

AMBER RAIL FREIGHT CORRIDOR

The EU Rail Freight Corridors
– linking Europe to the Eurasian rail land bridges

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RFC Amber | Who we are

- EU Rail Freight Corridor based on European legislation: **Commission Implementing Decision (EU) 177/2017** in connection with **Regulation (EU) 913/2010** concerning a European Rail Network for Competitive Freight
- Co-operation of five railway Infrastructure Managers and one Allocation Body: **SŽ-I** (Slovenia), **GYSEV** (Hungary), **MÁV** (Hungary), **ŽSR** (Slovakia), **PLK** (Poland) and the Hungarian Rail Capacity Allocation Office **VPE**
- First EU Rail Freight Corridor established on the initiative of Member States concerned: **Poland, Slovakia, Hungary, Slovenia**

RFC Amber | Routing



Commission Implementing Decision EU (177/2017):

„Koper – Ljubljana –/Zalaszentiván – Sopron/Csorna –/(Hungarian-Serbian border) – Kelebia – Budapest –/– Komárom – Leopoldov/Rajka – Bratislava – Žilina – Katowice/Kraków – Warszawa/Łuków – Terespol – (Polish-Belarusian border)”



Routing elaborated together with RUs to reflect market demand



Seamless electrified principal route

End-to-end ca. 1400 km, total line-length ca. 3300 km



Connected to global maritime transport

Seaport of Koper (> 50% rail share in hinterland traffic)



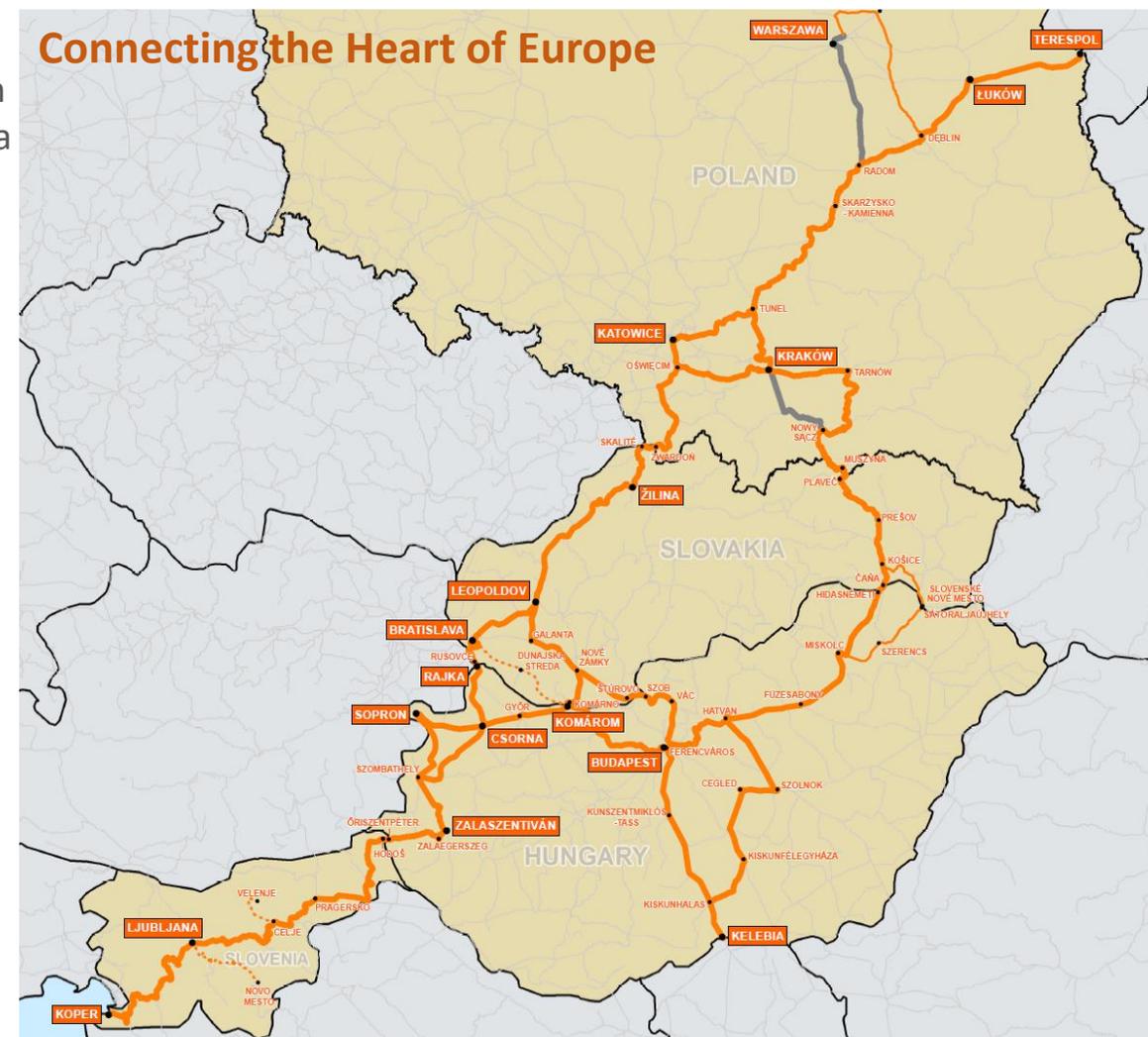
Gateway to South-Eastern Europe

Connection to Transbalkan-route (via Kelebia)



Gateway to Euro-Asian railway routes

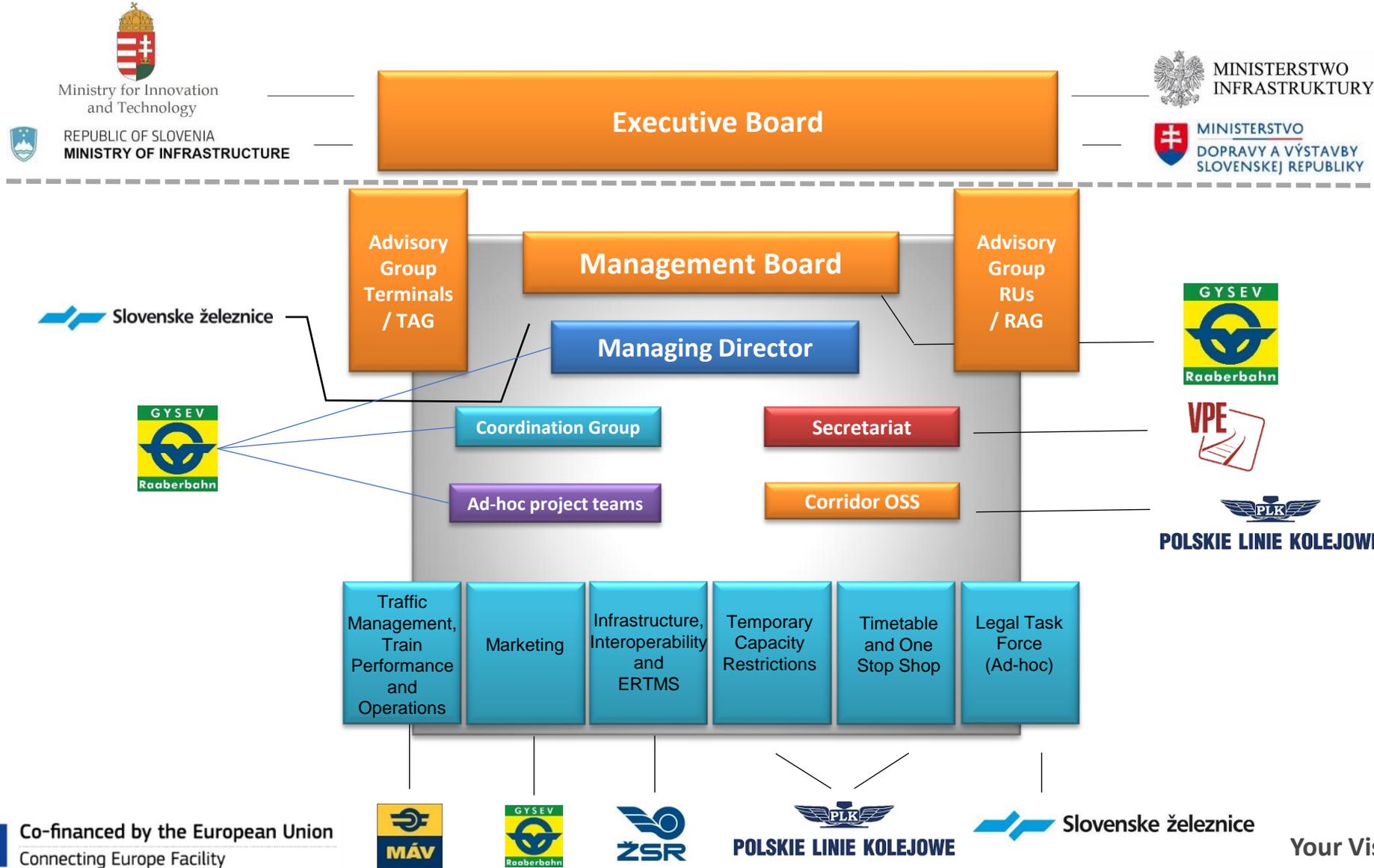
Trans-Siberian / Euro-Asian Railway Routes (via Terespol/Malaszewicze)



The EU Rail Freight Corridors | Achievements

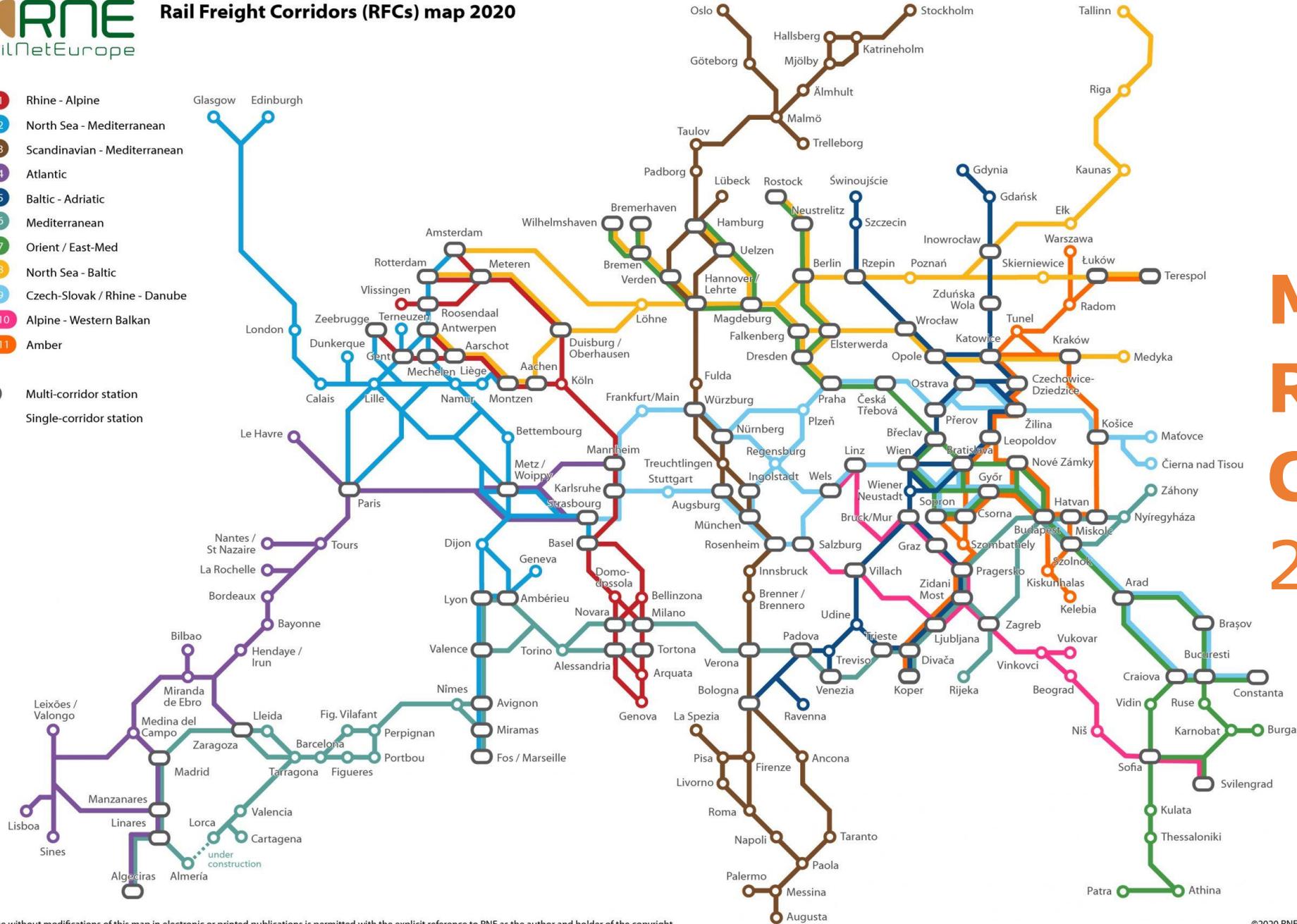
- **Nine initial RFCs set up between November 2013 and November 2015**
- **Two further RFCs set up voluntarily by the Member States concerned (among them RFC Amber)**
- **Setting up of Working Groups in the RFCs addressing specific issues raised by customers, such as:**
 - **Short-distance interoperability on border sections (language, vehicle authorisation, ...)**
 - **Rules for buffer wagons in Dangerous Goods transport**
 - **Terms & Conditions for use of infrastructure**
 - **...**
- **Growing offer and use of dedicated capacity for international freight trains (Pre-Arranged Train Paths & Reserve Capacity) – partly with improved parameters (e.g. increased train length)**
 - **RFCs extending their field of activity beyond legal obligations – e.g. International Contingency Management (ICM) in case of major traffic disturbances**
- **Increased co-operation between RFCs in the „RFC Network” under the umbrella of Rail Net Europe (RNE)**
- **Studies for implementation of improved infrastructure standards, e.g.**
 - **740m long trains**
 - **Improved loading gauges**

Governance structure | Example RFC Amber



- RFC1 Rhine - Alpine
- RFC2 North Sea - Mediterranean
- RFC3 Scandinavian - Mediterranean
- RFC4 Atlantic
- RFC5 Baltic - Adriatic
- RFC6 Mediterranean
- RFC7 Orient / East-Med
- RFC8 North Sea - Baltic
- RFC9 Czech-Slovak / Rhine - Danube
- RFC10 Alpine - Western Balkan
- RFC11 Amber

- Multi-corridor station
- Single-corridor station



Map of Rail Freight Corridors 2020

Euro-Asian rail links | Development trends

- **Trend 1:** Increasing trade volumes between EU and economies in Asia (EU-China trade in 2050 expected to be double the size of EU-US trade; growing trade volumes even with CIS countries)
- **Trend 2:** Increasing interest by shippers and freight transport operators in *rail* transport between Asia and EU as complement to maritime transport
- **Trend 3:** Russian initiatives to improve the Trans-Siberian rail landbridge in terms of capacity, transit time and transport efficiency (i.a. „Transsib in 7 days”)
- **Trend 4:** Chinese and Central-Asian initiatives to improve existing and develop new Euro-Asian transport routes

Euro-Asian rail links | Geography



The map shows the OSJD-Corridors, which cover (almost) all routes relevant for Euro-Asian rail transport.

Connectivity | Euro-Asian rail links and RFCs

Entry points to EU

- EU eastern land border
- EU-Turkey border
- Baltic seaports
- Black Sea seaports
- Eastern Mediterranean seaports

EU Rail Freight Corridors

- RFCs Amber (No.11), Mediterranean (No.6), North Sea-Baltic (No.8), Rhine-Danube (No.9)
- RFCs Alpine-Westbalkan (No.10), Orient/East-Med (No.7)
- RFC North Sea-Baltic (No.8)
- RFCs Orient/East-Med (No.7), Rhine-Danube (No.9)
- RFC Orient/East-Med (No.7)

- ➔ All major entry points of Euro-Asian rail links to the EU connected by RFCs
- ➔ Six of eleven RFCs connecting to Euro-Asian rail links at land border crossings
- ➔ RFCs and OSJD Corridors partly overlapping in Central-Eastern Europe

Euro-Asian rail links | **Relevance for RFCs**

- **Traffic flows continuing beyond end points of RFCs**
 - RFCs are ending/beginning – but traffic is continuing !
- **Important feeder function of RFCs**
 - RFCs cover the first/last leg of Euro-Asian transport chains
- **Growing volumes / business potential in Euro-Asian rail freight**
 - Increasing volumes and number of destinations of Euro-Asian train services
- **RFC customers and stakeholders are engaging in Euro-Asian rail freight**
 - Potential for RFCs to facilitate for customers to develop their business

RFCs and Euro-Asian rail links | The policy background

RFC engagement in Euro-Asian Landbridges supported by:

→ **Joint Declaration of the Eastern Partnership Summit (Riga, 21-22 May 2015):** (...) In the area of Transport, the Summit participants stress the importance of making transport links between the EU and Eastern European partners safer and more efficient, and of supporting the improvement of logistics systems, including motorways of the sea, and fostering cooperation between rail corridors. (...)

→ **MEMORANDUM OF UNDERSTANDING on cooperation in technical, operational and commercial development of OSJD Rail Corridors (signed on the OSJD Ministerial Meeting in June 2013):** "The Members of OSJD rail corridor No ____ (list of members) (...) have agreed as follows: (...) 7. To seek close cooperation and, where appropriate, coordination of activities with international, intergovernmental and non-governmental organisations, including governance bodies of already existing rail corridors, with the aim to develop international rail corridors in EuroAsian area. "

Potential areas to be addressed in future exchange/cooperation:

- Transshipment between 1435 and 1520 mm network (terminals, processes)
- Border procedures
- Infrastructure parameters (e.g. train lengths)
- Capacity offer
- Traffic management
- KPIs
- Marketing / RFCs as platforms providing visibility for good solutions
- Experience of RFCs in corridor management

**Close cooperation
with RFC Advisory
Groups (RAG/TAG)
important !**

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Thank you for your attention!

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