Introduction of the railway expert of a study on rail freight corridors

The ALPINE – WESTERN BALKANS Corridor

(Rail Freight Corridor 10 – RFC 10)

ready for the resource revolution SUEZ

The Vienna WB Summit, August 2015

On the basis of the wider priority list of soft measures, which includes:

- Reforms to make the transport network & system more competitive, reliable and safe
- Introducing new technologies for optimizing operations and better use of international transport
- Improving BCP (Business Continuity Planning) coordination

The Vienna WB Summit, August 2015

At the Western Balkan 6 summit in August 2015, the countries in the region have committed to implement the following policy measures as presented in the following table:

Medium-term Regional Actions (2020 goals)	Short-term Regional Actions (2016 goals)
1. Opening of transport market	
1.1 Implementation of rail strategy	• Rail market opening on the pilot basis on the Orient/East Med corridor • Definition of framework for implementation of EU Freight corridors extended to the Western Balkans
2. Establishment of competitive, reliable and safe transport system	
2.1 Improvement of road safety Targeting the reduction of fatalities by 20% compared to reference year 2014	• Adoption of Road Safety Inspection (RSI) guidelines and curriculum and delivering of training
2.2 Trade and Transport facilitation	• Development and implementation of System of Exchange Excise Data (SEED) Plus to support the ECEFTA Framework Agreement on exchange of data and simplification of inspections • Signature of a legally binding document-protocol on an exchange of transport data in cooperation with CEFTA
2.3 Intelligent Transport System (ITS) deployment on the Core Network	• Definition of strategic framework for implementation of ITS on the Core Network
2.4 Establishment of functioning maintenance system ensuring no section in poor/very poor condition	• Adoption of Maintenance Plan for 2016-2020 for the entire Core Network
3. Increasing effectiveness of Border Crossing Procedures	
3.1 Effective Border Crossing Agreements	• Implementation of the BCA between Serbia and the former Yugoslav Republic of Macedonia • Conclusion of negotiation between Bosnia and Herzegovina and Croatia for all BCPs • Implementation of BCA between Montenegro and Albania as a part of Adriatic-Ionian highway project
3.2 Implementation of Integrated Border Management (IBM) strategy	• Implementation of IBM at Common Crossing Points (CCPs) between Serbia and Kosovo • Provide one parking lane on each side of the CCP of Merdare

Rail Infrastructure

In the last three years, a positive trend is evident (€1.13 billion committed from 2013). Comparing the total amount invested until now (€ 351.3 million) and the amount that is allocated in ongoing or finance-secured projects (€ 1,3 billion), there is a notable increase of 270%.
However, development of railway infrastructure lags behind road infrastructure, insufficient funds and the low level of maintenance during previous years contributing to the current poor condition of railways in the region.
A total amount of €1.62 billon is disbursed and committed in the TEN-T Comprehensive Rail Network to the Western Balkans up to 2014.

Rail – Corridor X

One of the financially dominant projects on the TEN-T Comprehensive Rail Network to the Western Balkans is **Corridor X** – Reconstruction and modernisation of the railway line Stara Pazova – Novi Sad, priority project, Serbia, finance secured through a Russian loan in the amount of €400 million.
The priority projects on the Corridor X are the following:

Priority Project Name	Modernisation of the Nis-Presevo (border with MKD) railway line
Regional Participant	Serbia
Estimated cost (mil Euro)	265
Length (km)	148
Core Network segment	Yes
Status:	Preparatory
Priority Project Name	**Reconstruction, modernisation and construction of the second track on the section Stalac-Djunis of the railway line Beograd-Nis**
Regional Participant	Serbia
Estimated cost (mil Euro)	106
Length (km)	19
Core Network segment	Yes
Status:	Preparatory
Priority Project Name	**Modernisation for the contemporary double-track traffic of the single-track section of the railway line Resnik-Klenje-Mali Pozarevac-Velika Plana**
Regional Participant	Serbia
Estimated cost (mil Euro)	368
Length (km)	69
Core Network segment	Yes
Status:	Preparatory

Furthermore, the EBRD V Loan shall be used for the general overhaul/reconstruction and modernisation of the railway section Junction 'G' – Rakovica – Resnik (a double-track 7.4 km section electrified with a single-phase OCL system of 25KV/50Hz) with ongoing tendering procedure, and reconstructions of the railway section Jajinci – Mala Krsna (that includes 64.2 km of a single-track line electrified with a single-phase overline system of 25KV/50Hz), both making part of the **Corridor X**.
The total accumulated benefits from addressing nonphysical barrier would amount to **800-900** million Euros by year 2010 corresponding to approximately **200-225** M€ per year in years 2017-2020.

Actual Assignment to Consulting Firm (New Name) SUEZ (formerly) SAFEGE

DG MOVE assignment for a TA (Technical Assistance) for the Implementation of the:

- Alpin – Western Balkan Rail Freight Corridor X
- Revisiting the SEETO Railway Memorandum of Understanding with a view to establishing of rail freight corridor in Western Balkans;

- Railway Expert: Franco Zambelloni Dr. Eng.

Excerpt from the TA Scope of Work

Regulation EC 913/2010 concerning a European rail network for competitive freight entered into force on 9 November 2010.

- The Regulation has been elaborated with the overall purpose of increasing international rail freight's attractiveness and efficiency.
- The objective of the initiative was to act in the areas of the main problems: improving coordination between IMs; improving the conditions of access to infrastructure; guaranteeing freight trains adequate priority, and improving inter-modality along the corridors.
- In order to achieve this, the Regulation has the general objective of improving the conditions for international rail freight by reinforcing cooperation at all levels – and especially among Infrastructure Managers – along selected Rail Freight Corridors, with the twofold aim:
  - to develop the rail freight corridors in terms of infrastructure capacity and performance in order to meet market demand both quantitatively and qualitatively
  - to lay the ground for provision of freight services of good quality meeting customer expectations.

Rail Freight Corridors

The Rail Freight Corridors established on the basis of the Regulation are forming a European-wide network for competitive freight.

- This requires not only cooperation between Infrastructure Managers within each corridor, but cooperation between Infrastructure Managers and corridor organizations across several corridors.
- As for the Western Balkan region, the Rail Freight Corridor has not been established.
- However, in the light of the Vienna Summit and the extension of the EU Core Network and Core Corridors onto the Western Balkans and the fact that regulation allows extension to non EU countries (contingent upon that it connects EU territories through this extension) preconditions are made to establish the Rail Freight Corridors in the Western Balkans as well.
- This study would be the first step to help SEETO Regional Participants (IM and Ministries) to establish Rail Freight Corridors in the region.

Rail Freight Corridors

- In order to achieve above mentioned objectives cooperation framework had to be established.
- The cooperation framework has been cited in the Regulation and involves cooperation between Member States (MS) and Infrastructure Managers (IM) over at least one corridor per MS;
- Furthermore according to the Regulation, in this corridor the freight would have sufficient priority and competition between operators will be facilitated.
- A similar approach would be undertaken within this study, with a special focus on the application of the Handbook on the Regulation concerning a European rail network for competitive freight on the Western Balkans market and the specificities for the possible inclusion of Western Balkans corridors into the existing Rail Freight corridor structures.

Rail Freight Corridors

- The purpose of the services is to assist in the implementation of South East Europe Transport Observatory (SEETO) Strategic Work Programme.
- At the Western Balkan 6 summit in August 2015 the SEETO countries have committed to:
- "Implementation of rail reform strategy - Definition of a framework for implementation of EU Freight Corridors Regulation (Regulation EC 913/2010), extended to Western Balkans."

Required outputs / Deliverable

Deliverable	Due date (from mobilisation)
Inception Report: Will include assignment methodology, staffing and time schedule, and summary of the review of existing studies and stock taking.	3 weeks
Report 2: Rail freight corridor **Implementation plan** on the basis of the handbook and the regulation.	4 months
Report 3: • Inventory of all rail facilities along the rail freight corridor; • Technical parameters and data for presentation of access conditions and charges for the freight facilities on the Core Network Corridors in Western Balkan including on the Alpine West Balkan corridor collected and prepared for the inclusion in the Last-mile web portal of DG Mobility; • Market study in accordance with Regulation EU No 913/2010	7 months
Draft Final Report containing results of the report 2 and report 3 **Presentation to key stakeholders** (rail infrastructure managers, terminal operators, railway undertakings, freight forwarders, shippers	8 months

Deliverables

Deliverable
Inception Report – 3 weeks after start
Field visits accomplished – 2.5 months after start
Report "Rail freight corridor Implementation plan" – 4 months after start
Report on technical inventory – 8 months after start
Market study – 8 months after start