



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Baltic-Adriatic Core Network Corridor
The European Coordinator

AGENDA

Third BAC cross-border dialogue between AT and SI Maribor, 20 October 2016

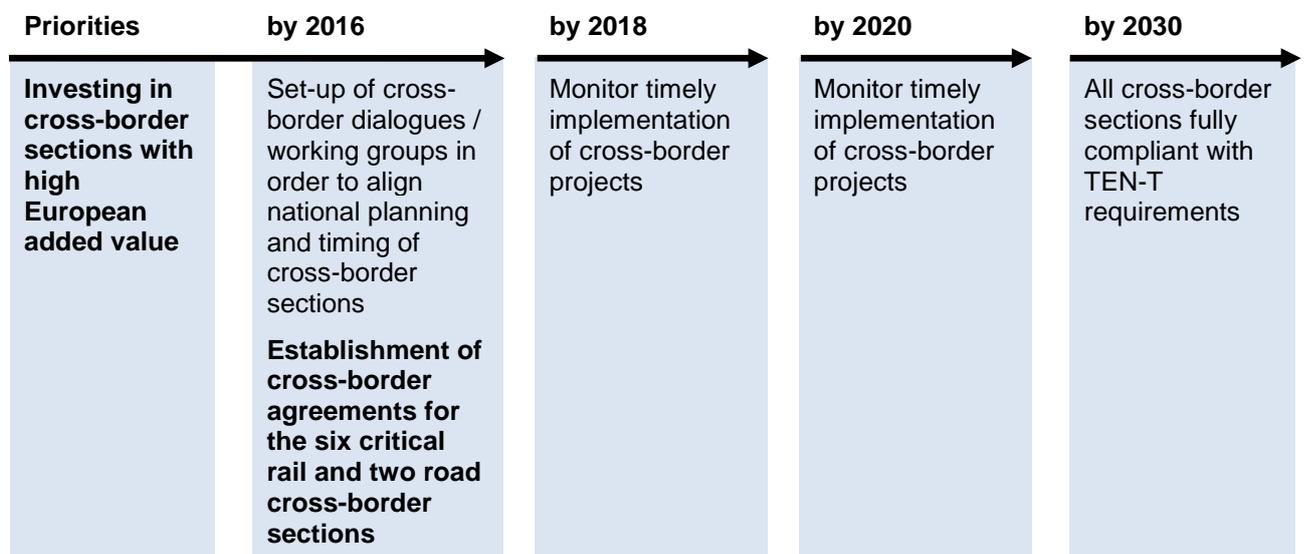
In May 2015 Member States approved the Baltic-Adriatic corridor work plan, after a wide consultation process that took place in 2014 with Member States, all relevant infrastructure managers, the Rail Freight Corridor 5 as well as regional representatives. This **corridor work plan** sets the development 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.

Extract from the Baltic-Adriatic corridor work plan:



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 by the end of 2016 aiming at the **full compliance with the TEN-T standards of each section by 2030**.

This work will thereby be **based on already existing initiatives** and Memoranda of Understanding (e.g. the agreement between Polish and Czech national railway managers for the rail cross-border section Katowice (PL) and Ostrava (CZ) that was signed in November 2015 (CEF Call 2015) or a Memorandum of Understanding on the construction of the cross-border connection road S69 and Slovak D3 motorway (CEF Call 2015) signed between the Polish General Directorate for National Roads and Motorways and the Slovak party in February 2016 and Memorandum of Understanding signed between OBB and Slovak railway manager for Wien-Bratislava rail cross-border connection in September 2016).

Having this ambitious objective in mind to come to cross-border agreements by the end of 2016, this event in Maribor 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

- **Graz (AT) – Maribor (SI) [Spielfeld-Straß (AT) – Sentilj (SI)]**: The section on the Austrian side is already compliant in terms of axle load, speed and electrification. Studies and administrative procedures for the upgrading of the line to two tracks are also envisaged to be undertaken between 2022 and 2026 (19.3 € million). In Austria, train length compliance is also expected to be achieved by 2030. Rehabilitation works of the existing line are planned to be completed on the Slovenian side by 2022 which will allow increasing axle load and train length to reach compliance (191.8 € million), whereas speed limitation will still exist on the line (standard of 100 km/h will not be achieved). Construction of the second track is also planned for 2030 (170 € million). Except for speed, the section on the Slovenian side will be fully compliant by 2022 with finalisation of upgrading of the existing line by 2030 with the construction of the second track.

Thursday, 20 October 2016

**Baltic-Adriatic cross-border dialogue:
Upgrading and doubling of the Graz – Maribor railway line**

Meeting place: Hotel Piramida, Ul. heroja Šlandra 10, 2000 Maribor

TIME	SUBJECT
10h00	Welcome addresses <ul style="list-style-type: none">- <i>Mayor of Maribor Andrej Fištravec, PhD (TBC)</i>- <i>Minister Peter Gašperšič, PhD (TBC)</i>- <i>Thomas Speigel, bmvit PhD</i>- <i>Klemen Grebenšek, State Secretary, Ministry of Infrastructure of Republic of Slovenia</i>- <i>Prof. Kurt Bodewig, European Coordinator (Chair of the Meeting)</i>
10h15	National Development Strategy of the Republic of Slovenia and cross border projects <ul style="list-style-type: none">- <i>Matjaž Vrčko, M.Sc., Secretary, Ministry of Infrastructure of Republic of Slovenia</i>
10h30	Presentation of the overall upgrade strategy of the Graz-Maribor line <p>Historical background and the new upgrade strategy (bilateral agreement)</p> <ul style="list-style-type: none">- <i>Ljubo Žerak, MZI, Slovenian Infrastructure Agency</i>
10h45	Technical presentation of the upgrade projects <p>Railway connection Graz – Maribor line</p> <ul style="list-style-type: none">- <i>Mr. Harald Hotz, ÖBB Infrastruktur, Head of International Relations</i>- <i>Herwig Riegler, ÖBB Infrastruktur planner responsible for the Styria region</i> <p>Maribor-Šentilj-State Border – Upgrading of the railway line</p> <ul style="list-style-type: none">- <i>Marko Movrin, DRI, Project manager of Maribor-Šentilj-s.b. project</i> <p>Railway projects on the Baltic-Adriatic corridor in the Republic of Slovenia in the period of 2014-2020</p> <ul style="list-style-type: none">- <i>Mitja Kosec, DRI, Project Manager</i>
11h10	The European dimension of the Graz-Maribor cross-border section <p>Graz-Maribor cross-border section in the wider perspective of the BAC</p> <ul style="list-style-type: none">- <i>Roberto Zani, Enrico Bernardis, tplan</i> <p>Rail freight aspects of the Graz-Maribor cross-border section</p> <ul style="list-style-type: none">- <i>Matjaž Kranjc, Miran Pirnar (TBC)</i>

11h20	Coffee break
11h35	<p>The Graz-Maribor rail line upgrade: bilateral, regional and local context</p> <p>The importance of seamless transport for the Graz / Maribor region in general and of the Graz - Maribor rail upgrade in particular</p> <ul style="list-style-type: none"> - <i>Alfred Nagelschmied, Styria province, Transport and constructions department</i> <p>Statement by Cargo Centre Graz</p> <ul style="list-style-type: none"> - <i>Franz Glanz, General Manager, Cargo Centre Graz</i>
11h45	<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? • Is there 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)? • How can we all together speed up the EU approval processes?
12h30	Signing of the bilateral implementation agreement and public statements
13h00	<p>Conclusions and future outlook</p> <ul style="list-style-type: none"> - <i>Prof. Kurt Bodewig, European Coordinator</i>
13h15	End of meeting – Lunch buffet