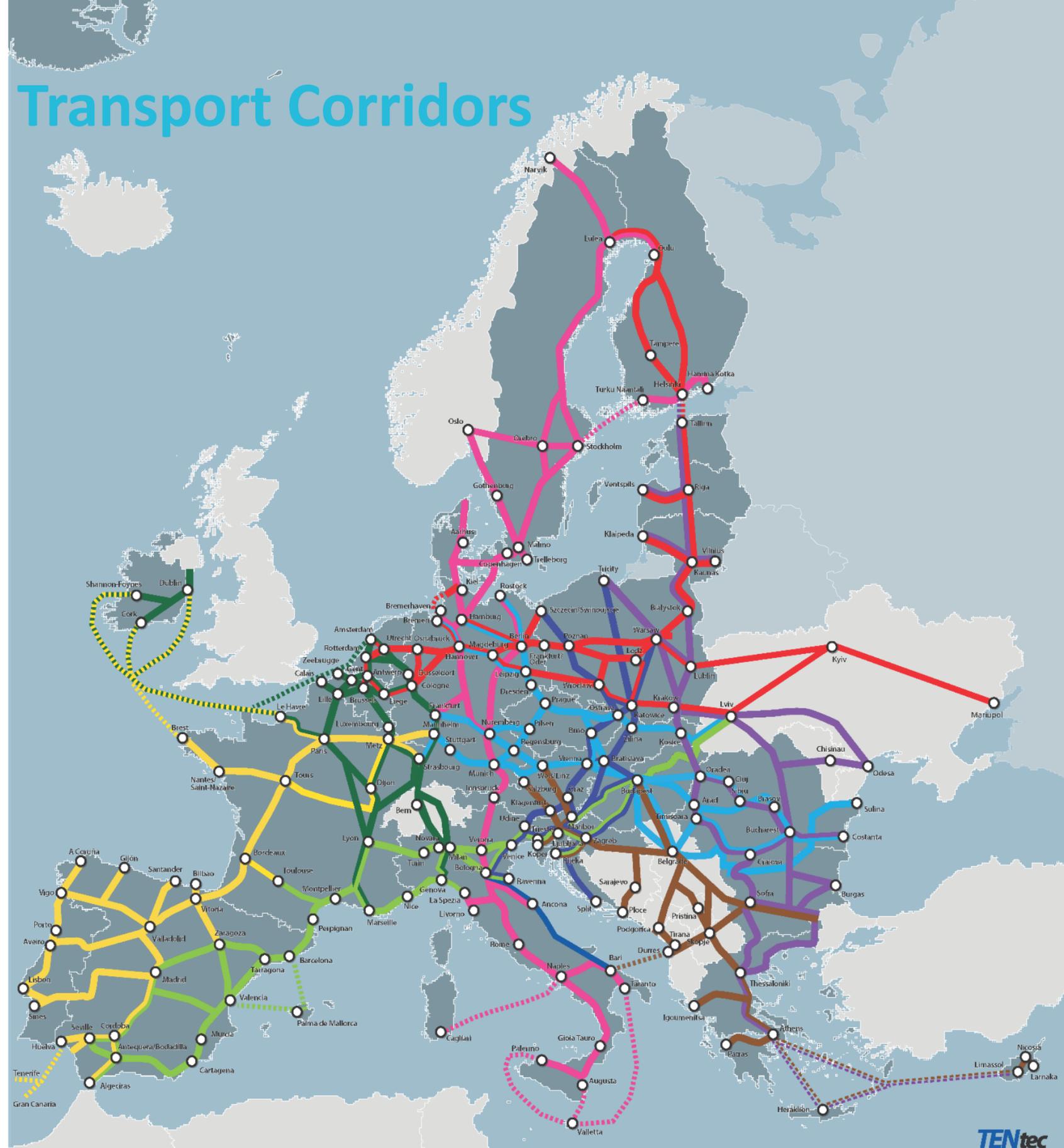
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WBEM ETC Study Objectives (1)

- Data Collection and Analysis on the implementation of the European Transport Corridor (Status quo and planned future)
- Input to Coordinator's Work Plan and Annual Status reports and Implementing Decisions
- **Technical Support**
 - Corridor Forum meetings and related working groups)
 - Information of the Coordinator on activities taking place along ETC
 - enable the Coordinator to monitor administrative, operational and interoperability aspects of both freight and passenger traffic along ETC-

European Transport Corridors

- Integration of Core Network Corridors and Rail Freight Corridors into European Transport Corridors (ETCs)
- Composed of most strategic parts of the core network and of the extended core network (deadlines 2030 & 2040)
- Extension of 4 ETCs to Ukraine & the Republic of Moldova

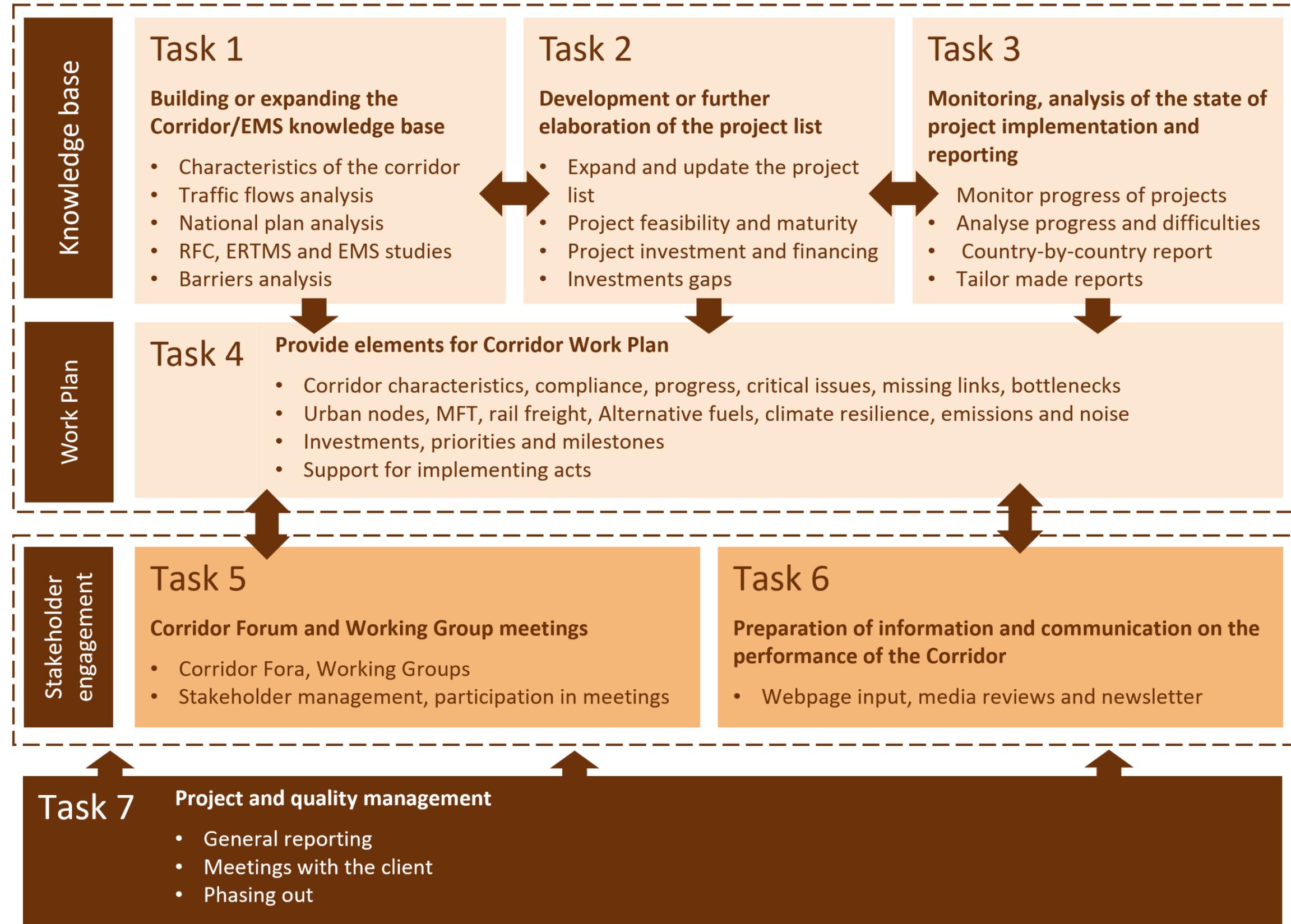


-  **ATLANTIC**
-  **NORTH SEA - RHINE - MEDITERRANEAN**
-  **NORTH SEA - BALTIC**
-  **SCANDINAVIAN - MEDITERRANEAN**
-  **BALTIC SEA - ADRIATIC SEA**
-  **RHINE - DANUBE**
-  **MEDITERRANEAN**
-  **WESTERN BALKANS - EASTERN MEDITERRANEAN**
-  **BALTIC SEA - BLACK SEA - AEGEAN SEA**



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ETC Study Parts



ETC Planned Study Results



Building the Corridor knowledge base (Task 1)

Corridor Report (11/2024)



Development of the Project List (Task 2)

Project List (Q2/2025)



Monitoring / Analysis of Project Implementation (T 3)

Project Implementation Report (Q2/2025)



Elements for Work Plan (Task 4)

Draft Work Plan (Q3/2025)

Final Work Plan (Q2/2026)



Corridor Forum and Working Groups (Task 5)

2 Forum meetings per year, WG meetings



Information/Communication on WBEM (Task 6)

Quarterly Newsletters, EC Website on WBEM

Data collection

- Building knowledge base on corridor characteristics
- Involving all country experts
- Some of the activities include:

Analysis on compliance of infrastructure with parameters

Traffic flow analysis on the corridor network

Analysis of national transport and investment plans

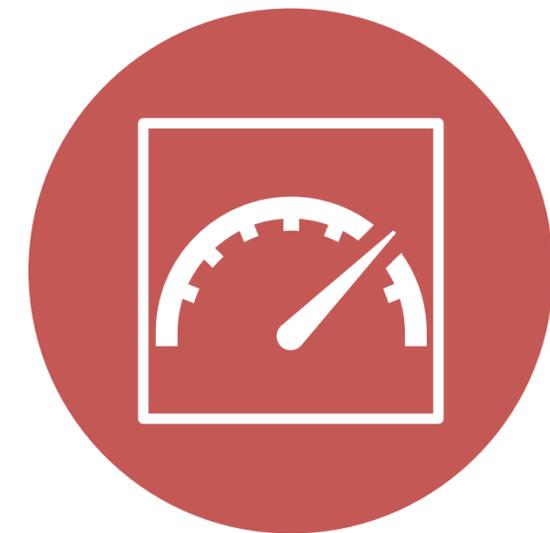
Best practices in resilience projects

RFC plan analysis

WBEM Corridor Knowledge base (Task 1)

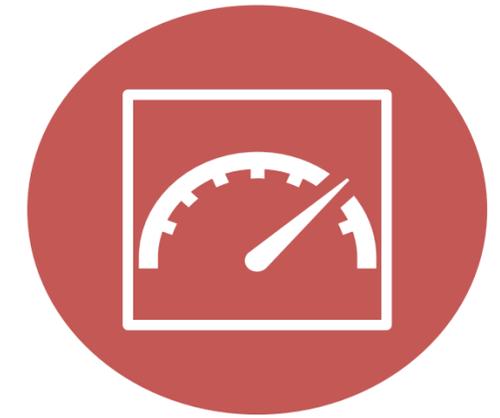
Analysis of the extent to which the WBEM Corridor meet the revised TEN-T standards

- Data collection technical parameters/key performance indicators (KPIs) **laid down in the TEN-T regulation**
- Collecting data on **≈50 KPIs**, for all modes (road, rail, IWW, airports, ports, MFT and urban nodes)
- The analysis outlines the **baseline situation** of the corridor (status as of December 2023)



The figures provided may be subject to small changes. The final numbers will be incorporated into the Task 1 report.

WBEM Key Performance Indicators → New



50 KPIs

Mode	Number of parameters/KPIs		
	2014 – 2023	2024+	
Rail	6	12	+6
IWW	4	4	-
Inland ports	4	6	+2
Seaports	5	5	-
Roads	2	7	+5
Airports	3	5	+2
MMFT	4	5	+1
Urban N.	-	6	+6
Total	28	50	+22

Some new or revised KPIs

- **Rail**
max speed PAX trains, axle load & speed restrictions, loading gauge, strong inclines
- **Seaport and Inland ports**
intermodal units, VTMIS, 740m trains
- **Motorway/Expressway**
Separation of carriageways, level crossings, rest areas, Safe & Secure Truck Parking Areas, ITS, Road Safety
- **Airport**
pre-conditioned air supply, MMFT availability
- **Multimodal Freight Terminals**
Recharging / Refuelling stations
- **Urban Nodes**
SUMP, Alternative Fuels

ETC RAIL Corridors in the Region



WBEM

Passenger
& Freight
Railways
Networks

and

Railways
network
overlap



WBEM Rail

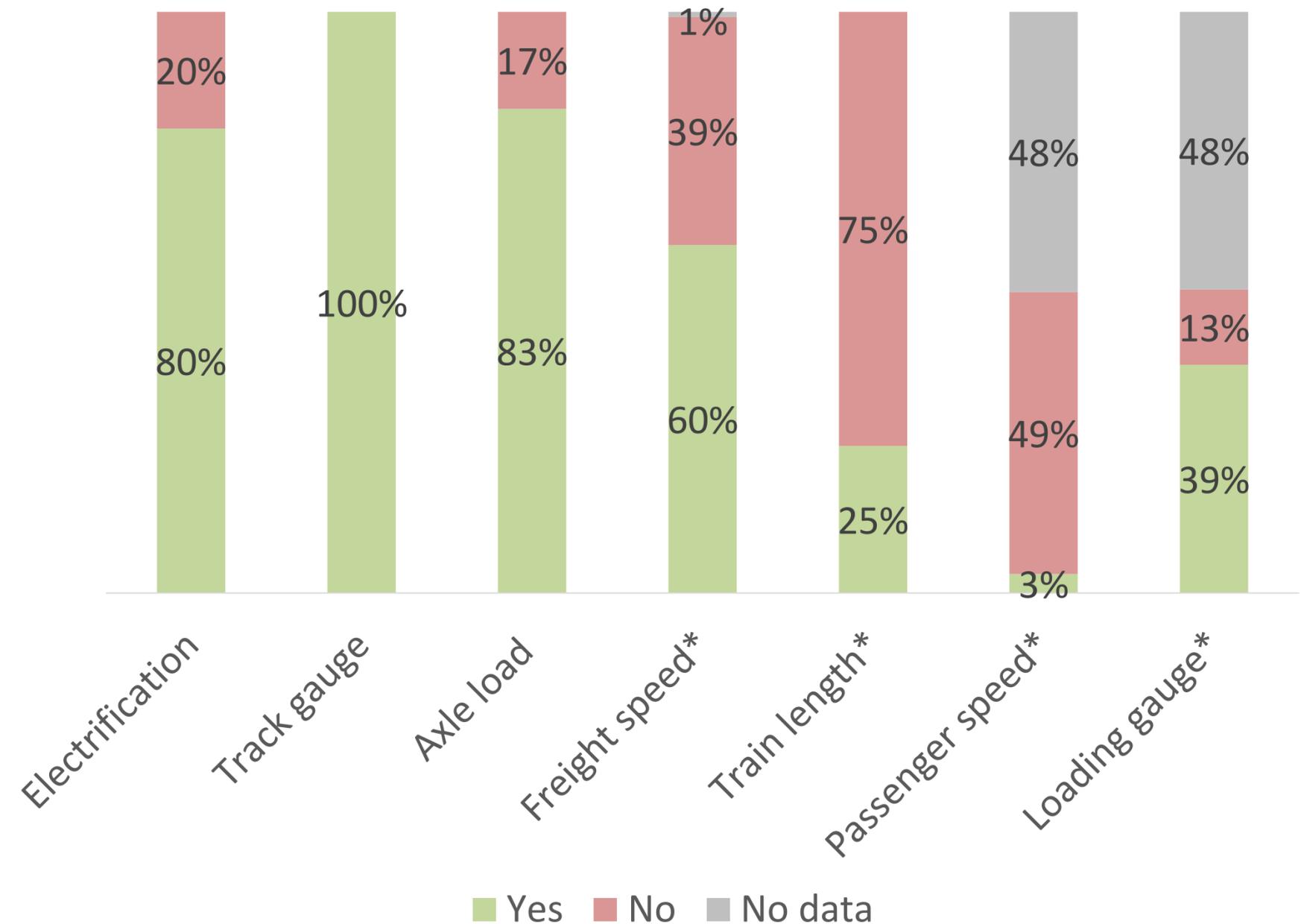
Parameter description	Benchmark/requirement	Dedicated advice according to the regulation, where to be measured:	Deadline ETC Core	Deadline ETC ext. Core	Reference to TEN-T regulation
Electrification	Electrified	on core and extended core network, including access routes	2030	2040 (2030 for new lines)	16.2 & 16.2a & 16.2b.a & 15.2.a & 16.3
Track gauge	Standard gauge (= 1435 mm)	on core and extended core network, including access routes	2030	2040	16a.1
Freight speed (freight only)	Maximum permitted speed \geq 100 km/h	on core and extended core freight lines	2030	2040	16.2.c & 16.3
Axle load (freight only)	\geq 22.5 tonnes	on core and extended core freight lines, including access routes	2030	2040	16.2 & 15.2.c & 16.3
Train length	Possibility of running 740m trains	on core and extended core freight lines, including access routes	2030	2040	16.2.b & 16.3
Passenger speed (passenger only)	Maximum permitted speed \geq 160 km/h	on core and extended core passenger lines	2040	2040	16.2b.b & 16.3a
Loading gauge (freight only)	allowing the circulation of freight trains carrying standard semi-trailers up to 4 meters high, loaded at a height of at least 27 centimetres above the top of the rail track	on core and extended core freight lines, including access routes Article 16.3ab specifies certain lines (i.e. 'direct lines') and lines to be established by the MS.	2040	2040	16.3ab
Strong inclines	\leq 1.25 %	on core and extended core freight and passenger lines	n.a.	n.a.	n.a.



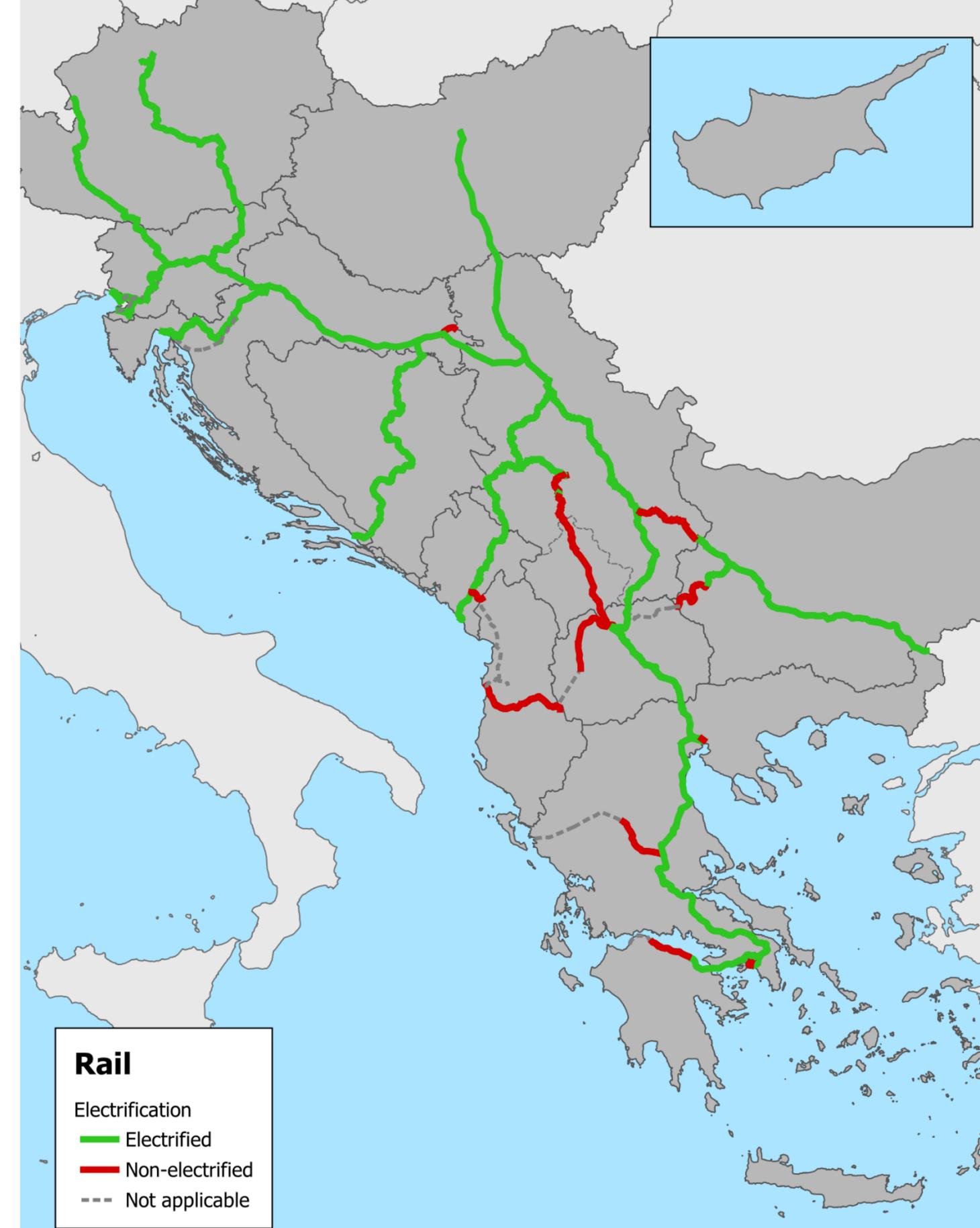
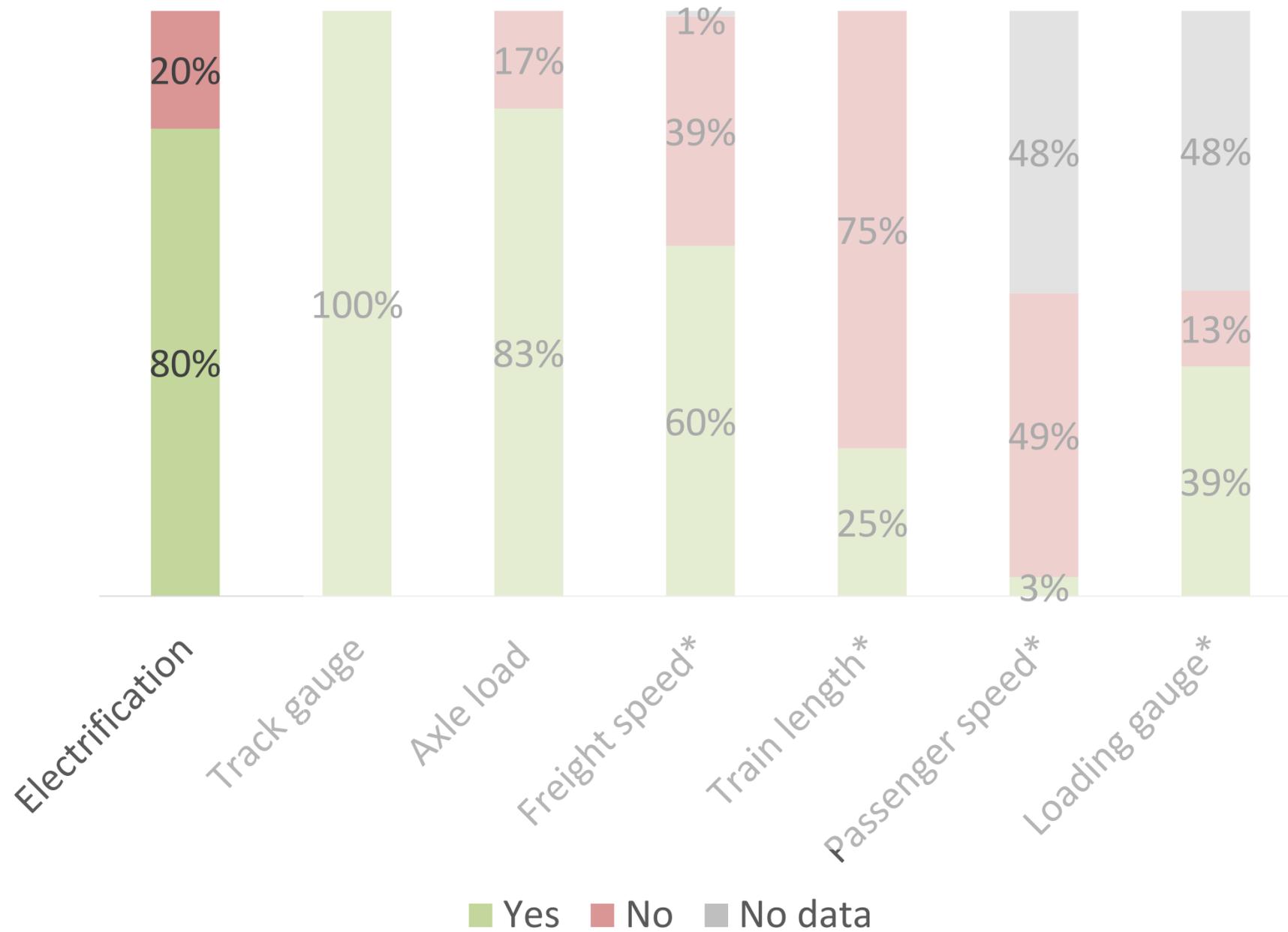
WBEM Rail findings (preliminary)

The percentages indicate the length-based level of compliance with the TEN-T requirements.

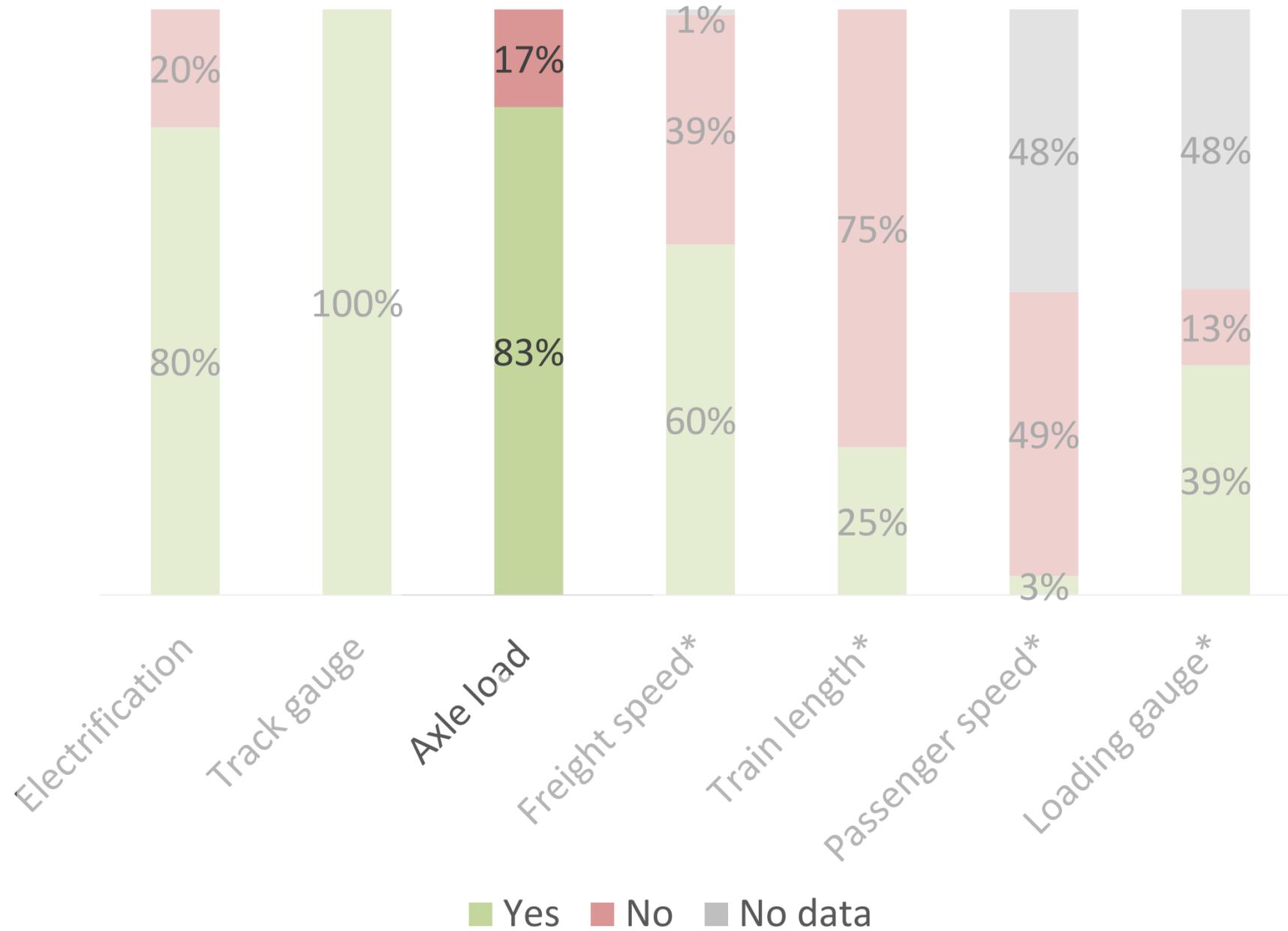
- Train speed (both freight and passenger) and train length are particularly low.
- Some parts (20%) still not electrified.
- Data for WB6 partners partly missing – discussion with Transport Community about data exchange is ongoing.



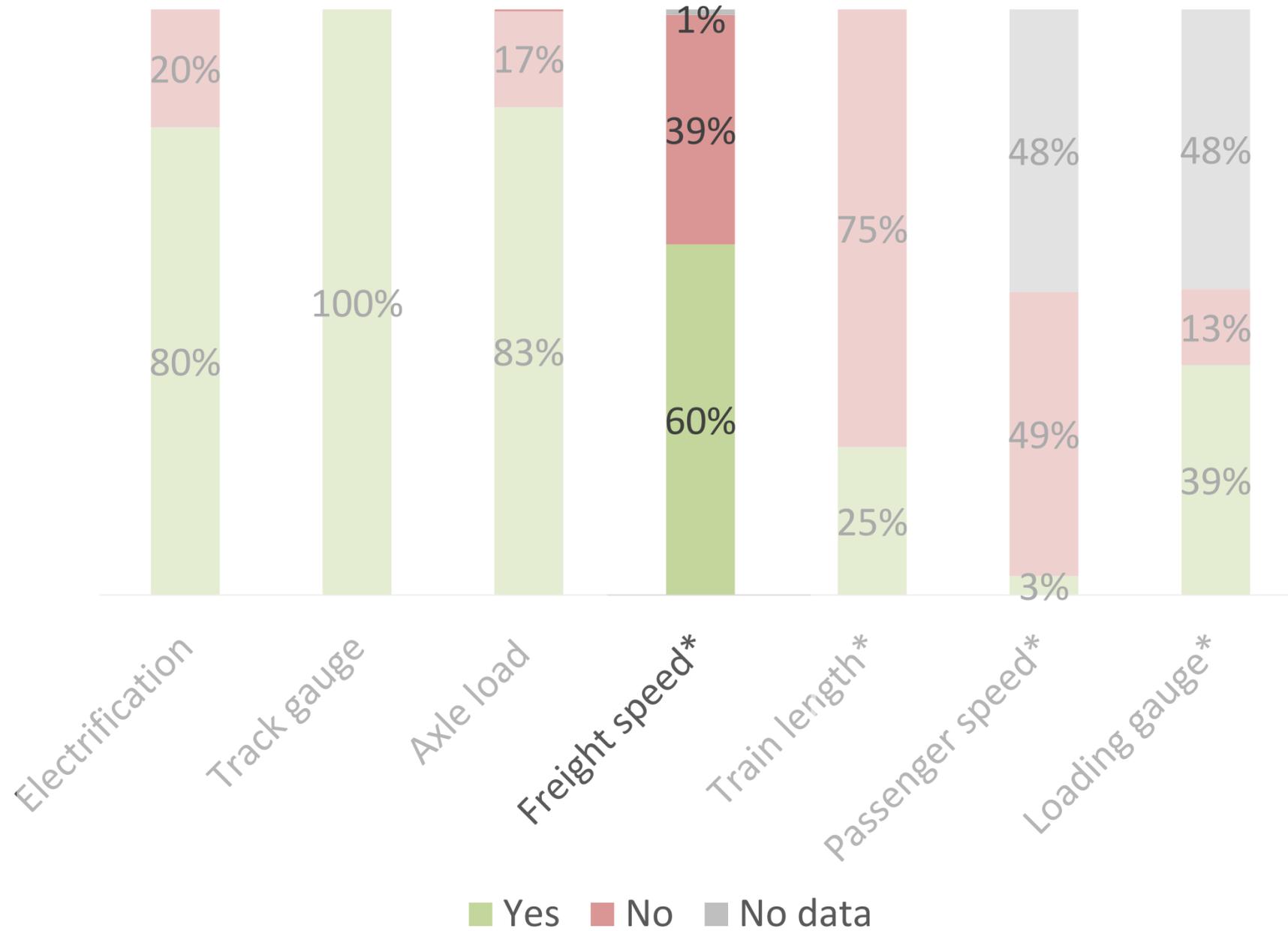
WBEM Rail electrification



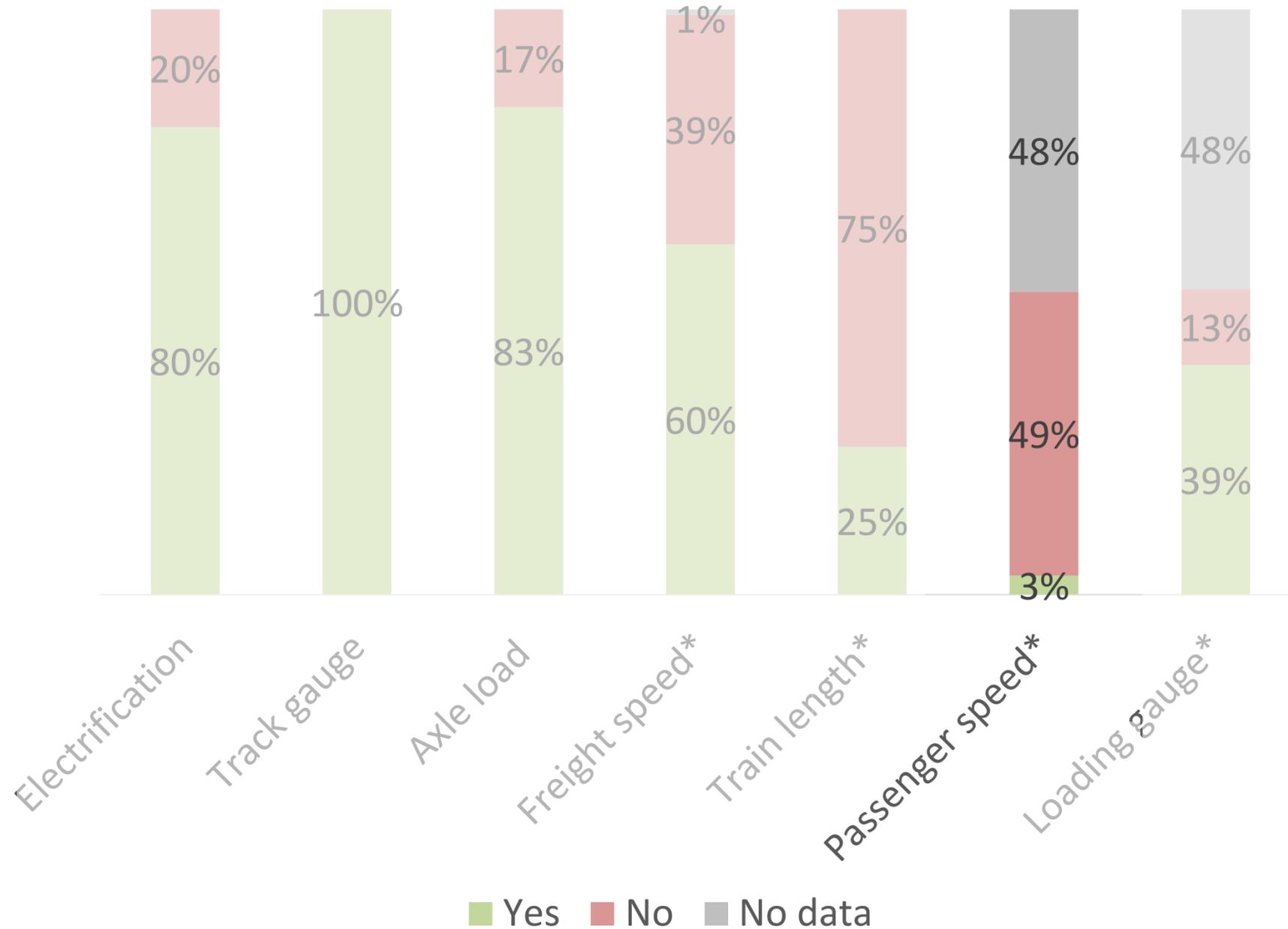
WBEM Rail axle load



WBEM Rail Freight Speed



WBEM Rail Passenger Speed

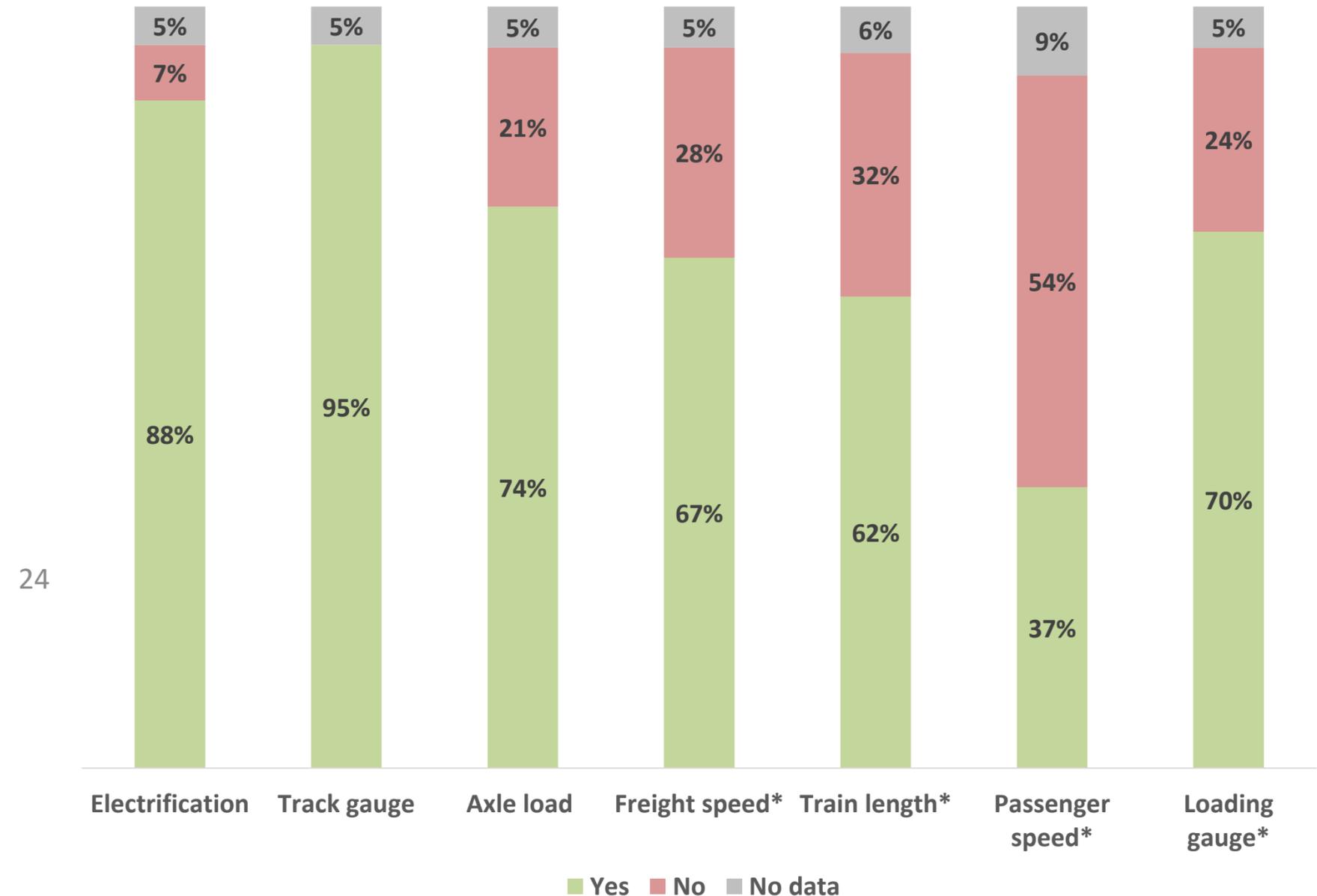


WBEM and RDC Rail Traffic Flows



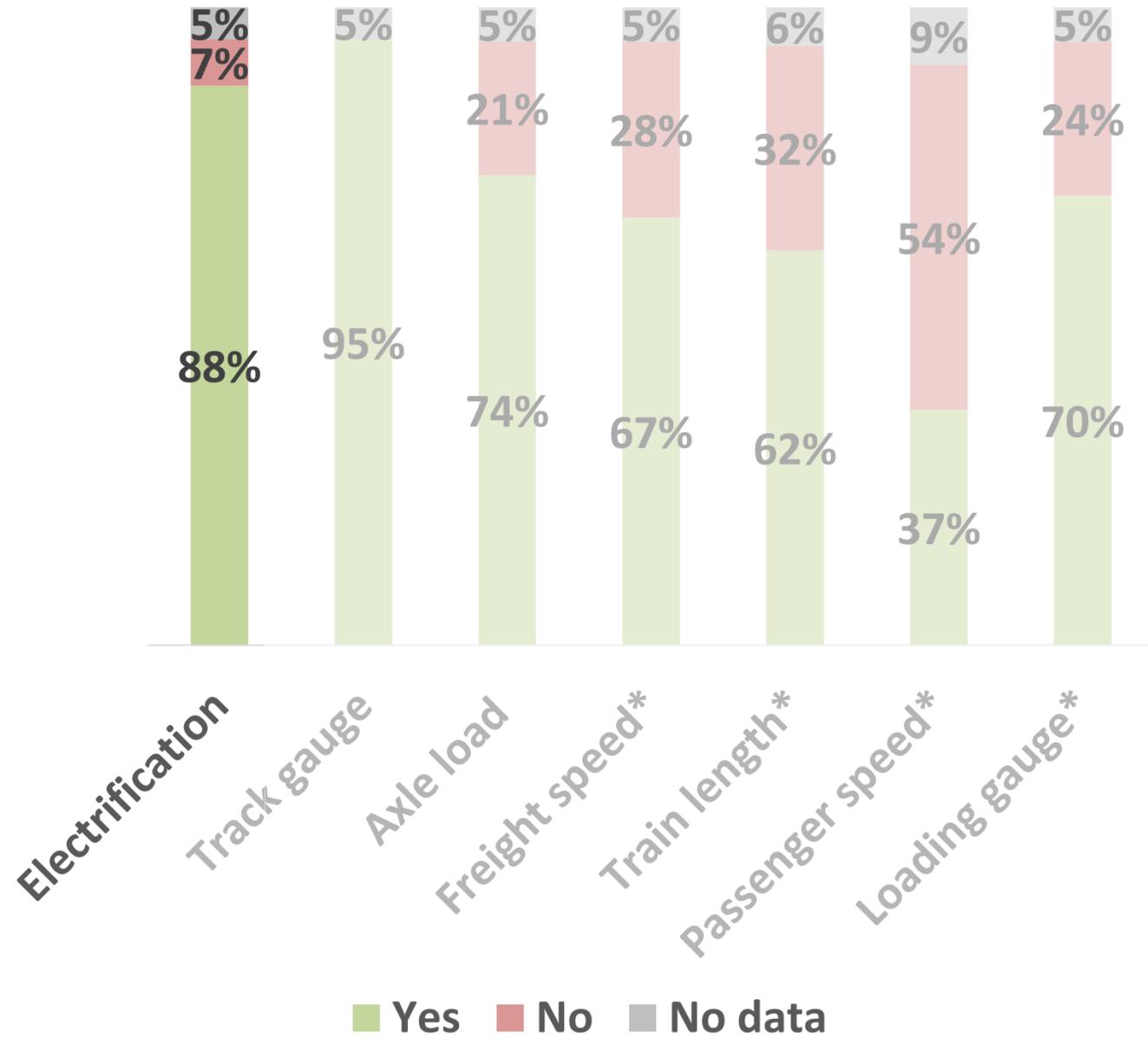
RDC Rail findings

- The percentages indicate the level of compliance with the TEN-T requirements
- **Train speed** (both freight and passenger) and **train length** are particularly low
- Compliance is generally lower in the eastern parts of the corridor
- No data is available for Ukraine yet – this is a work in progress

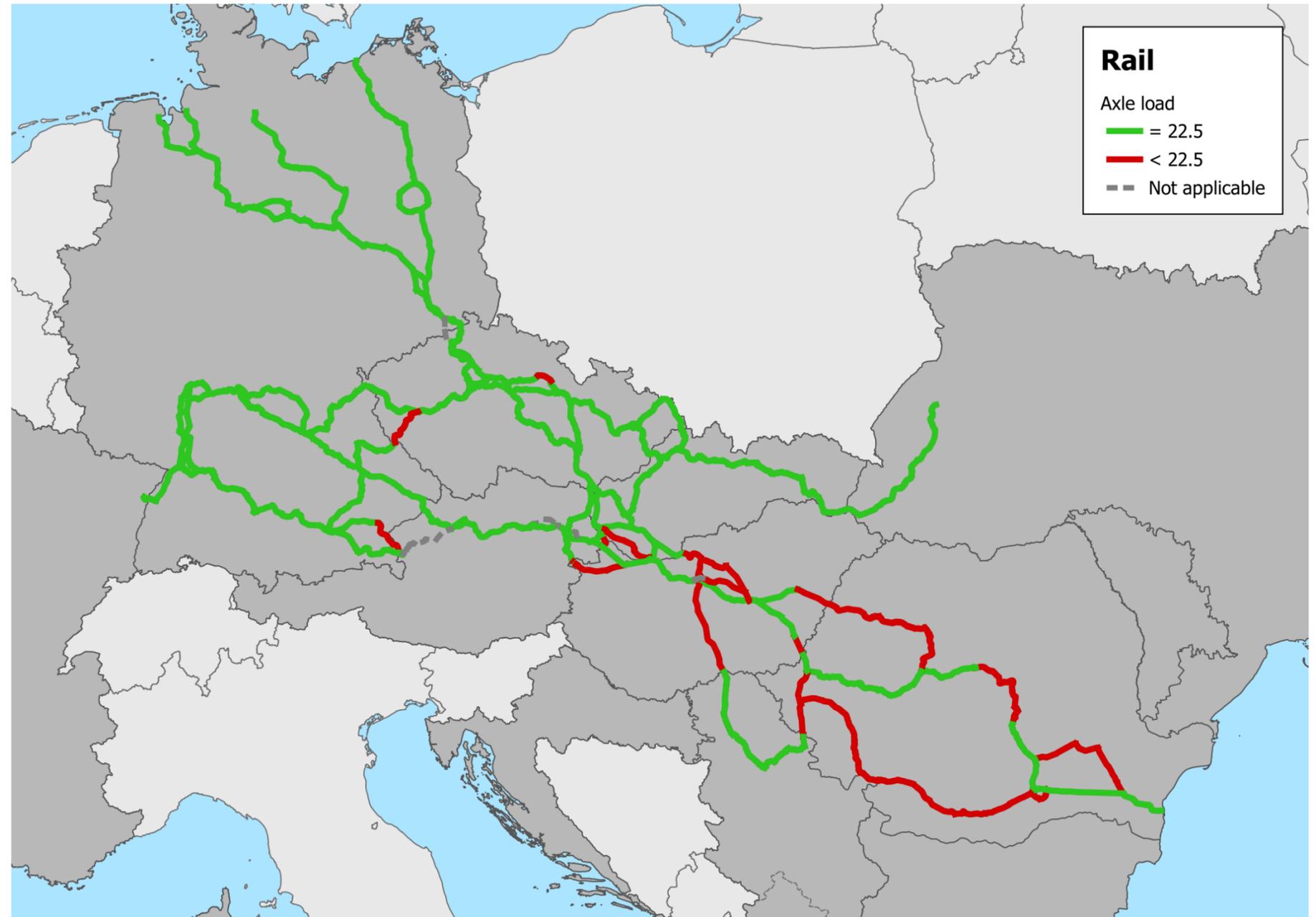
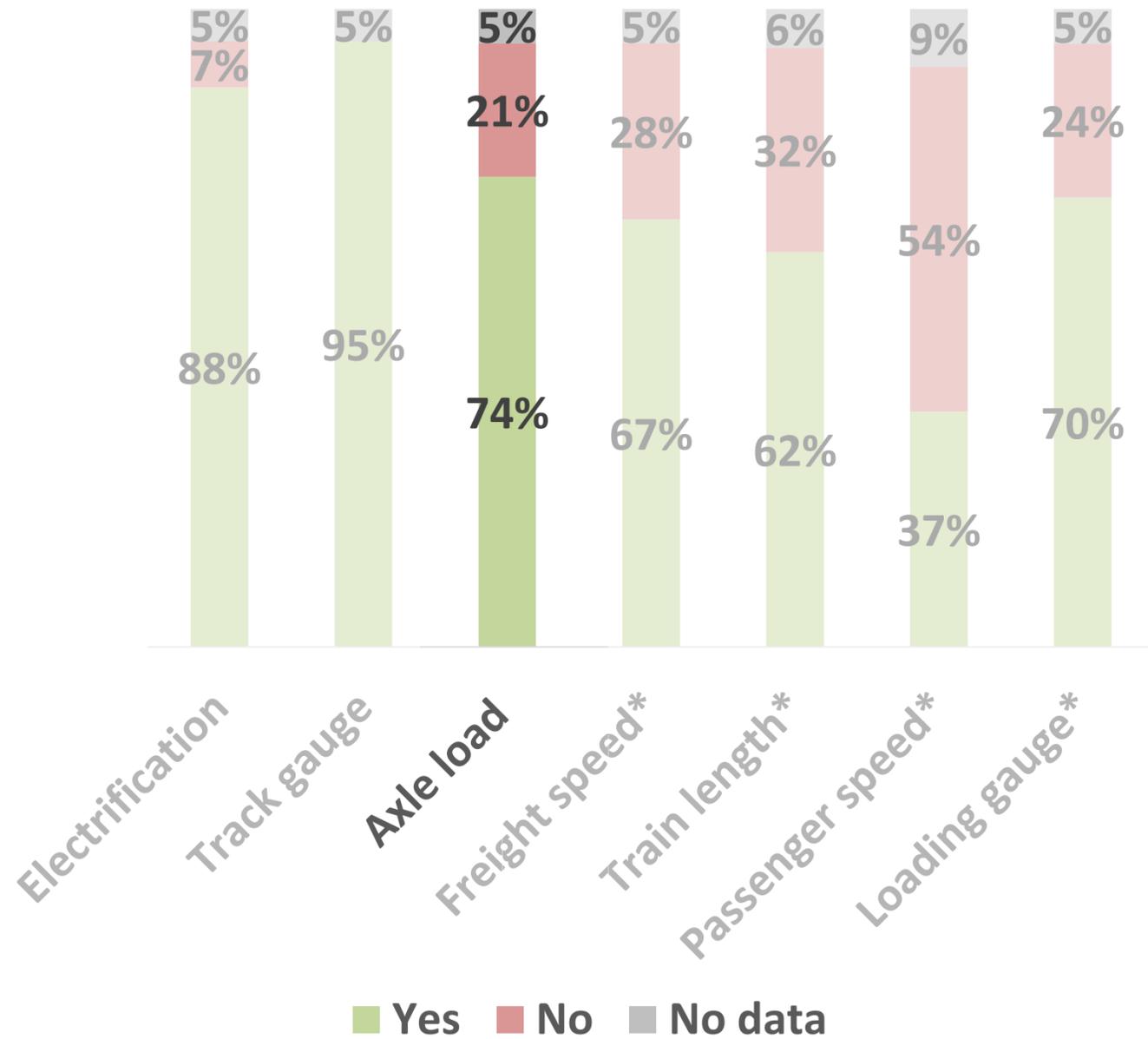


* The definition of this parameter differs slightly from TEN-T requirements to enable data collection. Therefore, these figures do not directly reflect TEN-T compliance.

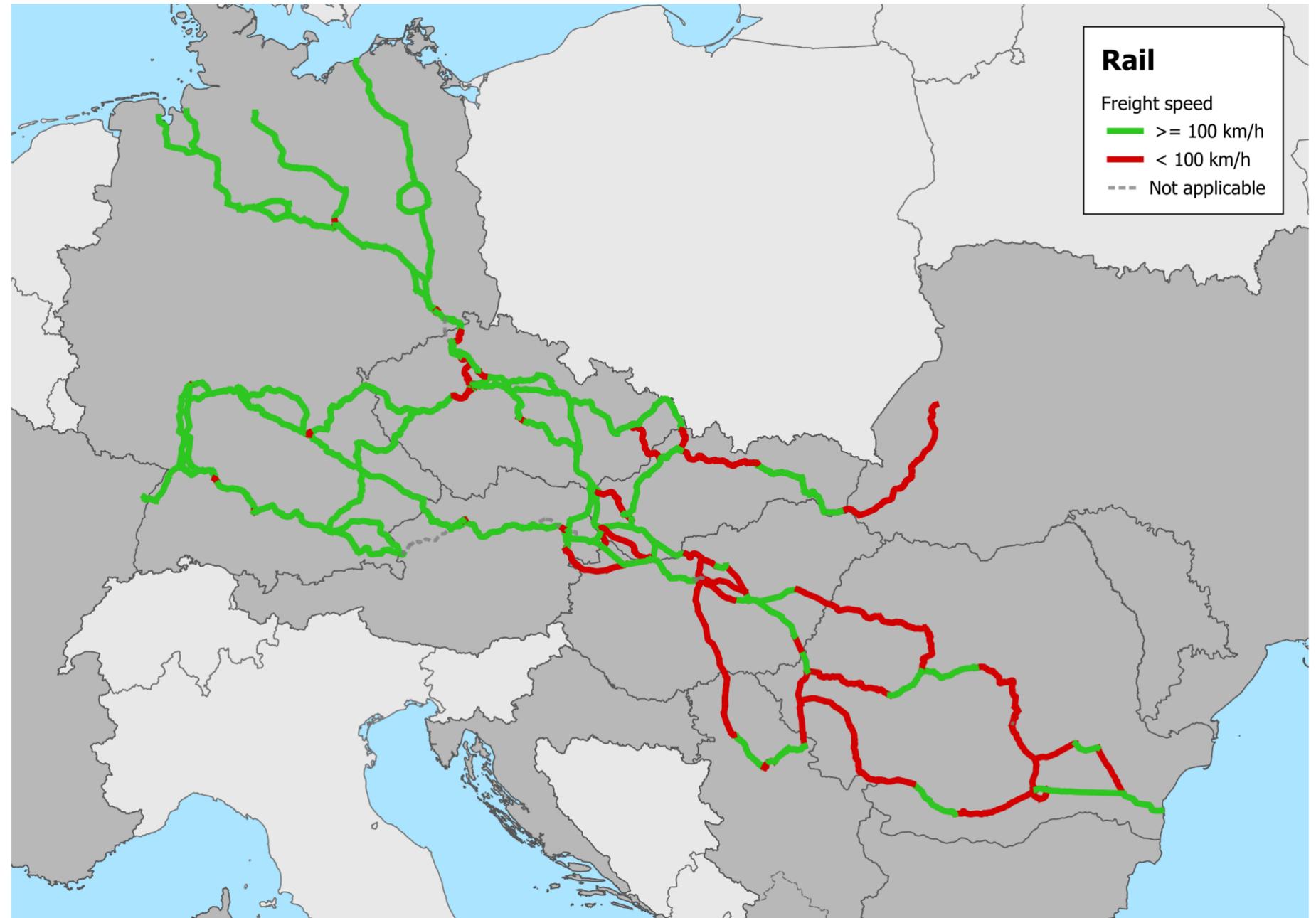
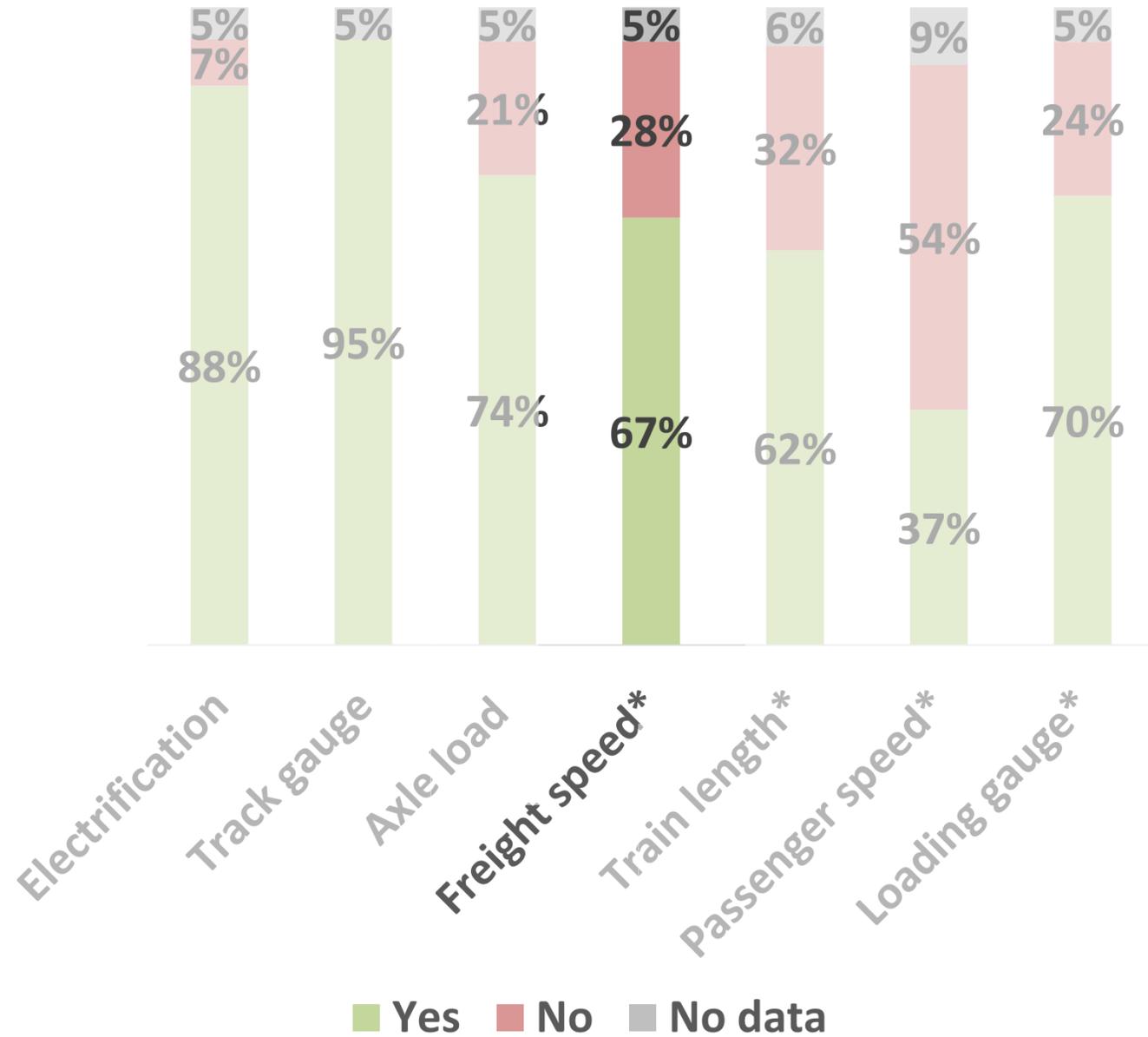
RDC rail electrification



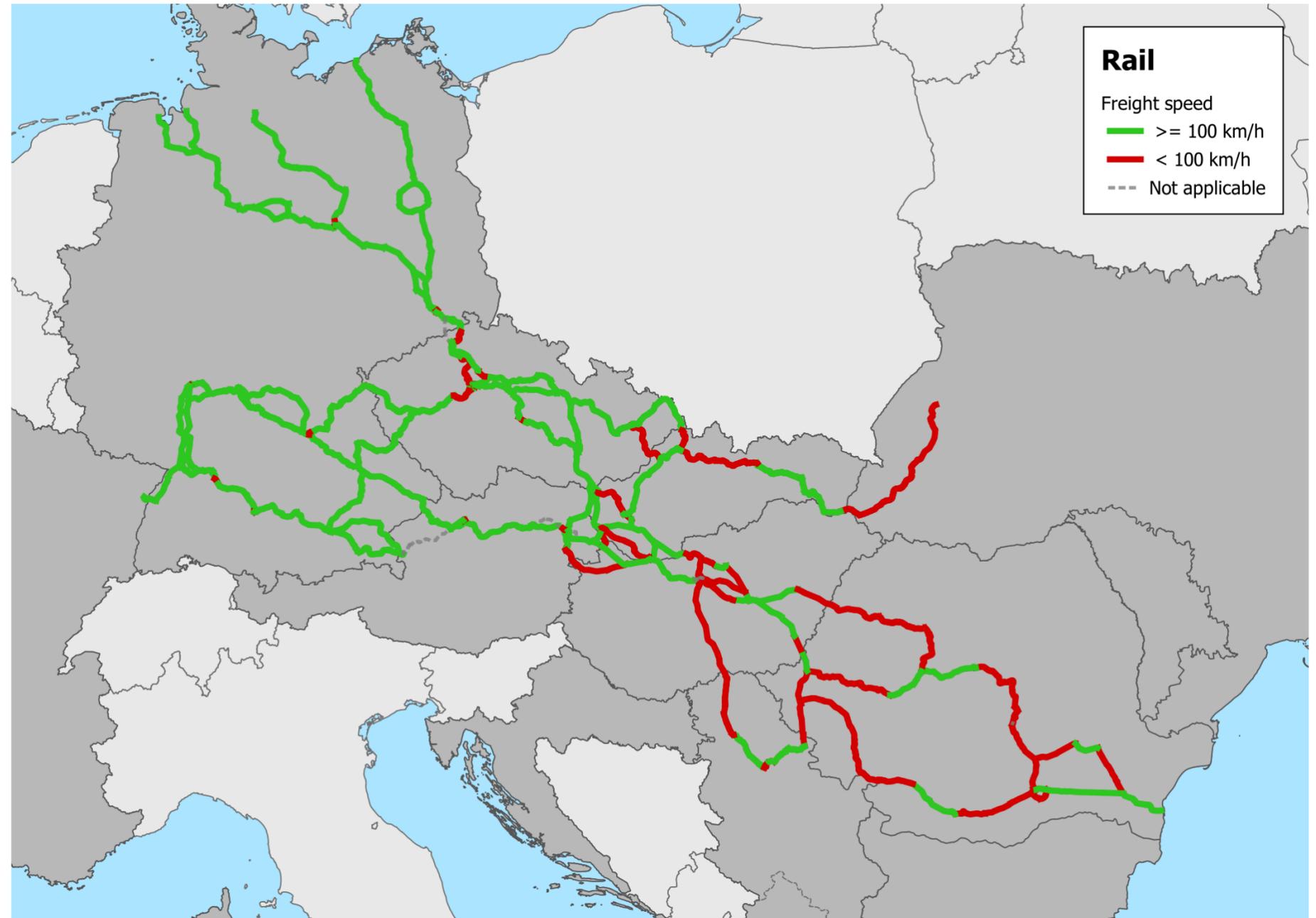
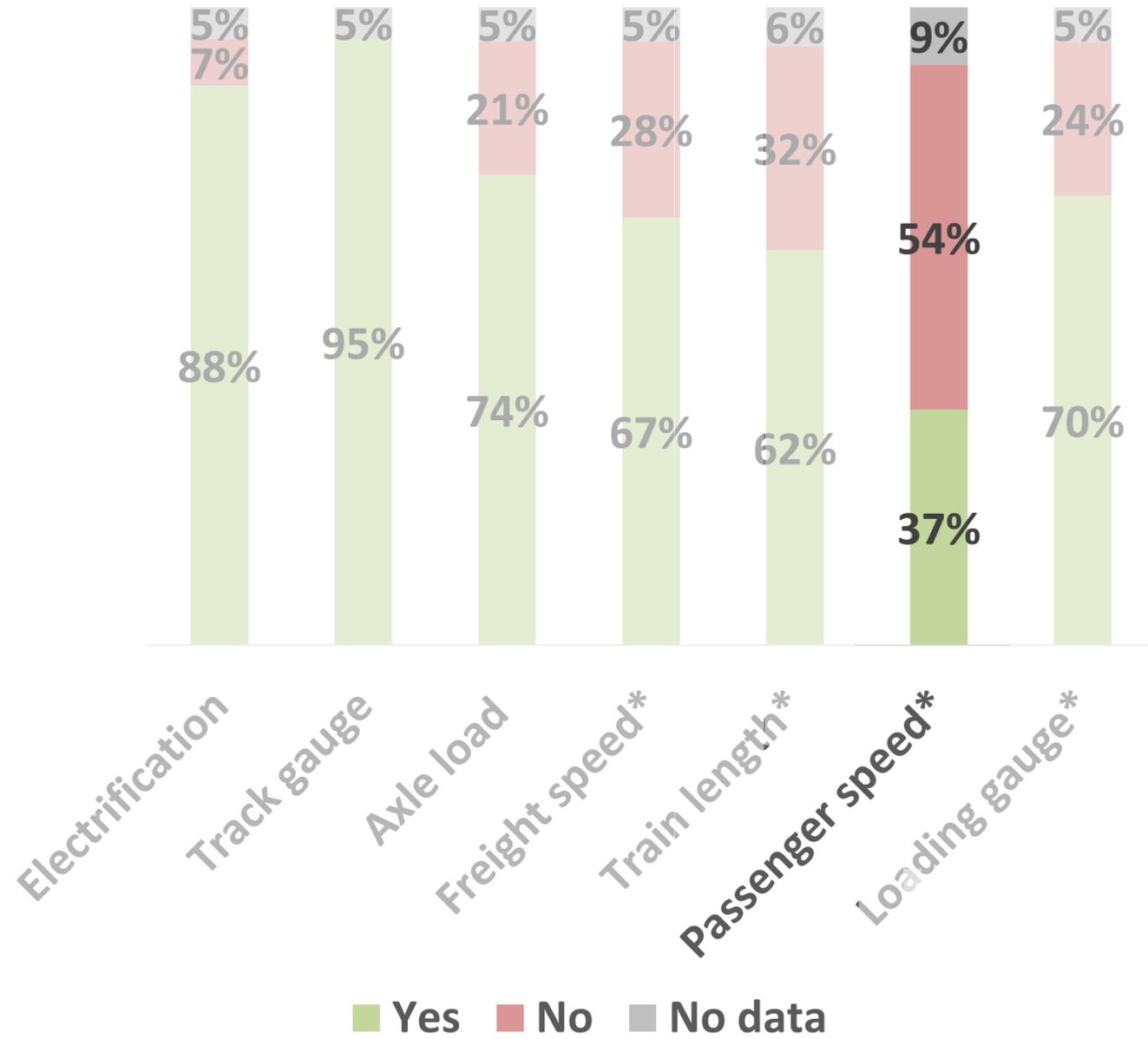
RDC rail axle load



RDC rail freight speed

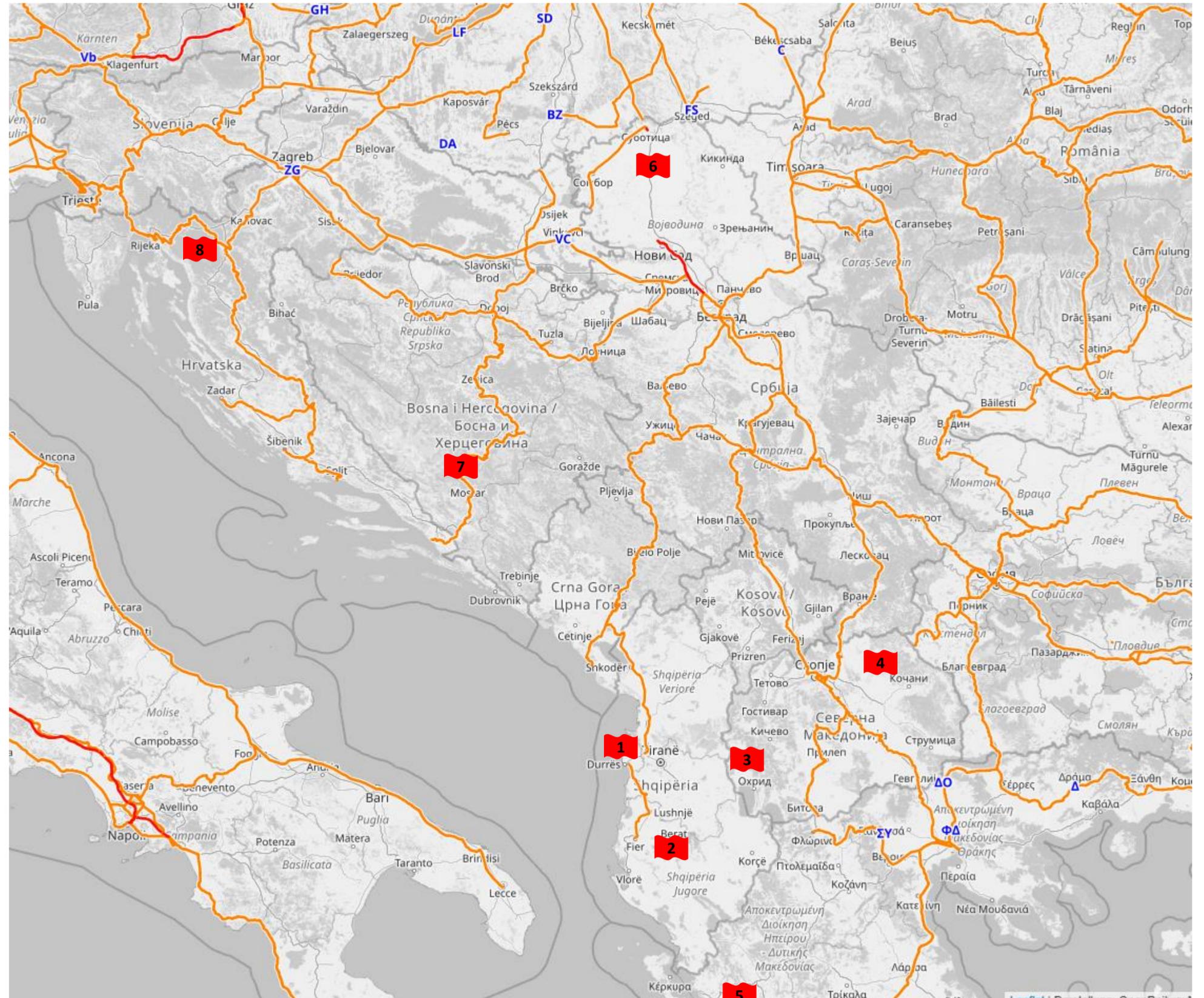


RDC rail passenger speed



WBEM Rail Missing Links and Operational Bottlenecks

- 1) ALB: Durrës – Vore – Tirana
- 2) ALB: Rrogozhinë – Lin
- 3) NMK: (Lin-) Struga – Kičevo
- 4) NMK: Kumanovo – Gyueshevo BG
- 5) EL: Kalabaka – Igumenitsa
- 6) SRB: Novi Sad – Subotica – HU
- 7) BIH: Jablanica disaster
- 8) HR: Rijeka – Oštarije – Karlovac



WBEM Rail – operational KPIs

Parameter description	Benchmark/requirement	Dedicated advice according to the regulation, where to be measured:	Deadline ETC Core	Deadline ETC ext. Core	Reference to TEN-T regulation
Maximum dwelling time of cross border freight trains	dwelling time of all freight trains crossing the border between two MS not exceeding 25 minutes on average	Border crossings of core and extended core freight lines except at the sections where a change of track gauge takes place or where the checks carried out at a border where the controls have not yet been lifted	2030	2030	18.1.a

EU – EU border crossings 2023 (source = RailNetEurope)

Border	Number of trains	Avg. planned dwell [min.]	Avg. real dwell [min.]
Dobova - Savski Marof	6708	121	256
Rosenbach - Jesenice	7041	95	164
Spielfeld-Straß - Šentilj	7922	26	36
Slavonski Šamac - Bosanski Šamac	79	79	78
Villa Opicina - Sežana	5827	77	127
Corridor average (per train)	5515	77.5	141.6

EU – non-EU border crossings 2023 (source = RailNetEurope)

Border	Number of trains	Avg. planned dwell [min.]	Avg. real dwell [min.]
Dobova - Savski Marof	5	45	58
Rosenbach - Jesenice	1289	274	513

WBEM Rail – operational KPIs

Parameter description	Benchmark/requirement	Dedicated advice according to the regulation, where to be measured:	Deadline ETC Core	Deadline ETC ext. Core	Reference to TEN-T regulation
Maximum delay of cross border freight trains	at least 75% of the freight trains crossing at least one border along a ETC arrive at their destination at their scheduled time or with a delay of less than 30 minutes	Complete ETC with border crossings assigned to the core and the extended core freight lines	2030	2030	18.1.b

Punctuality 2023 (source = RailNetEurope)

RFC code	RFC name	Punctuality [%]	Number of trains	WBEM Overlap
RFC05	Baltic - Adriatic	32%	86534	Austria, Slovenia, Italy
RFC06	Mediterranean	36%	29437	Italy, Slovenia, Croatia, Hungary
RFC07	Orient / East-Med	33%	99879	Austria, Hungary, Bulgaria, Greece
RFC09	Rhine - Danube	41%	92307	Austria, Hungary
RFC10	Alpine-Western Balkan	34%	22279	Austria, Slovenia, Croatia, Serbia, Bulgaria
RFC11	Amber	26%	23290	Hungary, Slovenia
	Average	35%		

ETC ROAD Corridors in the Region



Content

(1) ETC **Road** Core Corridors in the WB6 Region (WBEM & RDC)

(1) Alignment of the Corridors

(2) Compliance of the Corridors

(3) Missing Links

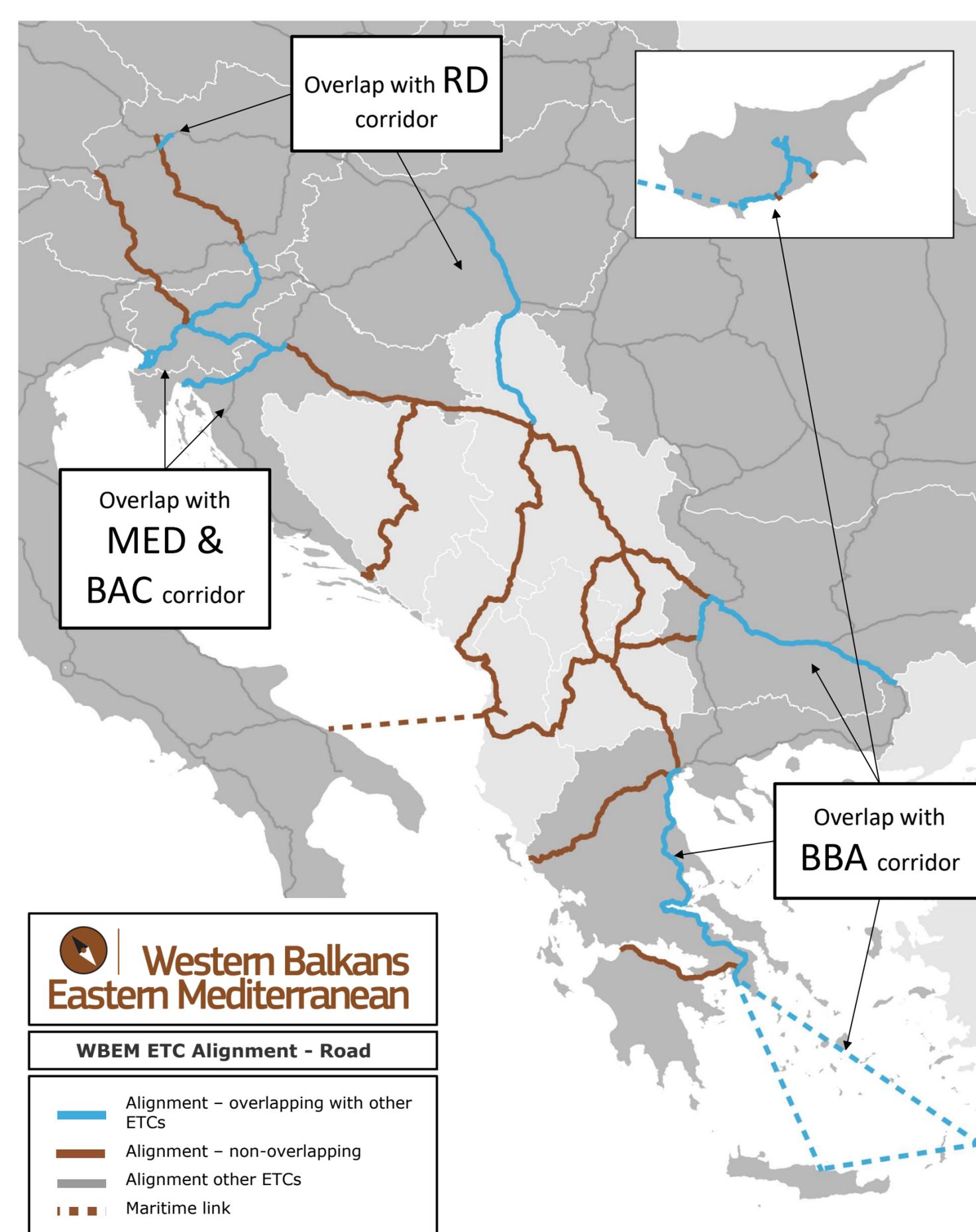
(2) Q&A of Stakeholders

(3) Q&A of Consultants

WBEM
Motorways
Network
and Ports

and

Road
network
overlap



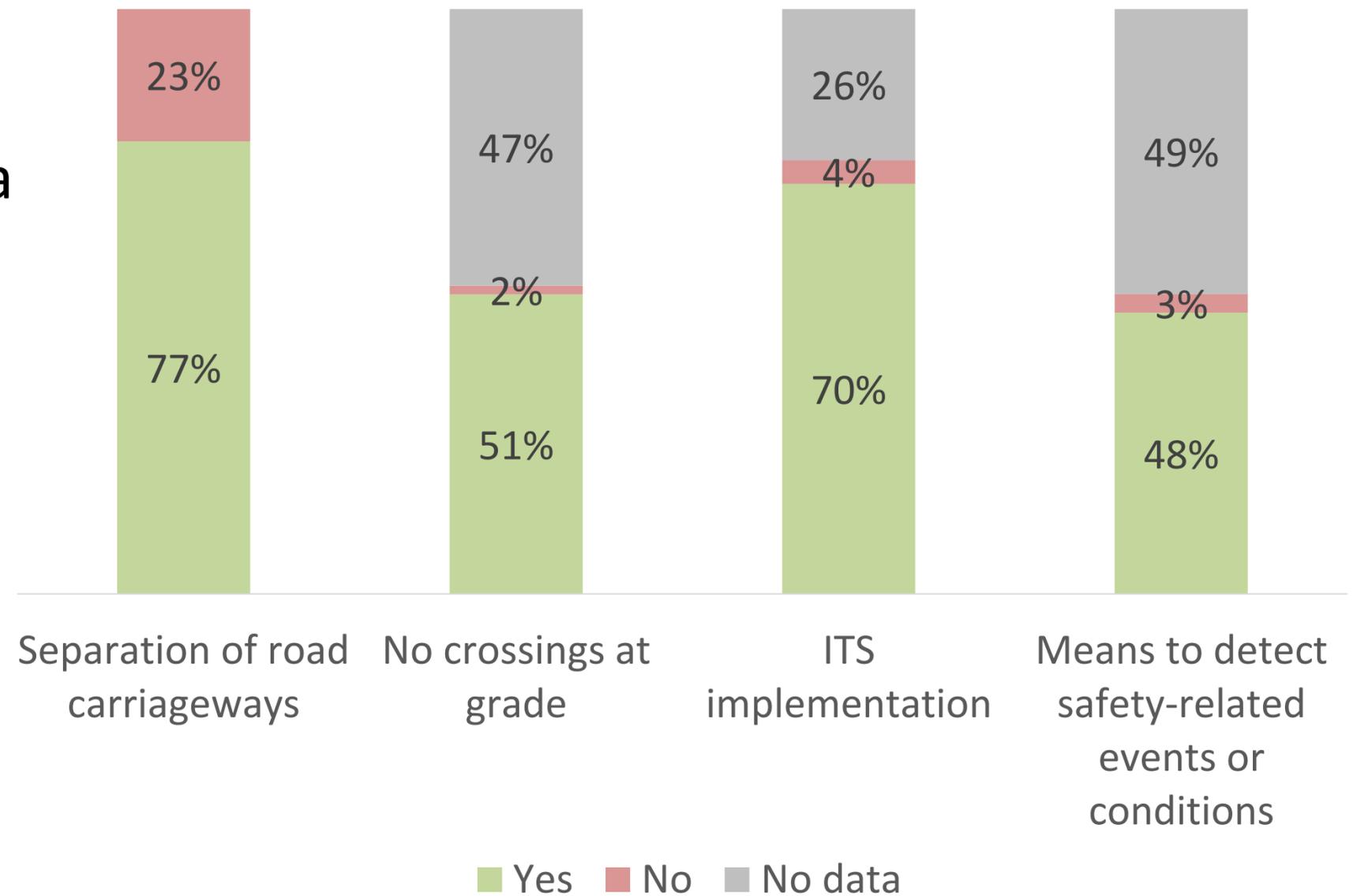
WBEM Road



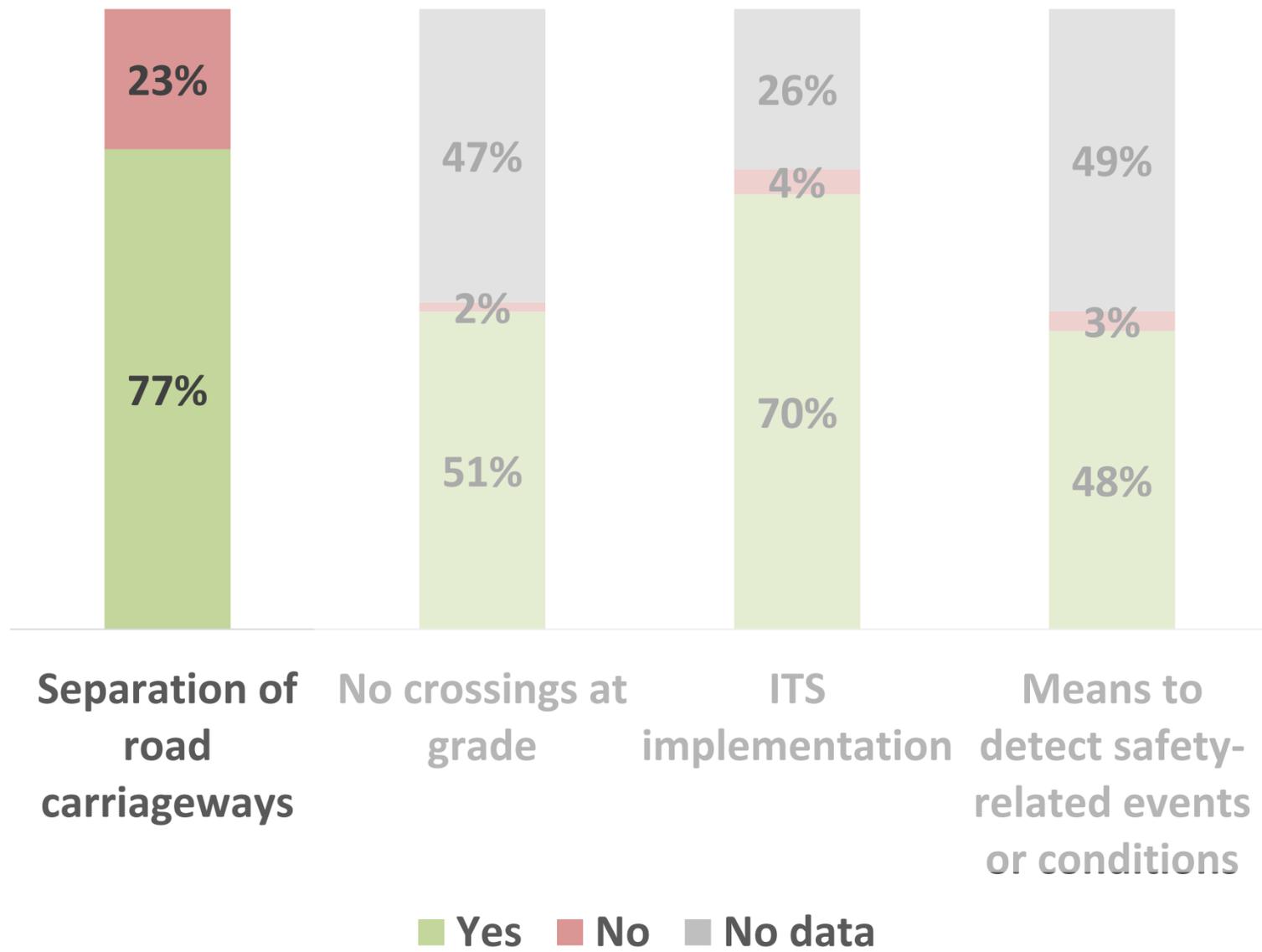
Parameter description	Benchmark/requirement	Deadline ETC Core	Deadline ETC Ext. Core
MOTORWAY / EXPRESSWAY Quality	Separation of road carriageways for the two directions of traffic by a dividing strip not intended for traffic	2030	2040
	No crossings at grade with any road, railway or tramway track, bicycle part or footpath	2030	2040
Availability of REST AREAS	max. distance of 60 km from each other (core network)	2040	2040
Availability of SAFE & SECURE PARKING AREAS for commercial vehicles	a.) Location along the roads of Core & Ext Core, or within ≤3 km drive distance from nearest exit of TEN-T road; b.) Providing sufficient parking space and complying Art 8a (1) of Reg (EC) 561/2006	2040	2040
WEIGH IN MOTION systems	Deployed every 300 km on average	2040	2040
ITS implementation	Yes	n.a.	n.a.
ROAD SAFETY TRAFFIC INFORMATION	Deployment or use of the means to detect safety-related events or conditions, and collection of the relevant road traffic data, for the purpose of providing road safety-related minimum universal traffic information in accordance with Commission Delegated Regulation 886/2013	2025 (new: 2030)	2030 (new: 2040 or its completion date)

WBEM Road

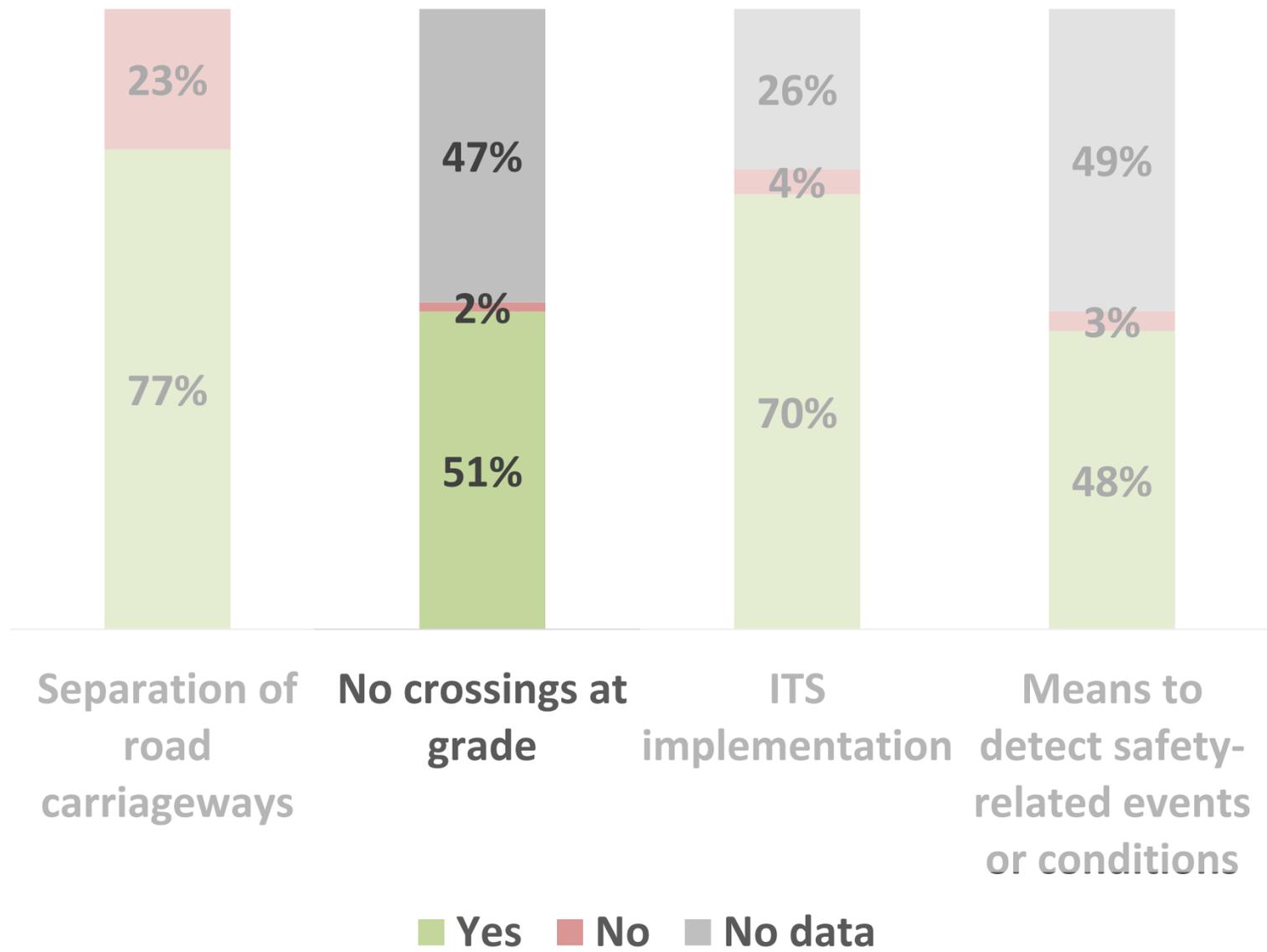
- Data for WB6 partners partly missing – discussion with Transport Community about data exchange ongoing.
- No separation of road carriageways mainly in WB6 region, as well as small parts in BG, EL and HR.



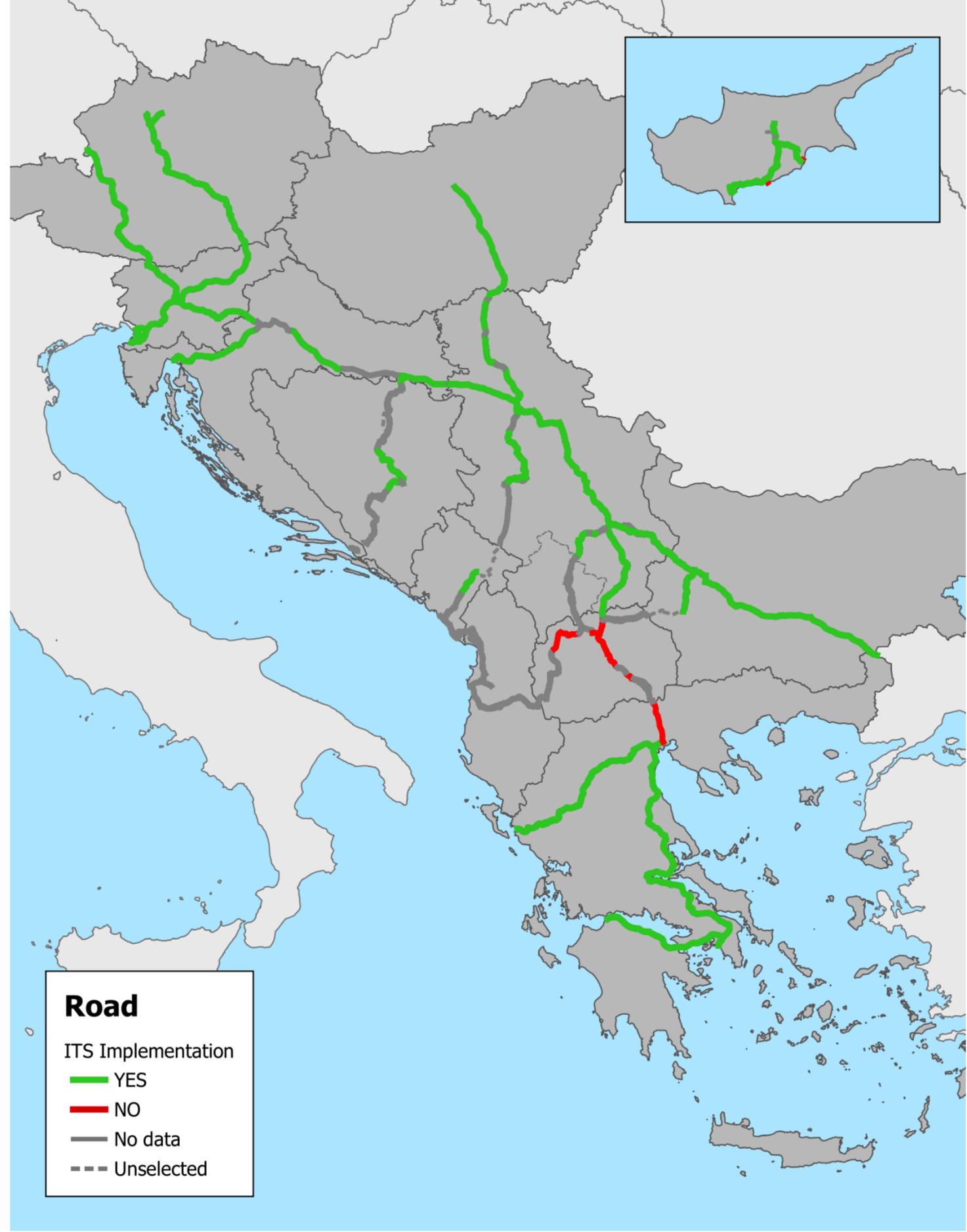
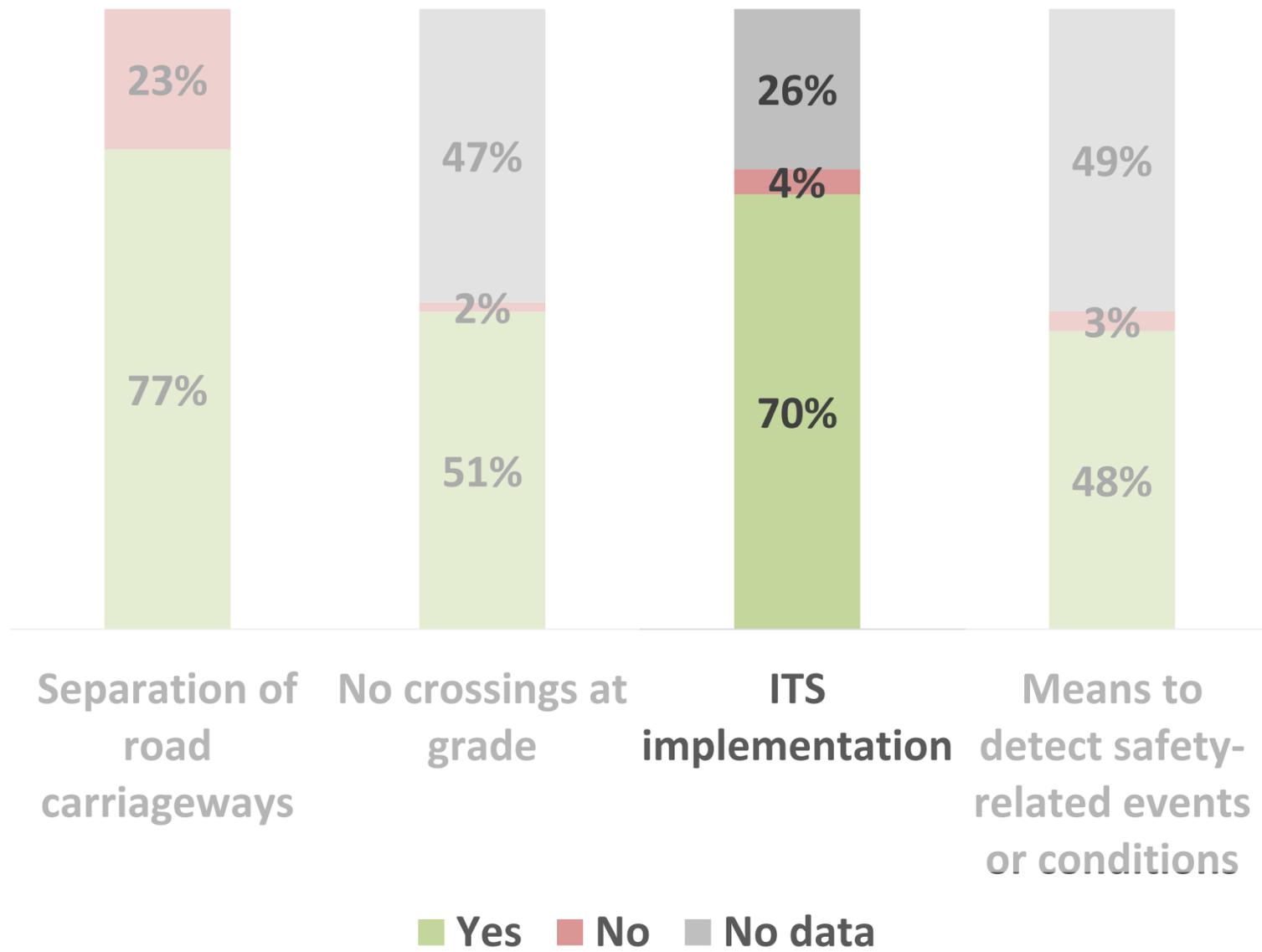
WBEM road – motorway status



WBEM road – crossings at grade



WBEM road – ITS

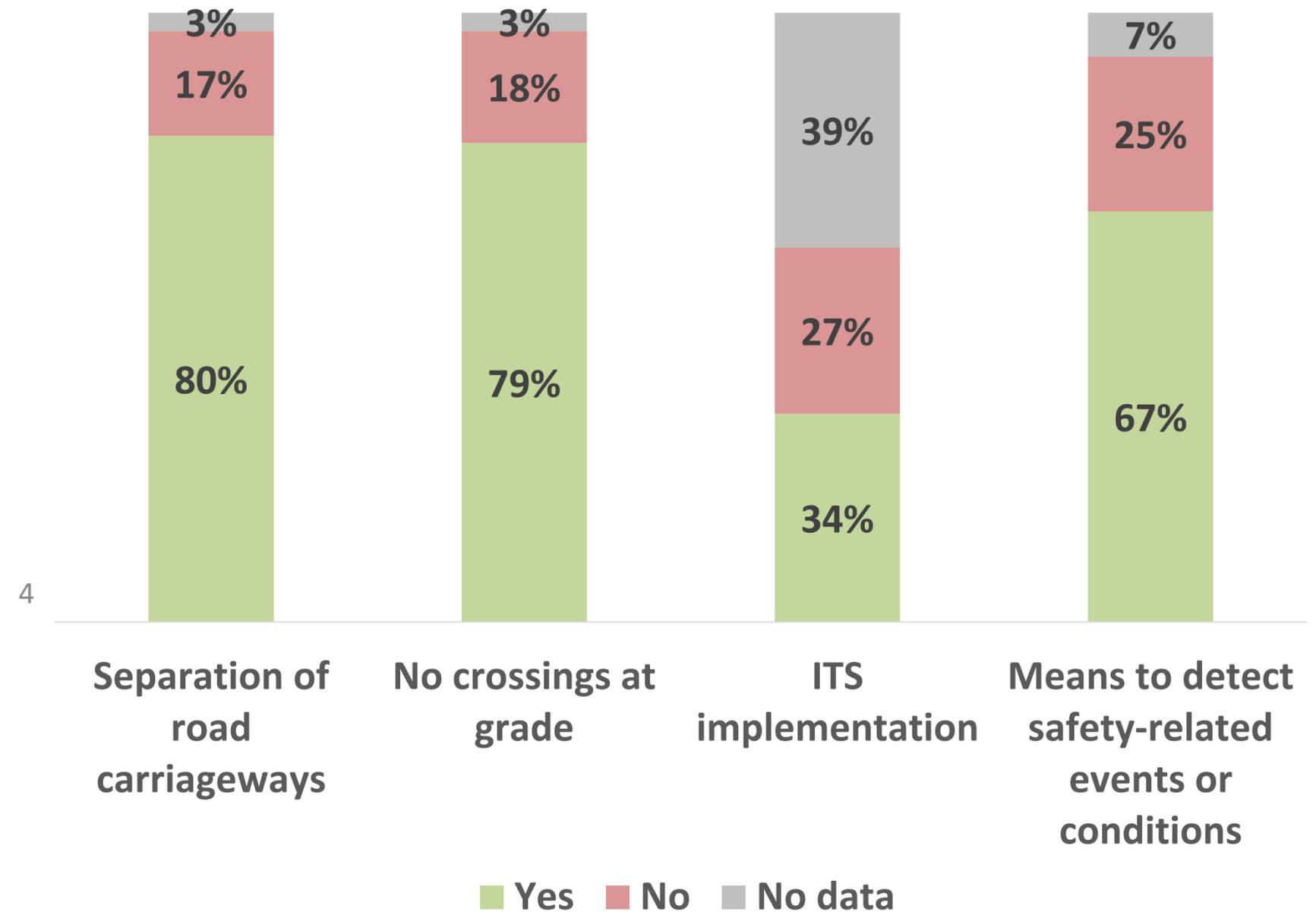


WBEM and RDC Road Traffic Flows

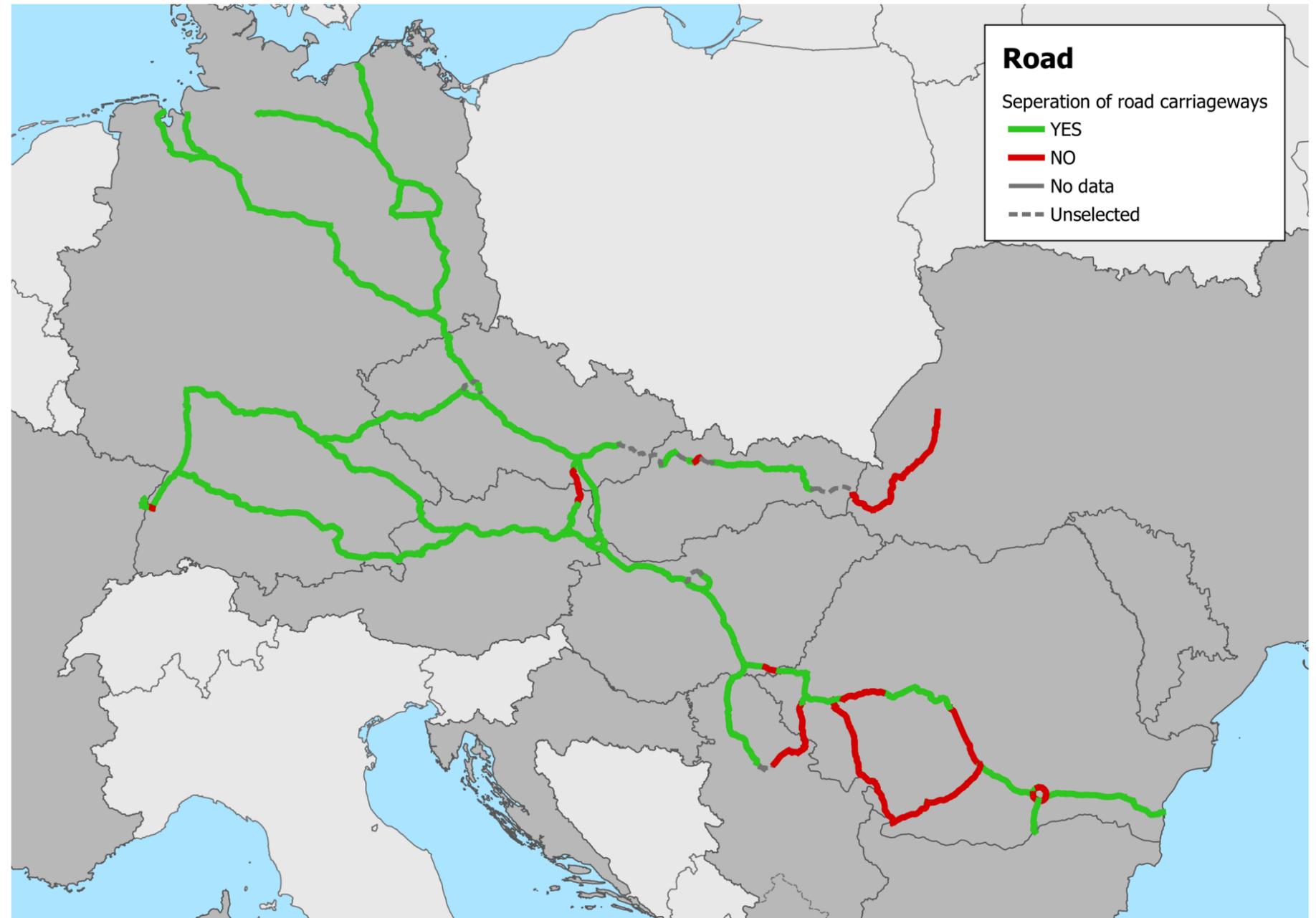
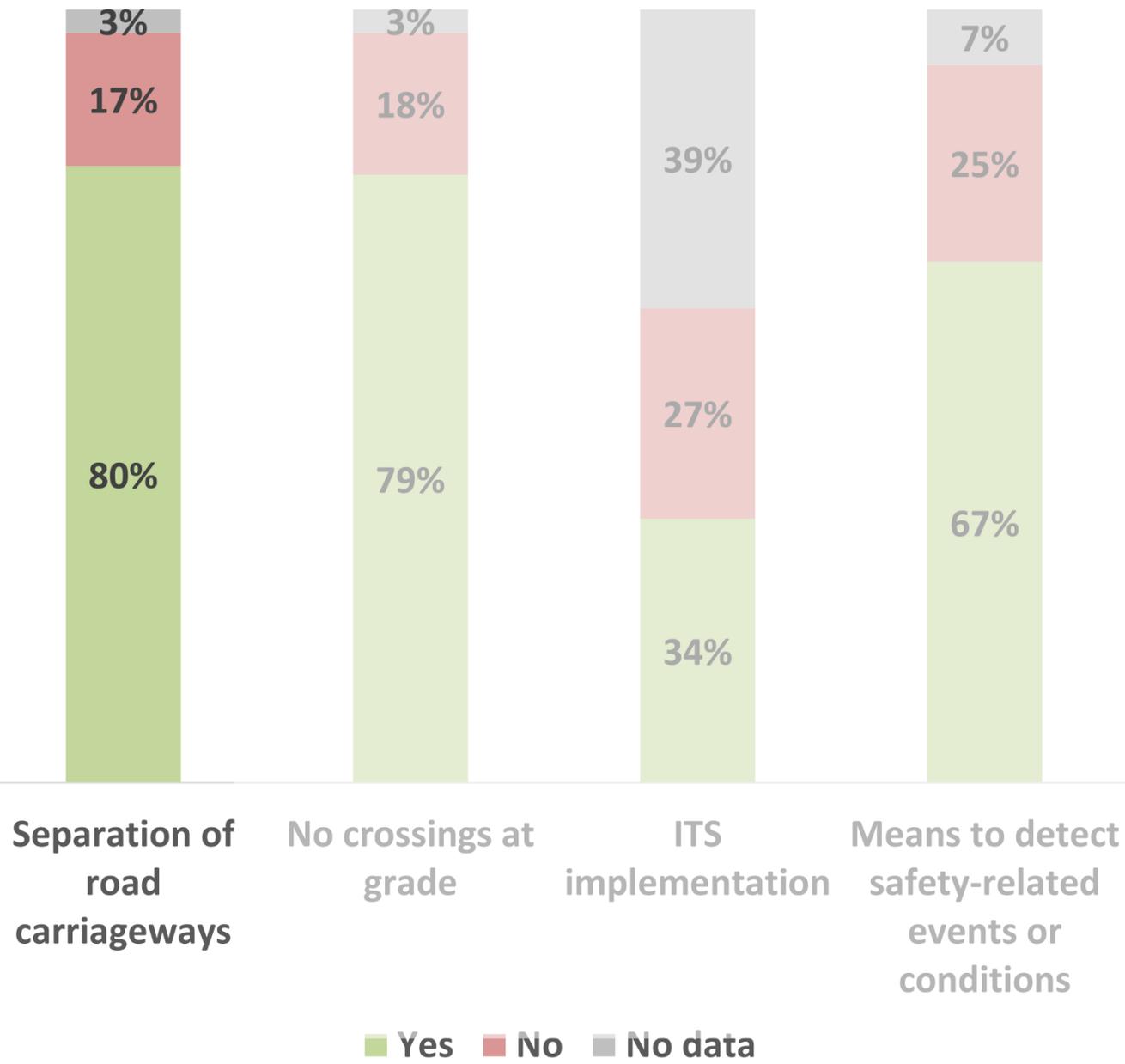


Road

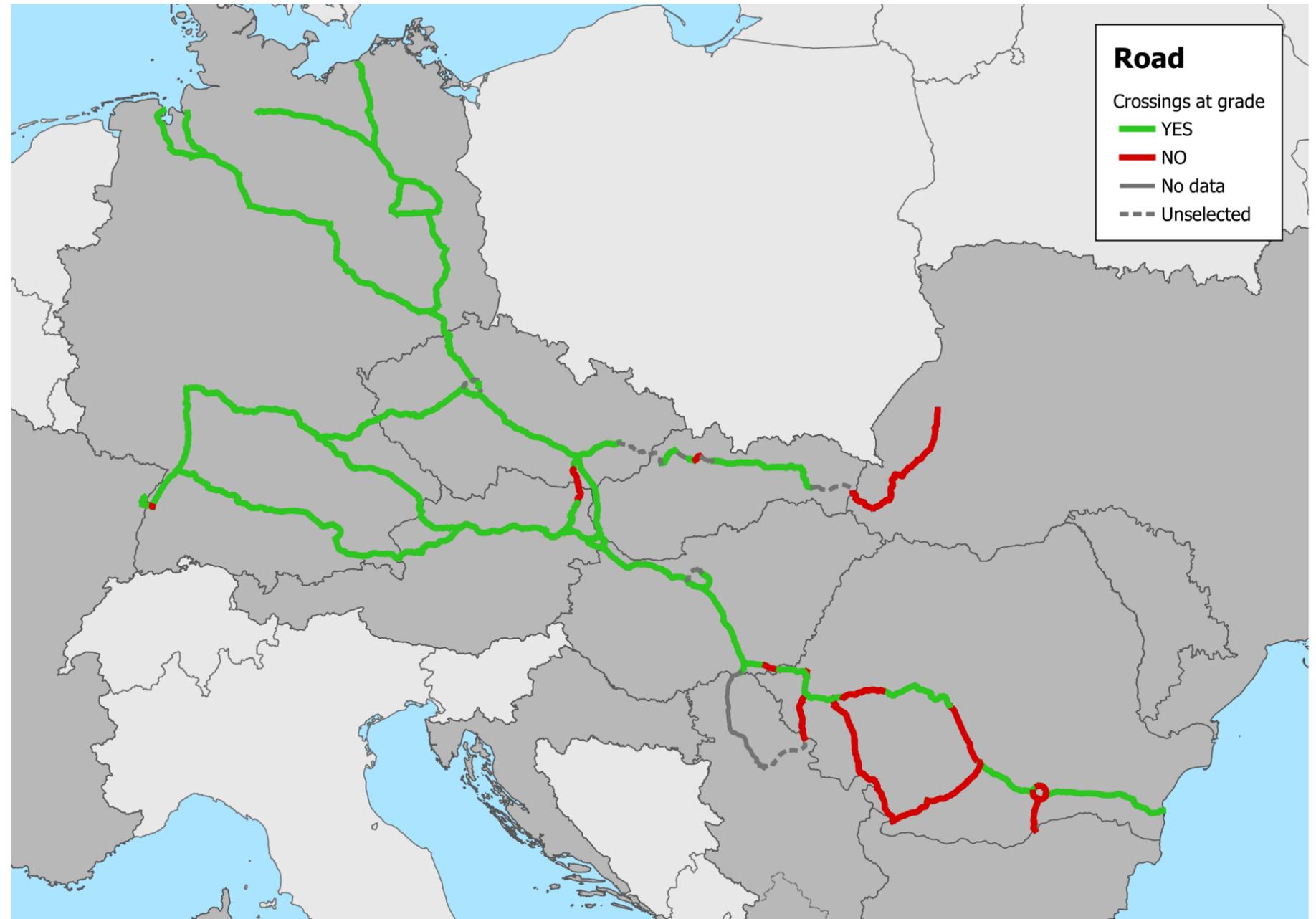
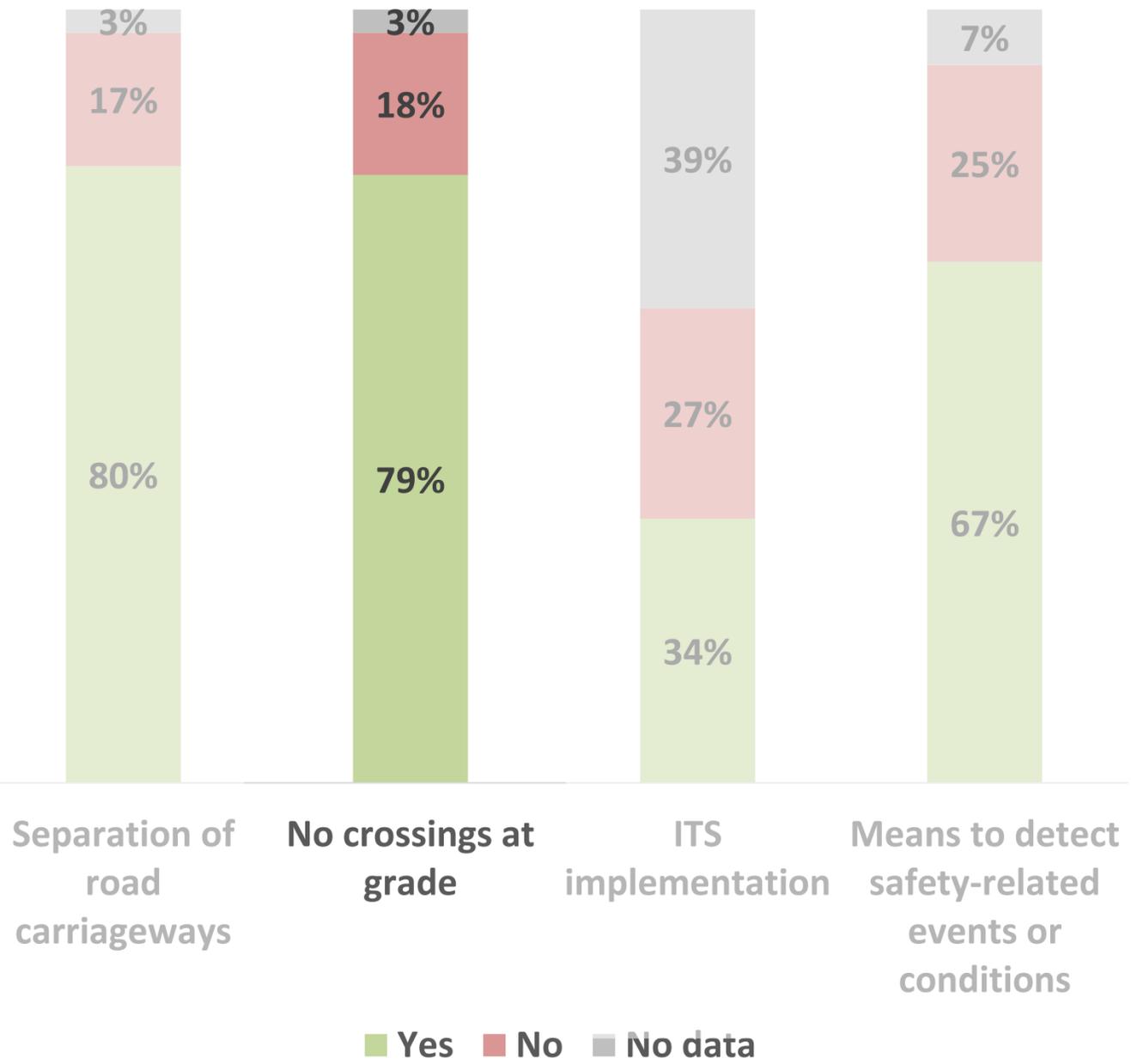
- Non-compliance is mainly caused by low compliance in Romania and Ukraine for all road KPIs
- In addition, low compliance for ‘means to detect safety-related events or conditions’ in Slovakia



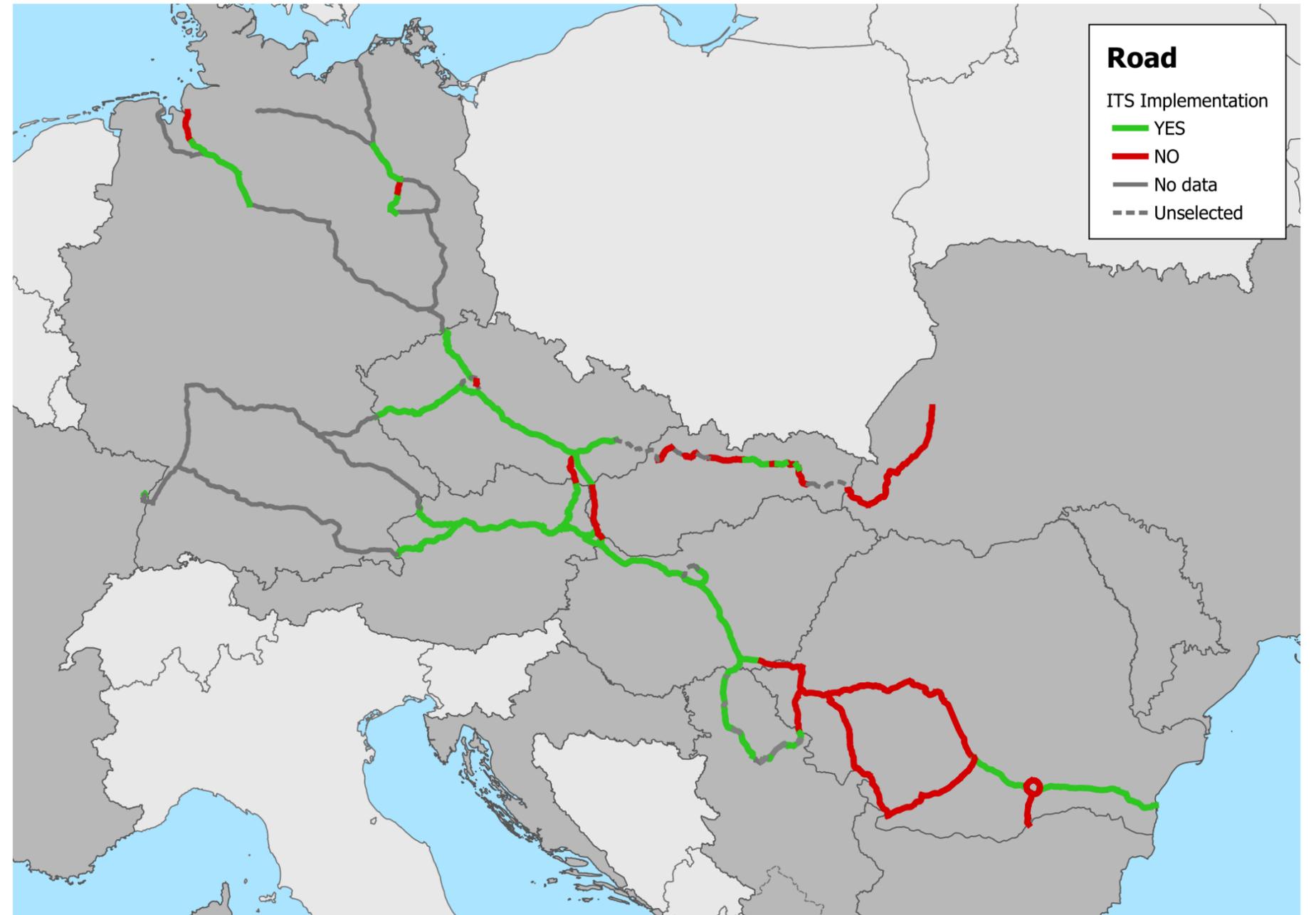
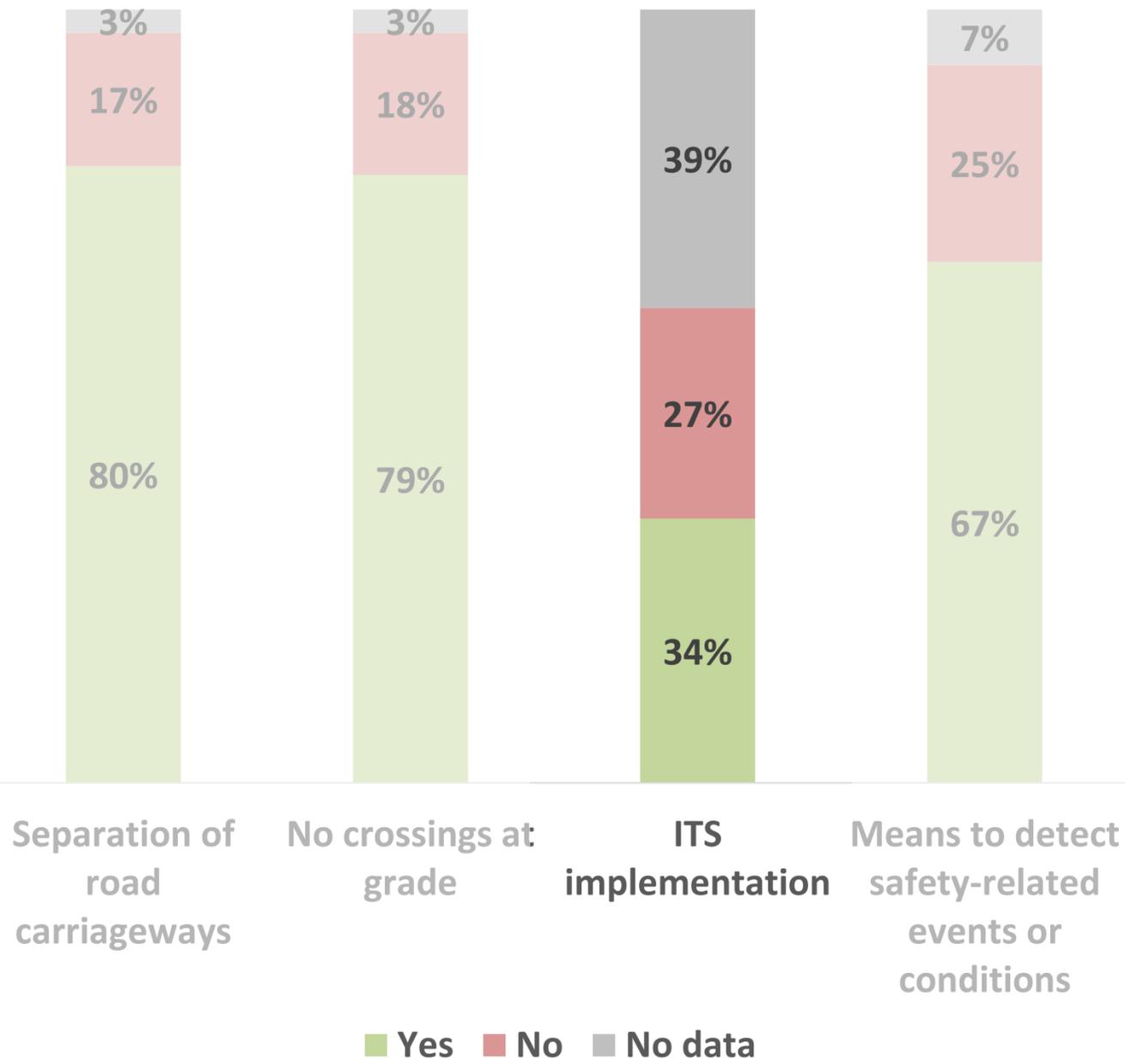
RDC road – motorway status



RDC road – crossings at grade



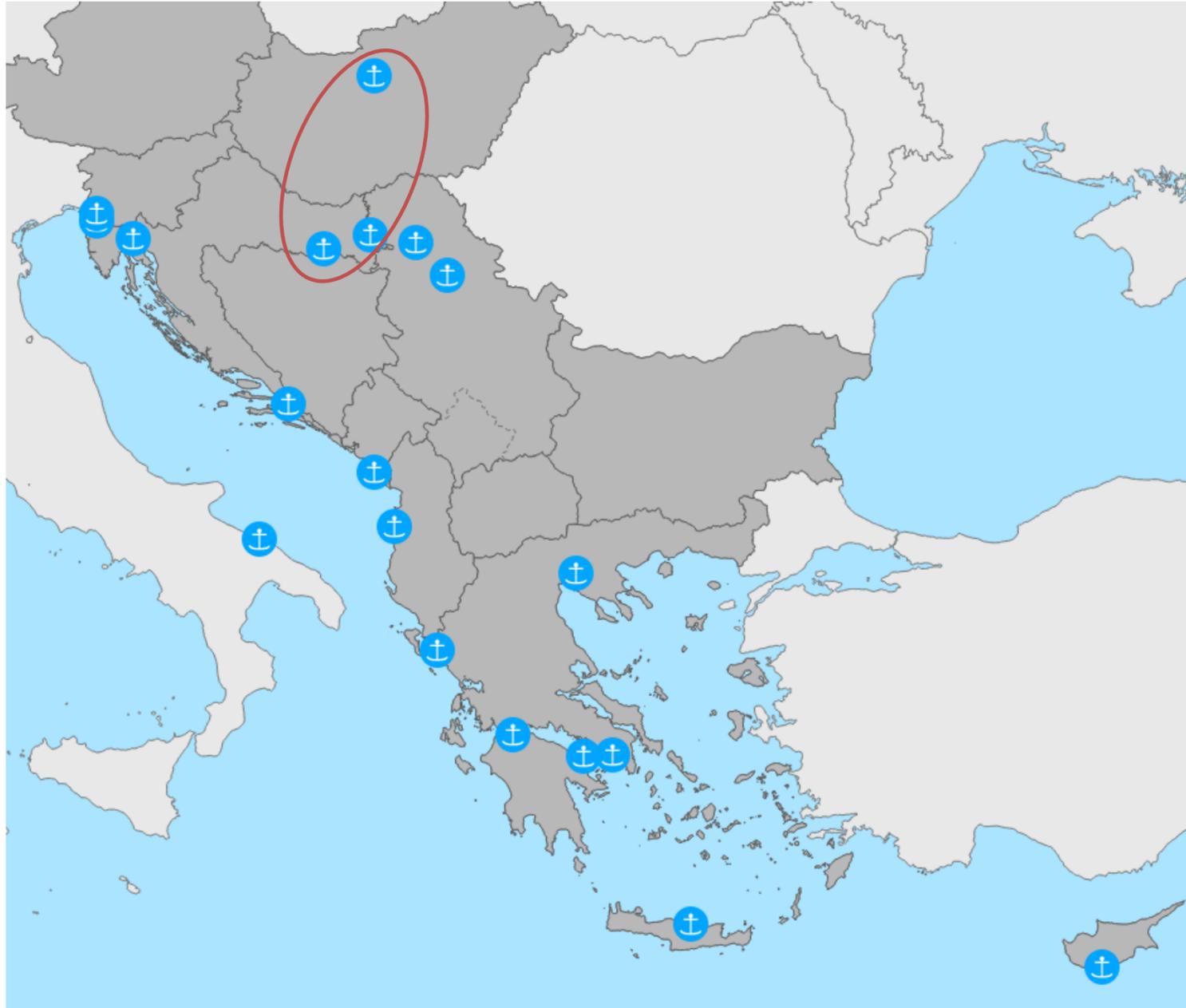
RDC road - ITS



ETC Waterborne Modes in the Region

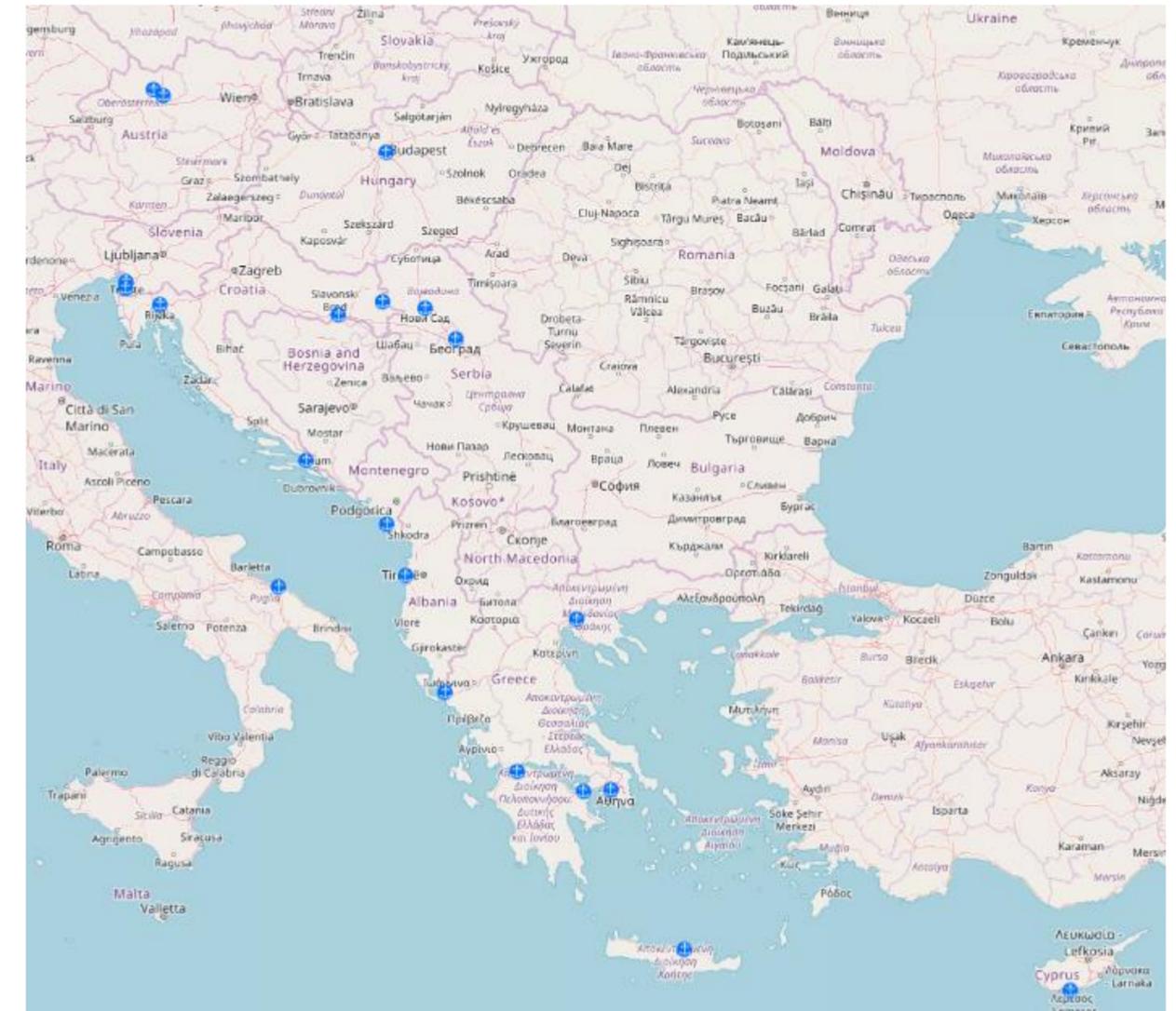


WBEM and RDC inland & maritime ports



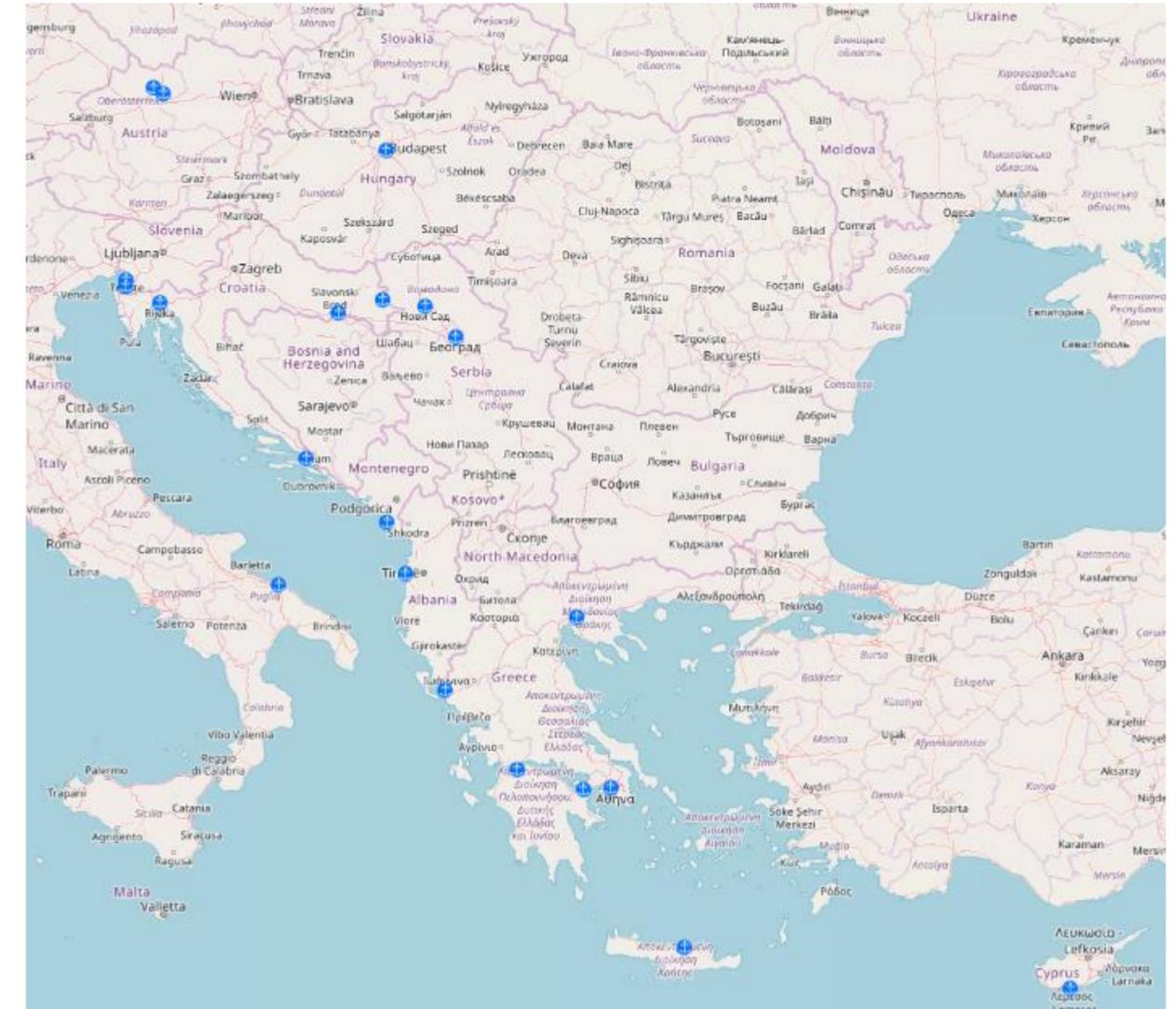
WBEM Inland Ports

Parameter description	Benchmark/requirement	Dedicated advice according to the regulation, where to be measured:	Deadline ETC Core	Deadline ETC ext. Core	Reference to TEN-T regulation
Connection to rail	Yes		2030	n.a.	22.1 & 21.1.a
Capability of handling intermodal units	All terminals in an inland port together need to provide all three capabilities (container, swap body or semi-trailer)	core and extended core networks for terminals that are connected to the railway network and which carry out the vertical transshipment	2030	n.a.	n.a.
Ability to accommodate 740 m long trains	Yes		2030	n.a.	n.a.
At least one multimodal freight terminal open to all operators and users	Yes		2030	n.a.	22.1 & 21.1.b
Equipment with facilities to improve the environmental performance of vessels in ports	At least reception facilities, degassing facilities, noise reduction measures or measures to reduce air and water pollution		2040	n.a.	22.1 & 21.1.c
Availability of alternative fuels	Yes		2024	n.a.	22.1 & 21.2



WBEM Seaports

Parameter description	Benchmark/requirement	Dedicated advice according to the regulation, where to be measured:	Deadline ETC Core	Deadline ETC ext. Core	Reference to TEN-T regulation
Capability of handling intermodal units	All terminals in an inland port together need to provide all three capabilities (container, swap body or semi-trailer)	core and extended core networks for terminals that are connected to the railway network and which carry out the vertical transshipment	2030	n.a.	Art. 37.2
Multimodal freight terminal open to all operators and users	Availability of at least one multimodal freight terminal, which is open to all operators and users in a non-discriminatory way		2030	n.a.	26.2 & 25.2.b
VTMIS	Yes		n.a.	n.a.	26.1 & 25.1.c
Availability of alternative fuels	Yes		2024/2029	n.a.	26.1 & 25.1.a
Connection to sea canals, port fairways and estuaries	Yes	the connection should correspond to at least inland waterways that meet the requirements of Article 22 of the revised TEN-T Regulation.	2030	n.a.	26.2 & 25.2.c



RDC Inland waterways

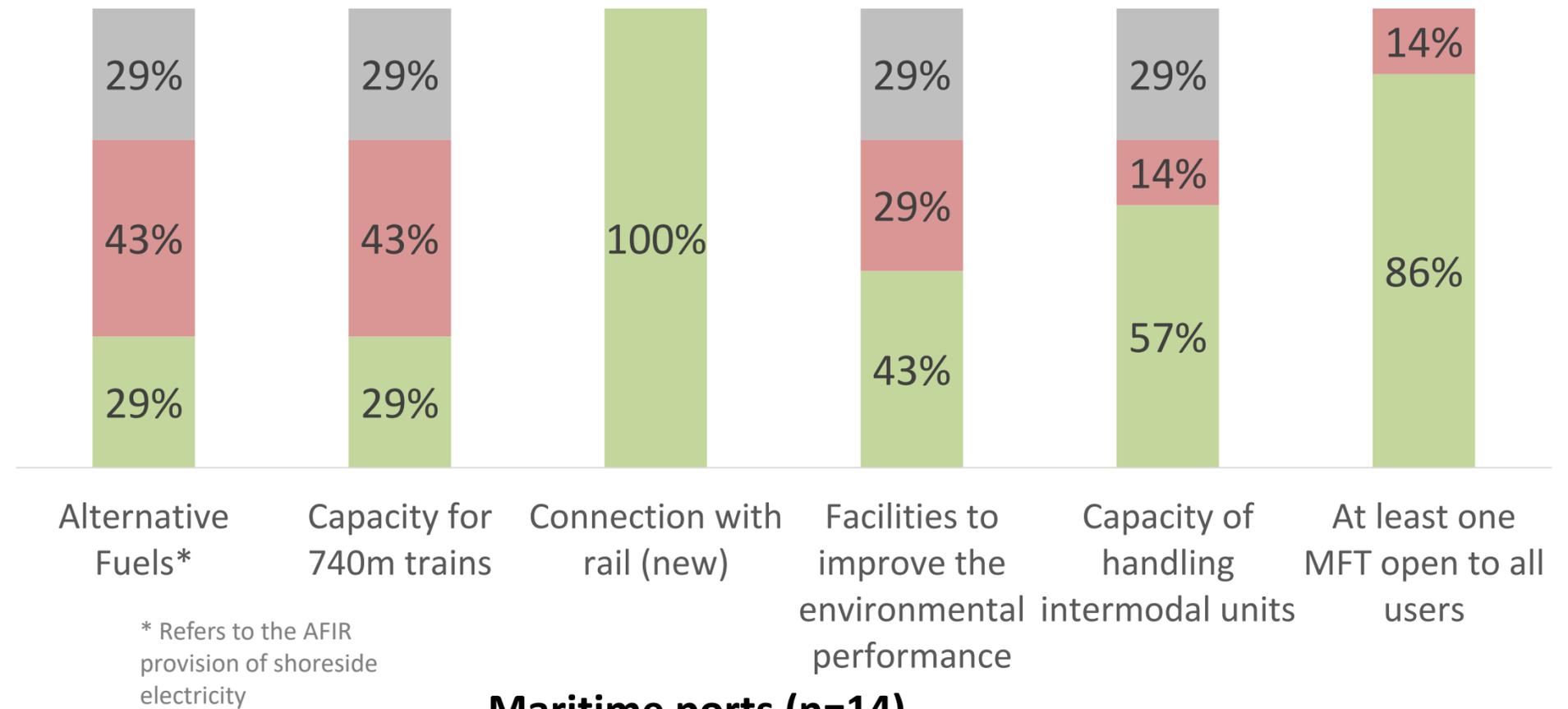
Parameter description	Benchmark/requirement	Dedicated advice according to the regulation, where to be measured:	Deadline ETC Core	Deadline ETC ext. Core	Reference to TEN-T regulation
Good navigation status/Number of days per year with reference water levels met	Number of days per year in % on which the minimum parameters (navigable channel depth of at least 2.5 m and a minimum height under non-openable bridges of at least 5.25 m at defined reference water levels) were achieved.	including access waterways and last mile connections	2030	n.a.	22.2 & 22.3
Navigable channel depth	$\geq 2.5\text{m}$	including access waterways and last mile connections	2030	n.a.	22.3.a
(Bridge) Height	$\geq 5.25\text{m}$	including access waterways and last mile connections	2030	n.a.	22.3.a
RIS implementation	y		2030	n.a.	22.3.d



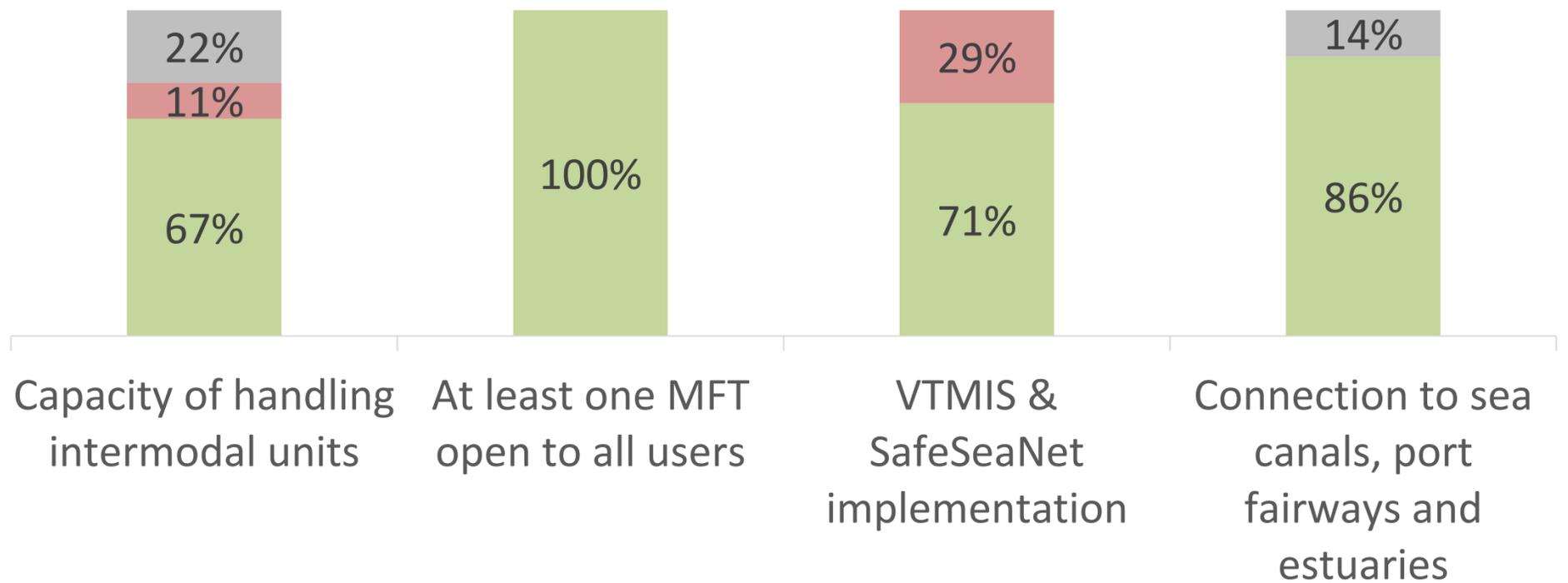
WBEM Ports

- 7 inland ports and 14 maritime ports
- Most inland ports offer a rail connection, but cannot facilitate 740m trains
- Alternative fuels: limited shore-side electricity offered to barges

Inland ports (n=7)



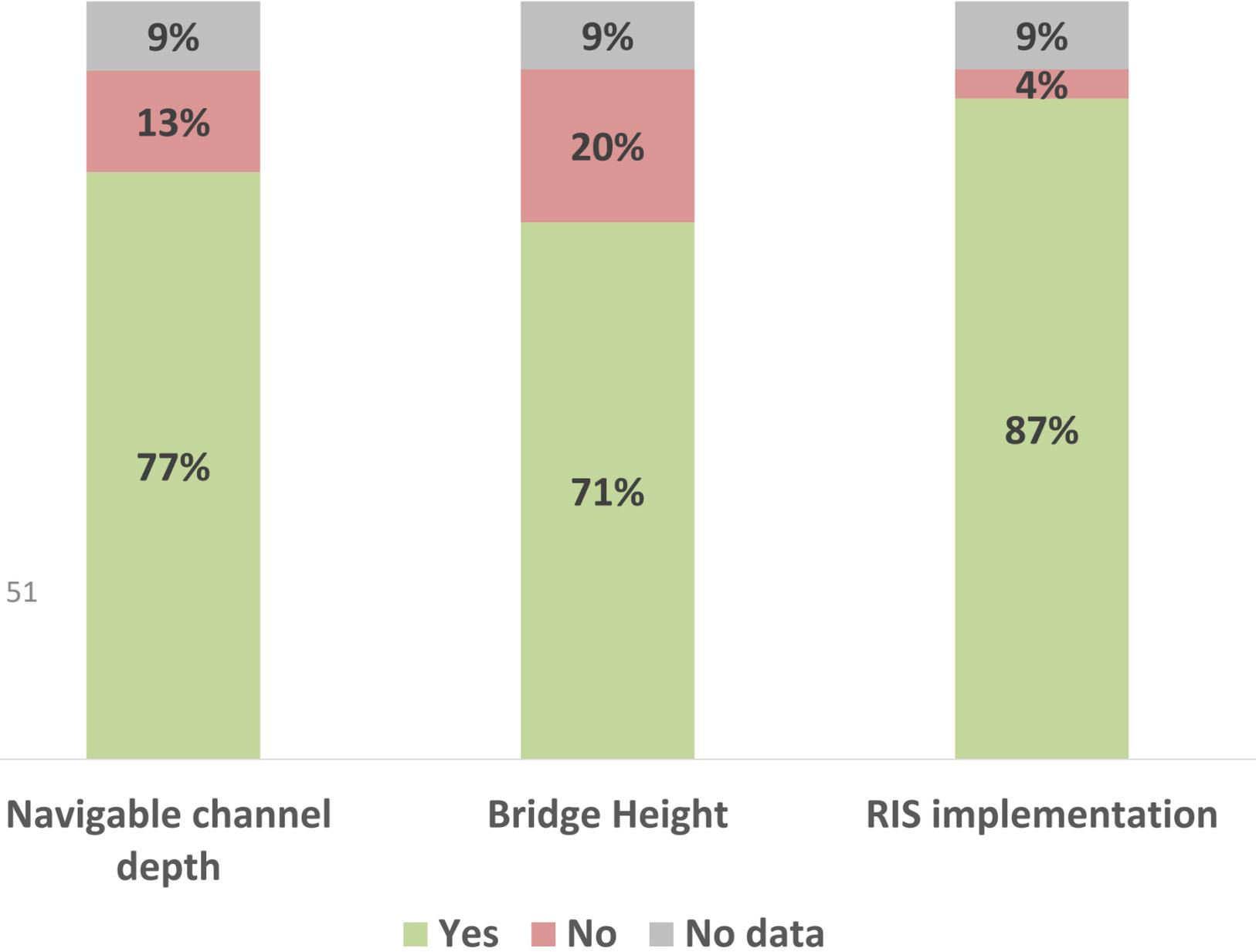
Maritime ports (n=14)



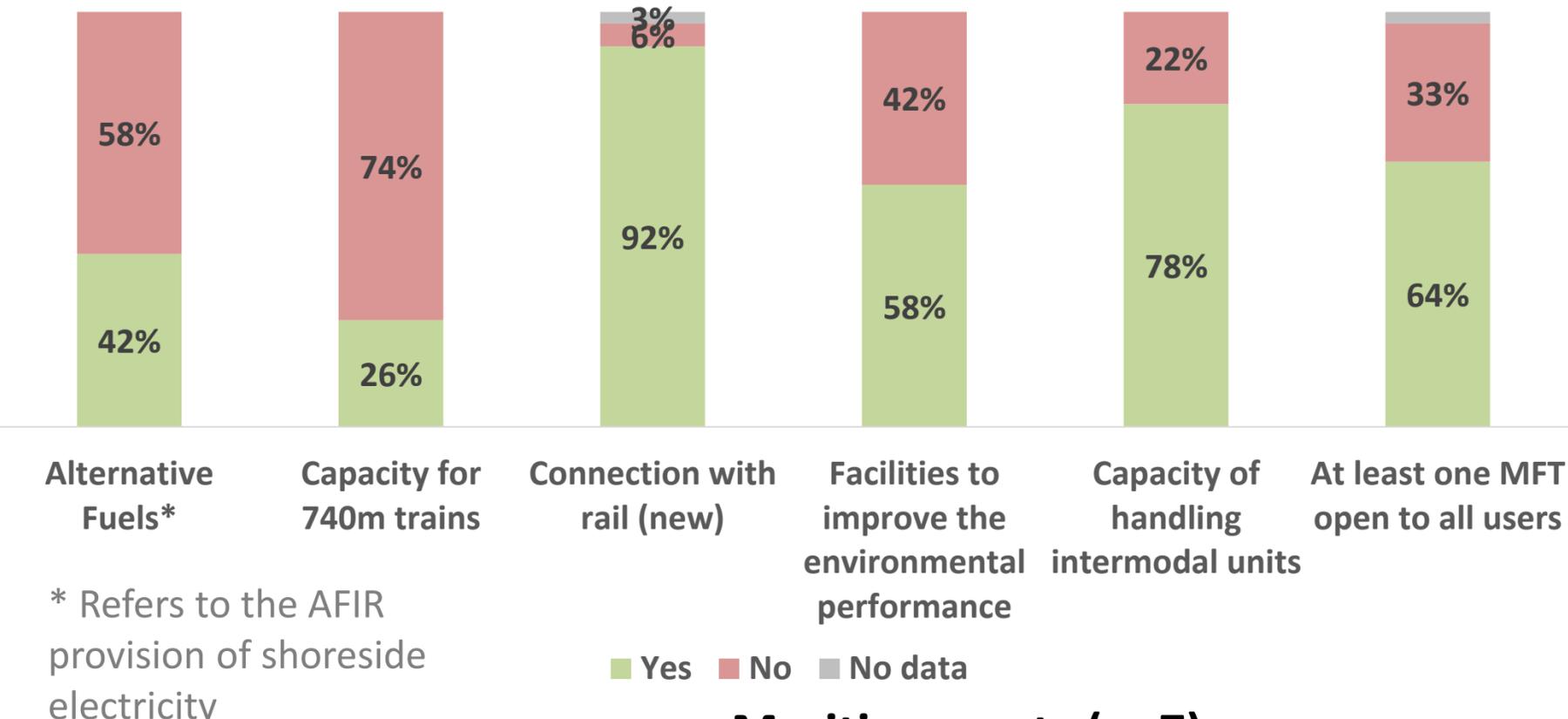
■ Yes ■ No ■ No data

RDC Inland Waterways

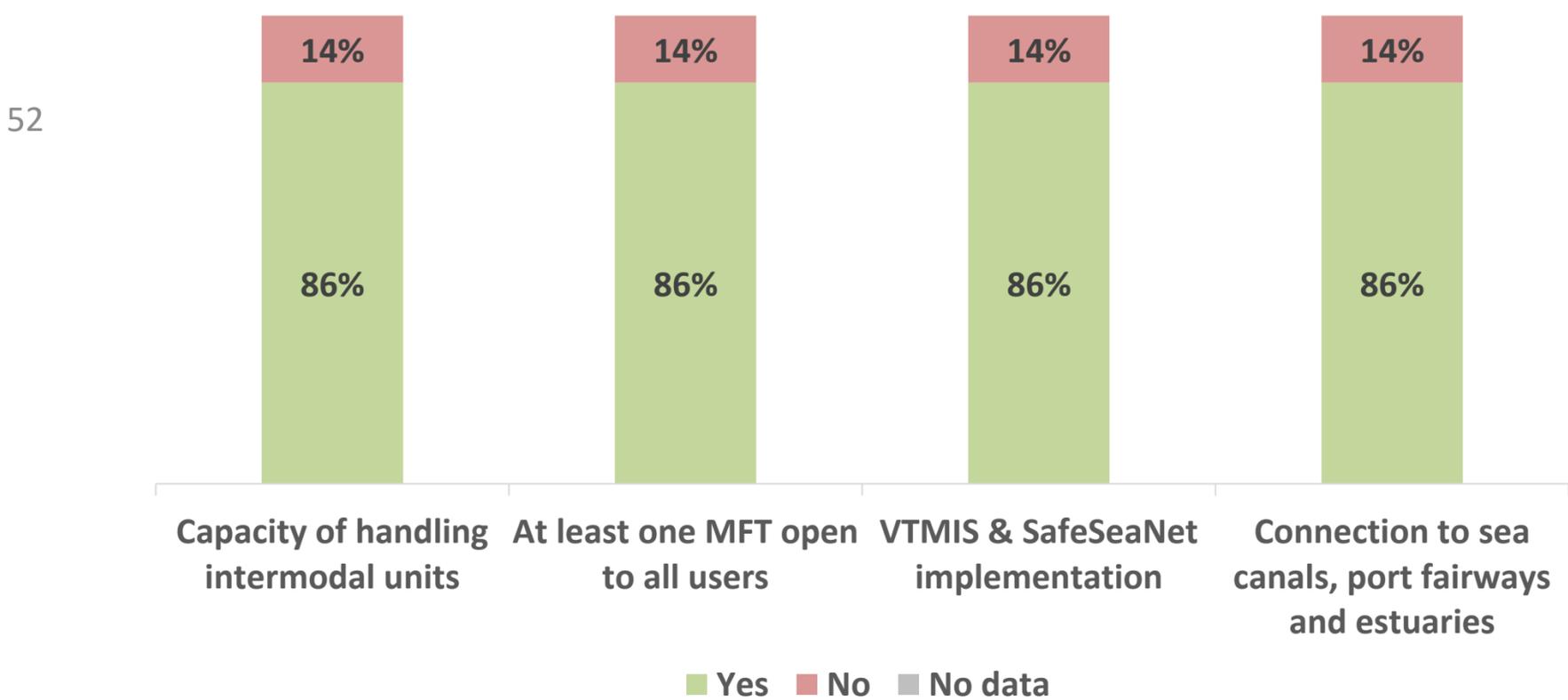
- Relatively high network-wide compliance
- RIS almost implemented on the entire inland waterway network
- Certain sections in CZ, DE, SK and HR do not meet the 'channel depth' and 'bridge height' criteria
- Danube-Bucharest Canal important missing link



Inland ports (n=36)



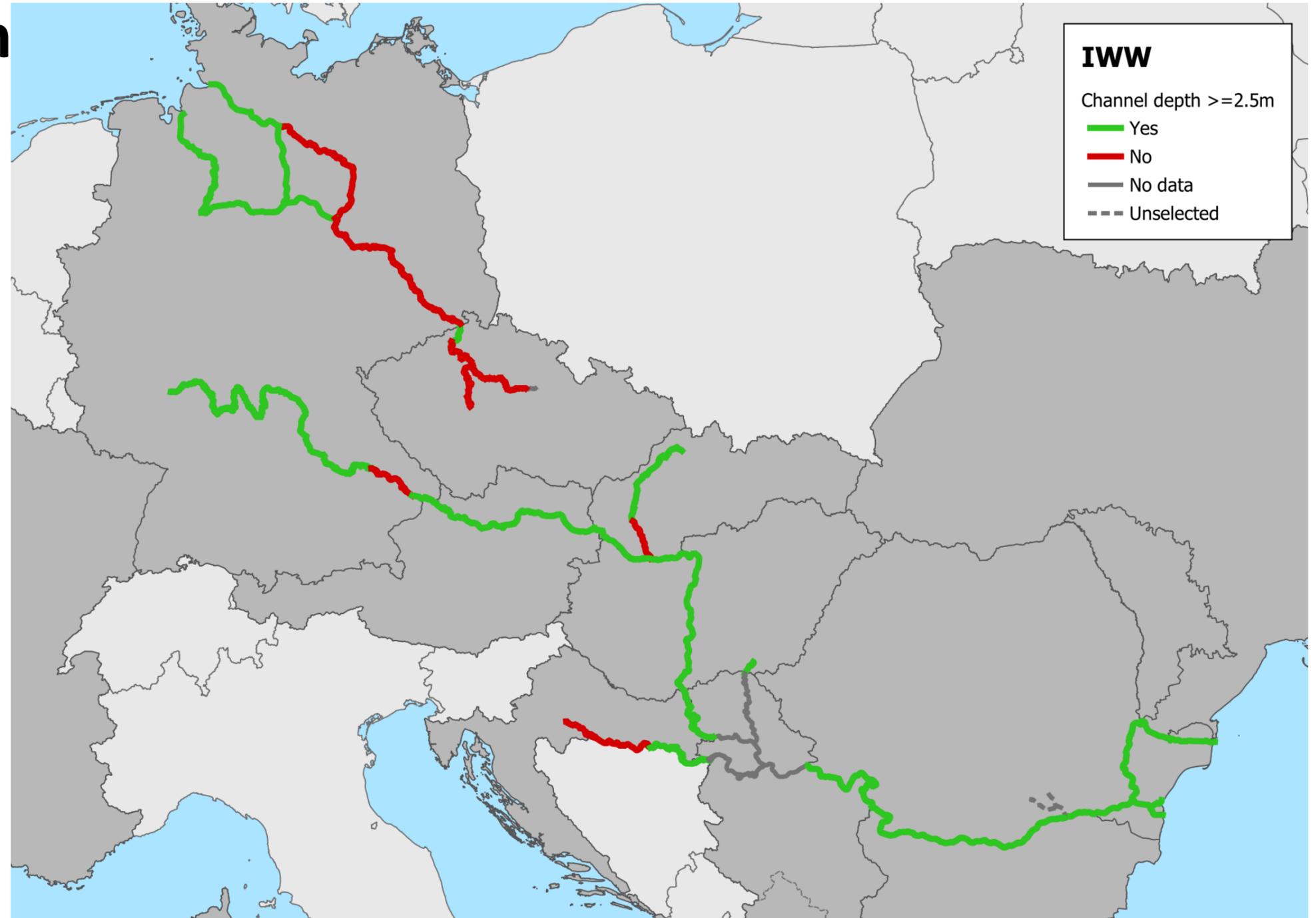
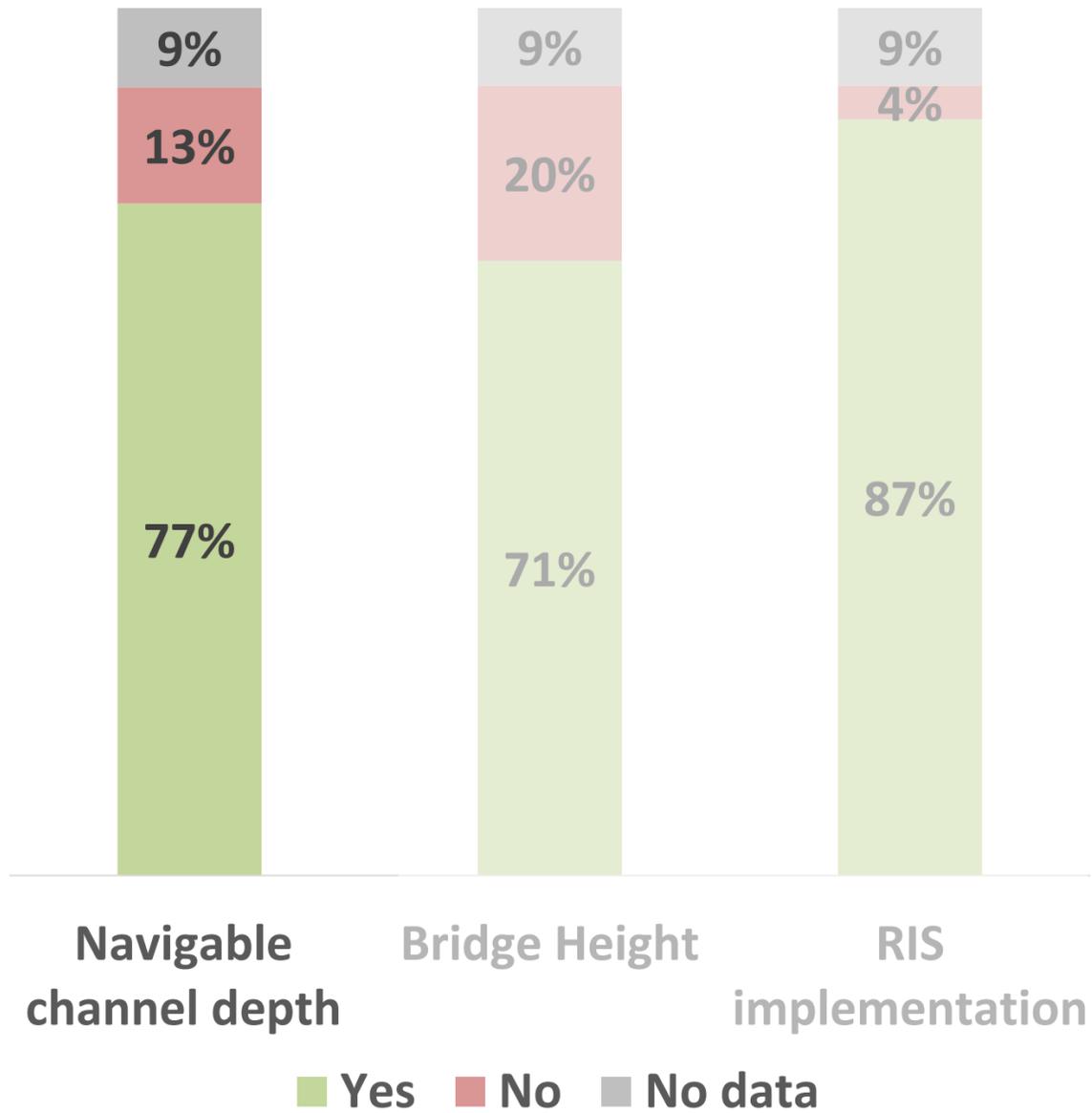
Maritime ports (n=7)



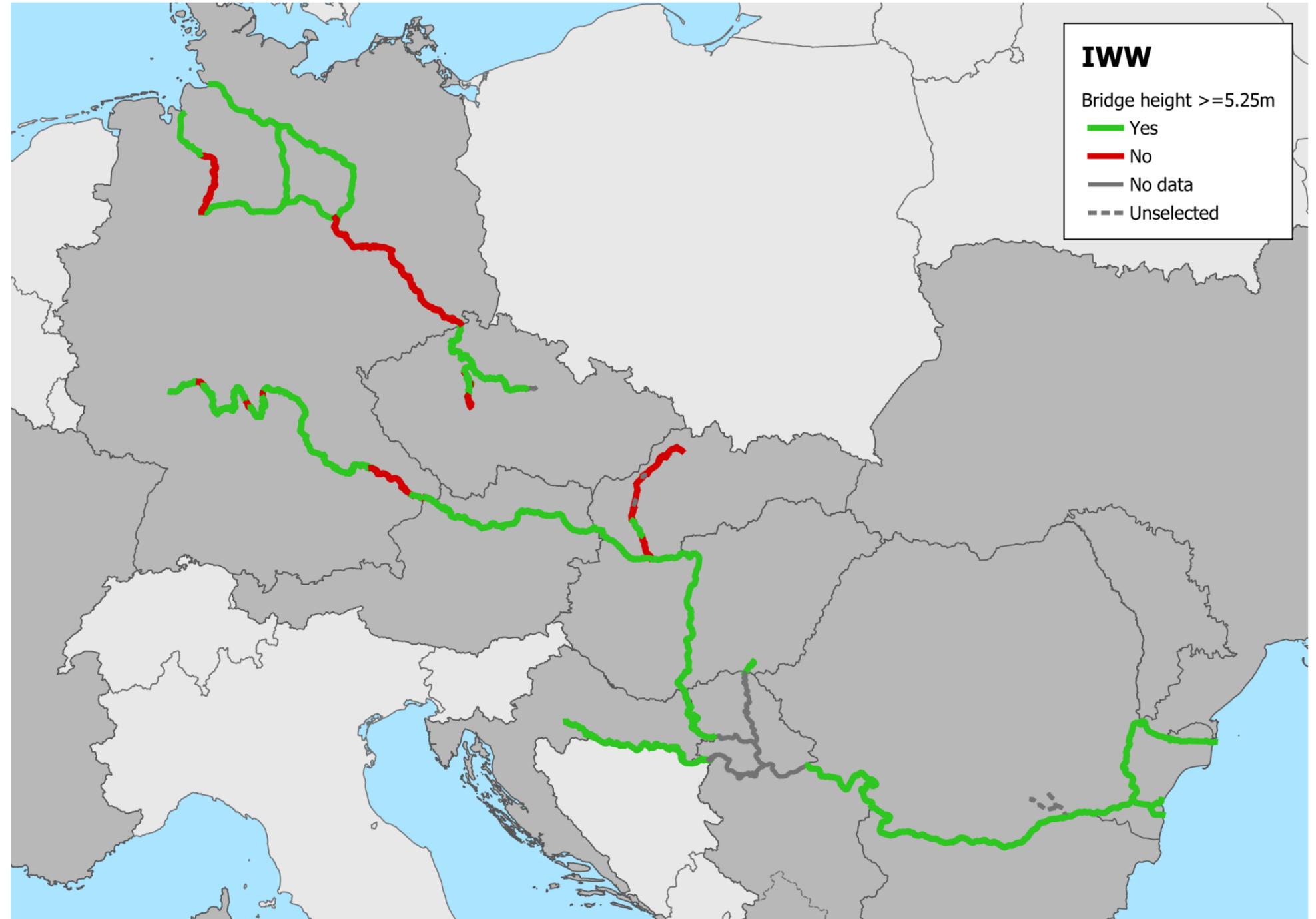
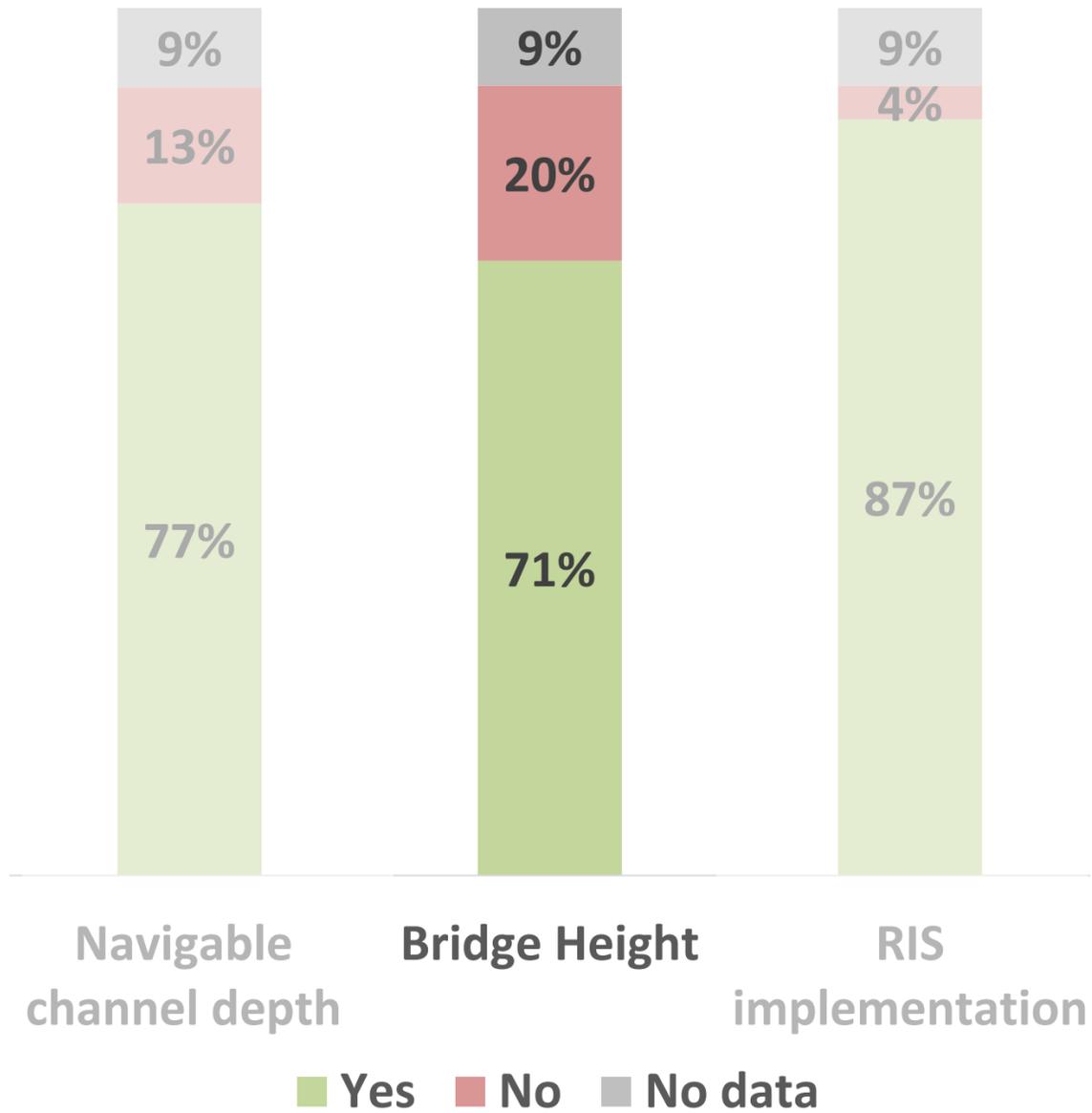
RDC Ports

- #36 TEN-T Inland ports
- Most inland ports offer a rail connection, but cannot facilitate 740m trains
- Alternative fuels: limited shore-side electricity offered to barges
- #7 TEN-T Seaports, in DE, RO
- Only the port of Galați not compliant with several seaport KPIs

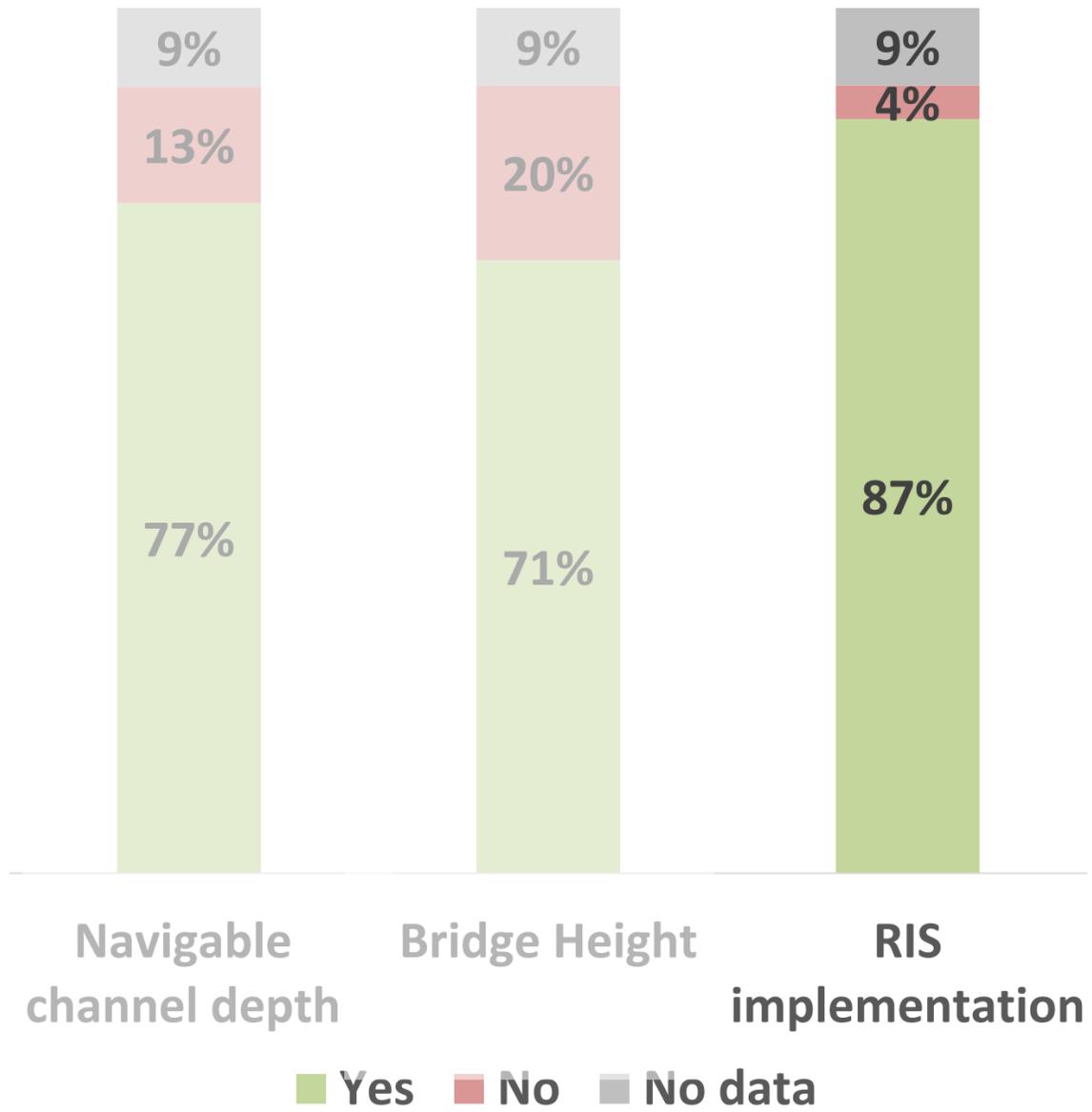
RDC IWW – Channel depth



RDC IWW – Bridge height



RDC IWW - RIS



Stakeholders' input to ETC study:

„YOUR INPUT IS NEEDED AND WELL APPRECIATED...“

Establishment of the ETC Corridor Fora

- National Ministries and
- Key Infrastructure Managing Institutions
- Multinational institutions

Corridor Infrastructure Compliance (Aug – Nov 2024)

- National Ministries related to Transport and Maritime
- Infrastructure Managers (Rail, Mwy, Ports, Airports, Terminal)
- Transport Community Permanent Secretariat

List of relevant infrastructure construction projects (2024/25)

- National Ministries related to Transport and Maritime
- Infrastructure Managers (Rail, Mwy, Ports, Airports, Terminal)
- Transport Community

Authorization Letter for Study Consortia



TO WHOM IT MAY CONCERN

Subject: Study on the Western Balkan – Eastern Mediterranean European Transport Corridor

The trans-European Transport Network (TEN-T) is a vital part of the EU's common transport policy and crucially, it provides a framework for development of the transport infrastructure with a view to allowing the smooth functioning of the internal market and for ensuring economic, social and territorial cohesion and improved accessibility across the EU.

In December 2023, the European Parliament and the Council have achieved a political agreement on the revision of Union guidelines for developing the TEN-T infrastructure. The new legislation updated to better address the challenges identified in the European Green Deal and the Sustainable and Smart Mobility Strategy, and to consider a new geopolitical context is expected to enter into force in the first half of this year.

As a result of modifications introduced, nine core network corridors have been integrated with 11 rail freight corridors forming nine European transport corridors, which now comprise elements of both core and extended core network to be completed by 2030 and 2040 respectively. Importantly, the revised corridors now encompass infrastructure not only of all EU Member States, but they also extend to the EU neighbouring countries, including Ukraine, Republic of Moldova, and the Western Balkan countries.

The European transport corridors are an instrument to facilitate a coordinated implementation of the TEN-T core and extended core networks. European Coordinators are designated to facilitate the coordinated and timely realisation of these corridors, as well as ERTMS and the European Maritime Space (the so-called "horizontal priorities" which concern all Member States with a rail network or access to the sea).

The Commission has recently signed contracts with external consultants who will provide technical assistance in implementing the new corridors. Their work, as much as relevant will build upon the results of previous series of corridor studies carried out since 2014.

IC Konsulten Zivitechniker GmbH, Austria, in consortium with ITC Institute of Transport and Communications OOD, Bulgaria, Panteia B.V., the Netherlands, Railistics GmbH, Germany, Hacon Ingenieurgesellschaft mbH, Germany, Systema Consulting S.A., Greece together with subcontractors PriceWaterhouseCoopers EU Services EESV, Belgium and Logoteam d.o.o., Croatia, have been commissioned by the Directorate-General for Mobility and Transport of the European Commission with

Commission européenne/ European Commission, 1049 Bruxelles/Brussel, BELGIQUE/BELGIË – Tel. +32 22991111
Office DMS2 06/041 – Tél. direct line +32 229-51839
Eddy.Liegé@ec.europa.eu

carrying out a study on the Western Balkan – Eastern Mediterranean European Transport Corridor and support to the European Coordinator.

These contractors are tasked to develop the knowledge base on the respective European transport corridor and its related parts of the core and extended core network, to provide technical support necessary for assessing the progress of corridor, as well as to contribute to the preparation of a new generation of Corridor Work Plans and related implementing acts. In addition, the contractors are expected to deliver support services required by the Coordinators for the governance structure of the corridors, comprising the Corridor Forums and their working groups.

To obtain comprehensive and sound results from the consultants' work is thus not only in the interest of the Commission and the Member States but also of all other parties who could be considered stakeholders of the corridor.

I therefore ask you to support this study and assist the consultants in their work as much as possible.

If you have any questions concerning this study or require any clarification please contact Arunas JUREVICIUS (email: Arunas.JUREVICIUS@ec.europa.eu) who manages the study in DG MOVE.

I thank you in advance for your cooperation.

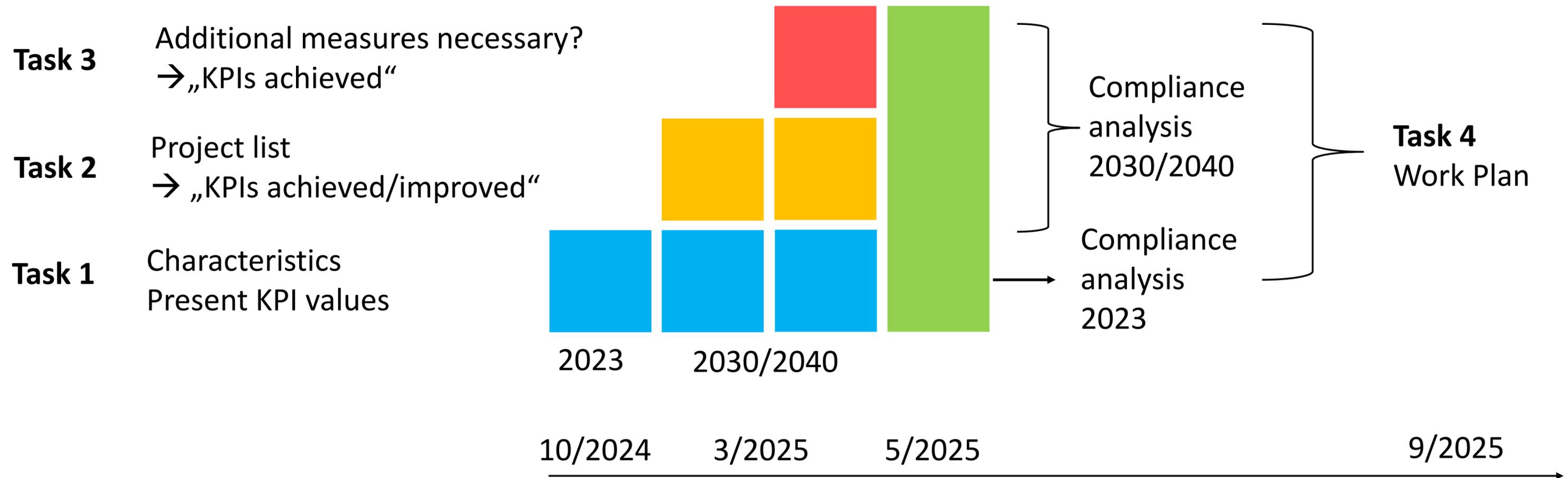
Yours faithfully,

Eddy LIEGEOIS

Electronically signed on 01/03/2024 14:50 (UTC+01) in accordance with Article 11 of Commission Decision (EU) 2021/2121

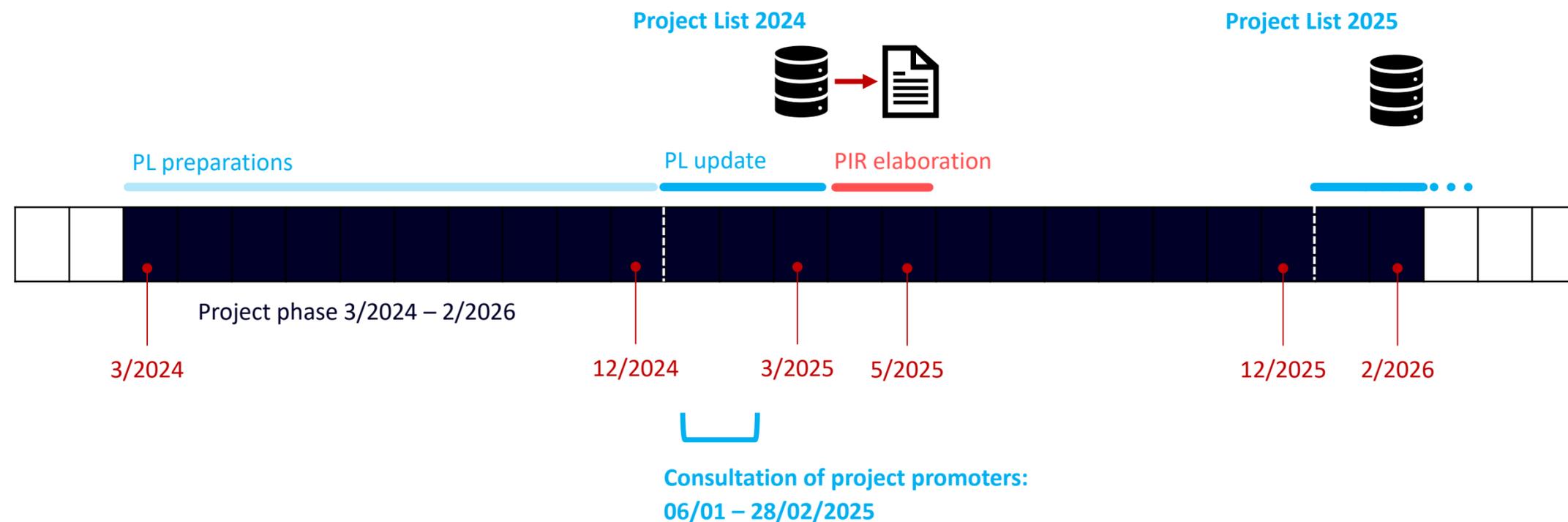
The Project list in the sequence of tasks

Required TEN-T value per parameter and section and target year



Tasks 2 & 3: Project List & Project Monitoring

- **Project List** is the key tool to monitor
 - Project contributions to the Corridor objectives (KPIs according to the revised TEN-T Regulation),
 - Timely project implementation until 2030 (core network) and 2040 (extended core network),
 - Project costs and their status of financing/funding.
- Annual **Project List Updates** and **Progress Implementation Reports (PIRs)** for Commission and Coordinator



Tasks 2 & 3: Project List content (information clusters)

Source(s) / Data collection	Project ID / Base data	Geographical scope	Description / Scope of work
<ul style="list-style-type: none"> Information source(s) Responsible partner for data collection 	<ul style="list-style-type: none"> TEN-T project ID Project name Project category Project promoter 	<ul style="list-style-type: none"> Corridor Member State Section / node ... 	<ul style="list-style-type: none"> Short project description Scope of work (Study, Infra works,...)
Contribution to objectives	Project status / maturity	Project costs / financing	Remarks
<ul style="list-style-type: none"> KPI improvement / achievement Elimination of capacity bottlenecks Removal of strong inclines and single track sections (Rail) 	<ul style="list-style-type: none"> Maturity by reference time Start/end date Admin. Implementation step 	<ul style="list-style-type: none"> Info source Project costs Financing sources + amounts 	<ul style="list-style-type: none"> ...

New set of KPIs

Number of other parameters reduced

Tasks 2 & 3: Project List content (projects)

Number of existing projects in the list reduced by 60%

Focus on key projects

- New or upgraded infrastructure
- Contribute to ETC completion according new TEN-T requirements
- Real projects NOT just wishes

PROJECTS IN SCOPE

- Located on ETC infrastructure (alignment, nodes)
- Contributes to KPI targets acc. new TEN-T guidelines OR to removal of missing link or bottleneck
- Minimum data shall include: project name, project description, project status, (“official” or “estimated”) costs and financing

... OUT OF SCOPE

- NOT strictly relate to at least one KPI
- CEF projects related to AFI, port or airport capacity expansion
- ONLY relate to “Administrative procedures”
- ONLY to the deployment of alternative fuels (infrastructure)
- ONLY relate to rolling stock
- ONLY relate to transport services
- ONLY relate to noise reduction (Rail)
- ONLY relate to ERTMS (Rail)
- ONLY relate to port “modernisation” or capacity expansion but not to any KPI
- ONLY relate to “Maintenance equipment (IWW)”
- NOT directly linked to improving connectivity with TEN-T ETC infrastructure (Urban nodes)
- Telematics applications other than RIS and VTMS

The WBEM Project List

User Friendly Tool for the TEN-T Corridors project list

VERSION: v1.4
 DATE: 16-04-20
 PROJECT LIST VERSION:
 CNC Project-List TOTAL 04052021

Tool developed by:
 **Panteia**
 Research to Progress

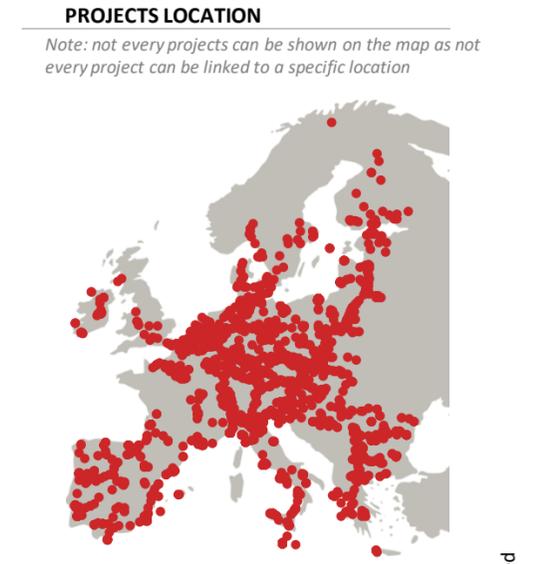
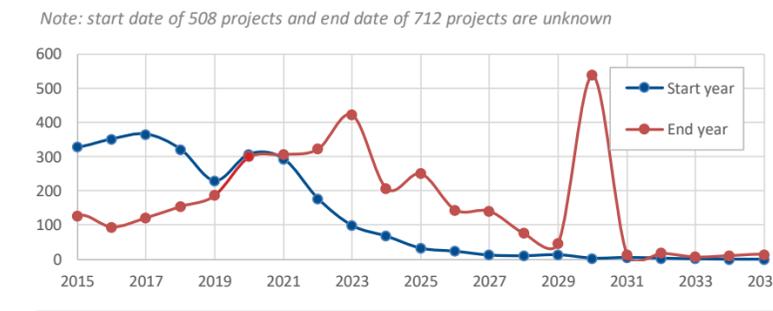
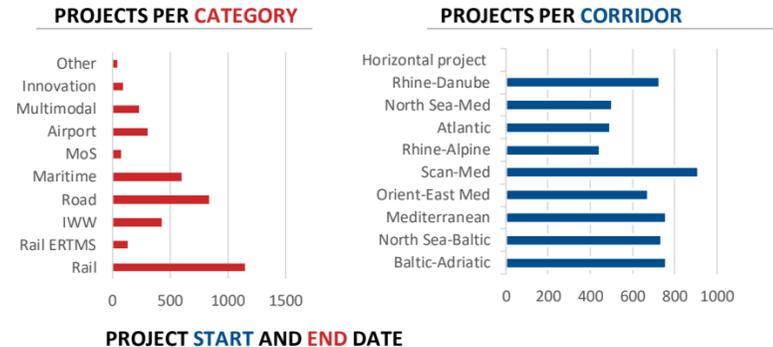
SELECTION REQUIREMENTS

Pick the criteria on which to base your selection

Country: [ALL] *Select option*
 Corridor: [ALL] *Select option*
 Project Category: [ALL] *Select option*
 Project Start Date: [ALL] *Select option*
 Project End Date: [ALL] *Select option*
 Exclude finished projects? No *Select option*

Only Cross-Border Sections
 Only Pre-identified Sections
 Only projects for sustainable and future-oriented mobility (excl. ERTMS)

3909 total projects
778742.9 total investments (mln. €)
199.2179 average project cost (mln. €)
452 cross-border sections
28 countries involved
1040 sustainable and future-oriented projects



SELECTION OF 10 LARGEST PROJECTS BASED ON COSTS

List of the 10 largest projects in terms of total costs that falls within the search criteria

Rank	Project ID	Project name	Category	Section or node	Country	Start date	End date	Size (mln)	Baltic-Adriatic	North Sea-Baltic	Mediterranean	Orient-East Med	Scan-Med	Rhine-Alpine	Atlantic	North Sea-Med	Rhine-Danube	Horizontal project	Cross-Border	Pre-identified section	Sustainable and future-oriented	
1	6200	Interventions concerning gradient, speed limitations, Resolution of physical bottlenecks - Erstfeld - Biasca (Gotthard base tunnel)	Rail	Gotthard base tunnel	CH	01.04.1999	01.12.2016	12150.00						X								
2	2600	Construction of High Speed Line "Y": Warsaw - Łódź - Poznań / Wrocław	Rail	Missing link Warszawa/Idzikowice – Poznań/Wrocław, incl.	PL	18.08.2011	31.12.2028	10334.23	X												X	
3	3213	Cross-border section of new Lyon Turin railway line	Rail	FR/IT Border	IT, FR	01.01.2017	01.12.2029	8609.70			X									X	X	
4	3114	Phasing for the realisation of the French accesses to the Lyon-Turin tunnel between Lyon and Saint-Jean-de-Maurienne (for freight and passenger services), including complementarity of the existing line	Rail	Lyon-St-Jean de Maurienne (new and existing line)	FR	unknown	> 2030	8592.00			X									X	X	
5	6716	Development of "Middle Rhine" railway corridor for target network II (Korridor Mittelrhein: Zielnetz II)	Rail	Köln - Mainz	DE	unknown	31.12.2030	7760.00						X								X
6	5386	Brenner base tunnel (BBT)	Rail	Innsbruck (AT) - Fortezza (IT)	AT/ IT	01.12.2004	01.12.2028	7067.00					X							X	X	
7	5390	Fehmarn Belt Fixed Link	Multimodal	Fehmarn Belt	DK/ DE	01.04.2008	01.06.2029	7060.00					X							X	X	
8	6835	Nodo di Genova e Terzo valico dei Giovi P234 (0240 + 0343+0363+1968 da perimetrare)	Rail	1. Genova node 2. Tortona/Novi Ligure	IT	01.01.2010	17.12.2026	6853.03			X			X							X	X
9	6600	ABS/NBS Karlsruhe - Basel Phase 2, No 1	Rail	Karlsruhe - Rastatt-Süd	DE	01.07.2013	31.12.2025	6394.00						X		X			X	X	X	
10	5022	ABS/NBS Nürnberg - Erfurt (VDE Nr.8.1)	Rail	Nürnberg - Erfurt	DE	01.11.1997	31.12.2017	6360.00					X								X	X

Newsletter RDC

30 September 2024

Rhine – Danube Corridor
Newsletter

European Commission

Rhine Danube

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IN THE SPOTLIGHT

Rhine-Danube Corridor: Legacy and Outlook

In memory of Inés Ayala Sender and her inspiration for the Rhine-Danube Corridor



As the new European Transport Corridors, especially the extended Rhine-Danube Corridor, come into effect with the new TEN-T Regulation, we are saddened by the passing of Inés Ayala Sender, the EU Coordinator of this corridor.

Her departure leaves a void that will be deeply felt across the entire European transport community. Inés was more than a distinguished professional – she was a true European, fully committed to fostering connectivity and cooperation across the continent. Her dedication to her colleagues and her mission, both in the European Parliament and Commission, was unwavering.

Those who knew her will remember her humble and human approach to solving challenges, always working to promote EU interests. Beyond her professional accomplishments, it was Inés's warmth, kindness and unshakeable optimism that set her apart. She greeted each day and every challenge with a smile.

Her memory will continue to inspire us as we move forward with the work she cared so deeply about.

NEWS & DEVELOPMENTS

Workshop "Promoting Port of Brčko as Logistics Gateway and its Better Integration into Rhine-Danube TEN-T Core Corridor"

Event organised with the support of DG MOVE, the Transport Community and the Sava Commission



more

Joint Statement 2.0 Process

The Sava Commission, Danube Commission and ICPDR convened for the launch of the Joint Statement 2.0 Process



more

EVENTS

5G Corridors Workshop

The GUIDE project, with the support of HaDEA, DG CNECT and the SGMEC4EU project, are organising this workshop to review and discuss the ongoing 5G Corridors work, the status of the 5G Strategic Deployment Agendas in the fields of rail and road and other CEF digital initiatives.



date | 16/10/2024
venue | Brussels, Belgium
Registration | [Register here](#)

more

First EUSDR PA 1B Ministerial Meeting on Enhanced Multimodal Connectivity for Greening Transport in the Danube Region Countries

Organised by EUSDR PA 1B - Mobility and Multimodality - Rail



date | 21/10/2024
venue | Bled, Slovenia

more

Danube Ports Days 2024

Event organised by Pro Danube, the Danube Commission, the EU-funded projects MultiRELOAD, Green Inland Ports and SYNERGETICS and supported by the Danube Ports Network



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- Open subscription
- Updates from projects and networks
- Happenings and developments
- Upcoming events and conferences

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Newsletter WBEM

8 October 2024

Western Balkans-Eastern Mediterranean Corridor
Newsletter

Western Balkans Eastern Mediterranean

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IN THE SPOTLIGHT

Message by Marian-Jean Marinescu, European Coordinator

Towards a new European Transport Corridor in South-East Europe

On 6 September 2024, Mr Marian-Jean Marinescu was designated the new European Coordinator for the Western Balkans - Eastern Mediterranean European Transport Coordinator by Commission Decision (EU) 2024/2383.



See also [Biography of the European Coordinator](#)

EVENTS

1st WBEM ETC Corridor Forum meeting

The first meeting of the Western Balkans - Eastern Mediterranean Corridor Forum will take place on 20 November 2024 in Brussels. The participation is by invitation only and will include representatives of all WBEM corridor countries and infrastructure managers in accordance with Article 53 of the TEN-T Regulation.

date | 20/11/2024

FUNDING

2024 CEF Transport call for proposals

On 24 September 2024, the European Commission launched the 2024 CEF Transport calls for proposals, offering €2.5 billion of funding for projects on the TEN-T network. The call is open until 21 January 2025. An online Info Day will be held on 2 October.



Connecting Europe Facility supports studies and projects along WBEM corridor

12 projects on the WBEM Corridor have been selected under CEF Transport 2023 call for proposals, summing up to € 596.6 million.



NEWS & DEVELOPMENTS

The Study on the WBEM European Transport Corridor

The European Commission has selected 11 consortia of transport consultants to support the European Coordinators in implementing the nine European Transport Corridors and two horizontal priorities: European Maritime Space (EMS) and European Rail Traffic Management System (ERTMS). The contract for the Western Balkans-Eastern Mediterranean European Transport Corridor (WBEM ETC) study has been awarded to a multinational consortium led by iC consultant (Austria), involving HAICON, Panteia, Railistics, ITC, SYSTEMA Consulting and further subcontractors.



Inaugurations of new transport infrastructure on the WBEM corridor

Two major infrastructure projects have been completed on the WBEM corridor, the A1 Thumana – Kashar motorway section in Albania and the impressive Herzegovina bridge on the Počitelj – Zvirovići E73 motorway section in Bosnia and Herzegovina.



WBEM Corridor Advisor joined Transport Community's Regional SC meeting

The 24th Meeting of the Regional Steering Committee of the Transport Community took place on July 10th, 2024 in Belgrade (Serbia).



TENtec mapping Europe's transport infrastructure status

TENtec is the European Commission's information system to coordinate and support the Trans-European Transport Network (TEN-T) policy and to monitor the compliance of the transport infrastructure TEN-T standards. It provides timely information to the public through interactive maps. The systematic and comprehensive overview of the European Commission's work in relation to TEN-T allows to raise awareness of the benefits of TEN-T policy among EU citizens.



Please subscribe for the WBEM newsletter!

https://ec.europa.eu/newsroom/mytent_t/newsletter-archives/56368



Thanks!

www.ic-group.org

Mr. Albrecht MALCHEREK
iC consulenten Ziviltechniker GesmbH
Schönbrunner Straße 297
1120 Wien, Austria

wbem-cnc-consultant@ic-group.org

