



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Baltic-Adriatic Core Network Corridor
The European Coordinator

AGENDA

Second BAC cross-border dialogue between AT and SK Vienna, 28 September 2016

Overall context of the meeting:

In May 2015 Member States approved the Baltic-Adriatic corridor work plan, after a wide consultation process that took place in 2014 with Member States, all relevant infrastructure managers, the Rail Freight Corridor 5 as well as regional representatives. This **corridor work plan** sets the development priorities for the Baltic-Adriatic Corridor. The second work plan for the Baltic-Adriatic Corridor based on a refined corridor analysis, in particular with regard to the planned projects and investments, was submitted to the Member States in July 2015 and is undergoing the consultation process. This will lead to the adoption of an updated work plan around November 2015.

One of the five main corridor priorities is to **invest in cross-border sections with high European added value** and to **ensure that the bottlenecks of the most critical cross-border sections are removed**. Indeed, the corridor analysis has shown that important bottlenecks exist on six railway and two road cross-border sections. These are crucial projects in order to guarantee smooth (long-distance) transport flows across the corridor countries.

The European Coordinator pays particular attention to the development and implementation of those critical cross-border sections and wishes to assist Member States in finding **cross-border agreements for the smooth and coordinated implementation** of those projects on both sides of the border. It also needs to be ensured that the infrastructure is developed in accordance with the requirements and targets of the TEN-T Regulation.

For this reason, the European Coordinator proposed in his corridor work plan to Member States to organise specific **cross-border dialogues** and to set up dedicated working groups for cross-border regions involving all relevant stakeholders wherever diverging interests, implementation plans and timings between Member States exist.

The **aims** of these cross-border dialogues are:

- to engage in a dialogue with all relevant stakeholders at all territorial levels,
- to get a detailed insight into the state of project implementation on each side of the border,
- to discuss about possible steps for improvements (e.g. on operational side),
- to mediate – where and whenever needed - between different (national) interests,
- to harmonise planning and timing of the respective project implementations on both sides of the border,
- with the goal to come to **joint and stable cross-border agreements** for each critical cross-border section (e.g. in form of Memorandum of Understanding, Letter of Intent or any other appropriate form of agreement) by the end of 2016 aiming at the **full compliance with the TEN-T standards of each section by 2030**.

Having this ambitious objective in mind to come to cross-border agreements by the end of 2016, this event in Vienna is a very good momentum to bring all **relevant stakeholders** together and to reflect on the specific local/regional needs and challenges. Representatives of Member States, rail and road infrastructure managers, the relevant border regions, RFC 5 and also rail operators will be present at this meeting. It represents a great opportunity to discuss the above issues and advance on the further development of the Baltic-Adriatic Corridor at this important cross-border section.

This first cross-border dialogue will thereby address the **following critical cross-border section**:

Rail cross-border priorities

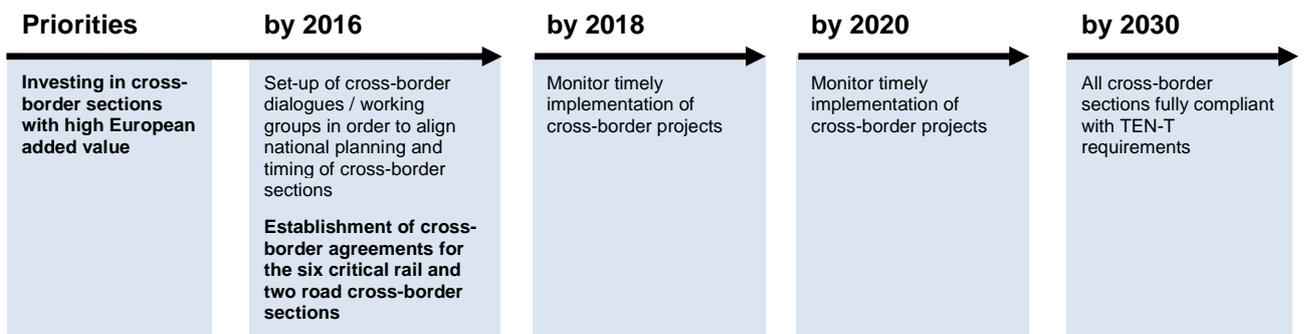
- **Bratislava (SK) – Wien (Stadlau) (AT) [Devínska Nová Ves (SK) – Marchegg (AT)]**: Two cross-border railway lines are in operation between Bratislava and Wien, one for mixed freight and passenger transport passing through Petržalka (SK) – Kittsee (AT) and already compliant in the sections outside the Bratislava railway node, except for train length; another one for passenger transport going via Devínska Nová Ves (SK) and Marchegg (AT). The latter running North of the Danube is a single track, non-electrified section used primarily for passenger traffic, with maximum speed of 80 km/h on the Slovak side and 120 km/h on the Austrian side. It is the only non-electrified section along the BA Corridor, also requiring upgrading works.

The section is quite intensively used by national and particularly cross-border regional connections, with an average utilization of the theoretical capacity (60 pairs of trains/day) around 60%. Currently, around 17 pairs of cross-border regional express trains are operated between Wien and Bratislava on this line, and about 15 additional pairs of regional trains are operated daily between Marchegg and Wien Stadlau. Should the second track not being built, on the Austrian side the theoretical capacity of a single track line might not be sufficient to seamlessly accommodate traffic volumes by 2030 in case the number of operations will increase.

The electrification of the existing single track railway line on the Slovak side is planned to be completed by 2020 (4 € million). According to the available information, ERTMS (ETCS Level 2) is to be deployed on the Slovak section together with electrification works in coordination with ERTMS implementation on the section Kúty – Štúrovo (OEM corridor) by 2020. The modernisation of the Bratislava node will also improve the station Devínska Nová Ves and standards of adjacent link from Devínska Nová Ves to Bratislava hlavná stanica up to 160-200 km/h speed and 740 m train length by 2030.

On the Austrian side, it is foreseen to upgrade the existing Wien Stadlau - Marchegg line to two electrified tracks, in order to provide more capacity for national and regional services as well as for the cross-border connections between Wien Stadlau and Bratislava. In addition, the scope of the project on the Austrian segment includes upgrading speed to 160 km/h, ERTMS and the reconfiguration of the Marchegg station. Upgrading of the line Wien Stadlau – Border AT/SK (next to Marchegg) including two tracks, electrification and railroad station works will be launched in September 2016 (OBB event) and are planned to be implemented by 2022 (505 € million).

Extract from the Baltic-Adriatic corridor work plan:



Wednesday, 28 September 2016

Baltic-Adriatic cross-border dialogue: Removing bottlenecks at critical rail section between AT & SK

*Meeting place: Meeting place: Bundesministerium für Verkehr, Innovation und Technologie, room
"Festsaal" on the ground floor, Radetzkystraße 2, 1030 Wien*

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| 13h30 | Welcome addresses <i>Mr. Herbert Kasser, bmvit Secretary General Mr. Ján Farkaš, Director General Railway Transport and Tracks Section Prof. Kurt Bodewig, European Coordinator (Chair of the Meeting)</i> |
| 13h40 | Presentation of the upgrade of the Wien-Bratislava line via Marchegg / Devínska Nová Ves Historical background and the new upgrade strategy (bilateral agreement) <i>Mr. Thomas Spiegel, bmvit Mr. Rastislav Farkaš, SK Ministry, Section of EU and Foreign Relationship Affairs</i> |
| 14h05 | Technical presentation of the upgrade projects Railway Infrastructure Managers perspective <ul style="list-style-type: none">- <i>Mr. Werner Baltram, ÖBB Infrastruktur / Railway Infrastructure Manager</i>- <i>Mr. Miroslav Garaj, Železnice Slovenskej republiky / Rail Infrastructure Manager</i> Railway operators perspective <i>Ms. Gabriela Žakovičová and Ms. Božena Bondová- Grendová, ZSSK / Railway operator</i> |
| 14h55 | The European dimension of the Wien-Bratislava cross-border section Wien-Bratislava cross-border section in the wider perspective of the BAC <i>Mr. Roberto Zani, Mr. Enrico Bernardis, tplan; Mr. Rudolf Bauer, Paradigma</i> Rail freight aspects of the Wien – Bratislava cross-border section, <i>Mr. Harald Hotz, chairman of the Management Board of the Rail Freight Corridor 5</i> |
| 15h10 | <i>Coffee break</i> |
| 15h25 | The Wien-Bratislava rail line upgrade: bilateral, regional and local context The importance of seamless transport for the Wien / Bratislava region in general and of the Wien - Bratislava rail upgrade in particular <i>Mr. Gregory Telepak, City of Vienna Dr. Werner Pracherstorfer, Lower Austria Province Ms. Anna Tfirstová and Mr. Ivan Bútor, city of Bratislava Provider of Public Services in Bratislava (tbc)</i> Overview of bilateral coordination and cooperation between Austria and Slovakia in the field of transport infrastructure (working groups, previous bilateral agreements, other |

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| | <p>current and recent infrastructure projects)</p> <p><i>Mr. Thomas Spiegel, bmvit</i> <i>Mr. Pavol Hartl, Railway Transport and Tracks Section</i> <i>Mr. Marián Hanták, Section of Road Traffic</i> <i>Mr. Rastislav Farkaš, Section of EU and Foreign Relationship Affairs</i></p> <p>Good practice example for cross-border cooperation: BRAWISIMO project</p> <p><i>Mr. Roman Kirnbauer, bmvit</i> <i>Mr. Pavol Hartl, Railway Transport and Tracks Section</i></p> |
| 15h55 | <p>Roundtable discussion</p> <p><i>Possible topics for discussion:</i></p> <ul style="list-style-type: none"> • What are the common objectives for this cross-border section? Are there any diverging (national/regional) interests? • Where is a need for further harmonization of project implementations? What can be done to better align regional / national plans and timing? • What could be the short-term objectives / steps for improvements and mid-term / long-term objectives (2nd upgrade phase) by 2030? • What could be the accompanying planning processes (e.g. development of integrated timetable concepts)? |
| 16h35 | <p>Conclusions and future outlook</p> <p><i>Prof. Kurt Bodewig, European Coordinator</i></p> |
| 16h50 | <p>End of meeting</p> |