



ARGE Korridor X

Goals and Tasks

www.arge-kx.com

Version: June 2008

ATTRACTING MORE TRAFFIC TO CORRIDOR X

Preface

Our Vision

Our vision is to enhance the attractiveness and quality of the transport routes that connect people and markets from Central Europe to South Eastern Europe and the Asian continent.

Our Mission

We connect and strengthen our regions by selective market and research projects to ensure that people and goods in Europe, which is growing together, can be transported safely, economically and quickly to their destinations.

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The Purpose of ARGE Korridor X

ARGE Korridor X (AKX) was founded

- in the year 2001
- as an Austrian co-operation constituted under civil law (international railway joint venture group)
- in order to push railway subjects on the Pan-European Corridor X in close co-operation between the railway organisations from Greece to Germany
- in order to generate and carry out research projects with the knowledge of 8 railways
- **in order to attract more traffic on Corridor X**

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ARGE Korridor X Members

• Foundation Partners

OSE	Hellenic Railways	MZ	Macedonian Railways
NRIC	Bulgarian Railways	ZS	Serbian Railways
HZ	Croatian Railways	SZ	Slovenian Railways
ÖBB	Austrian Federal Railways	DB AG	German Railways

• Admitted Members (since foundation)

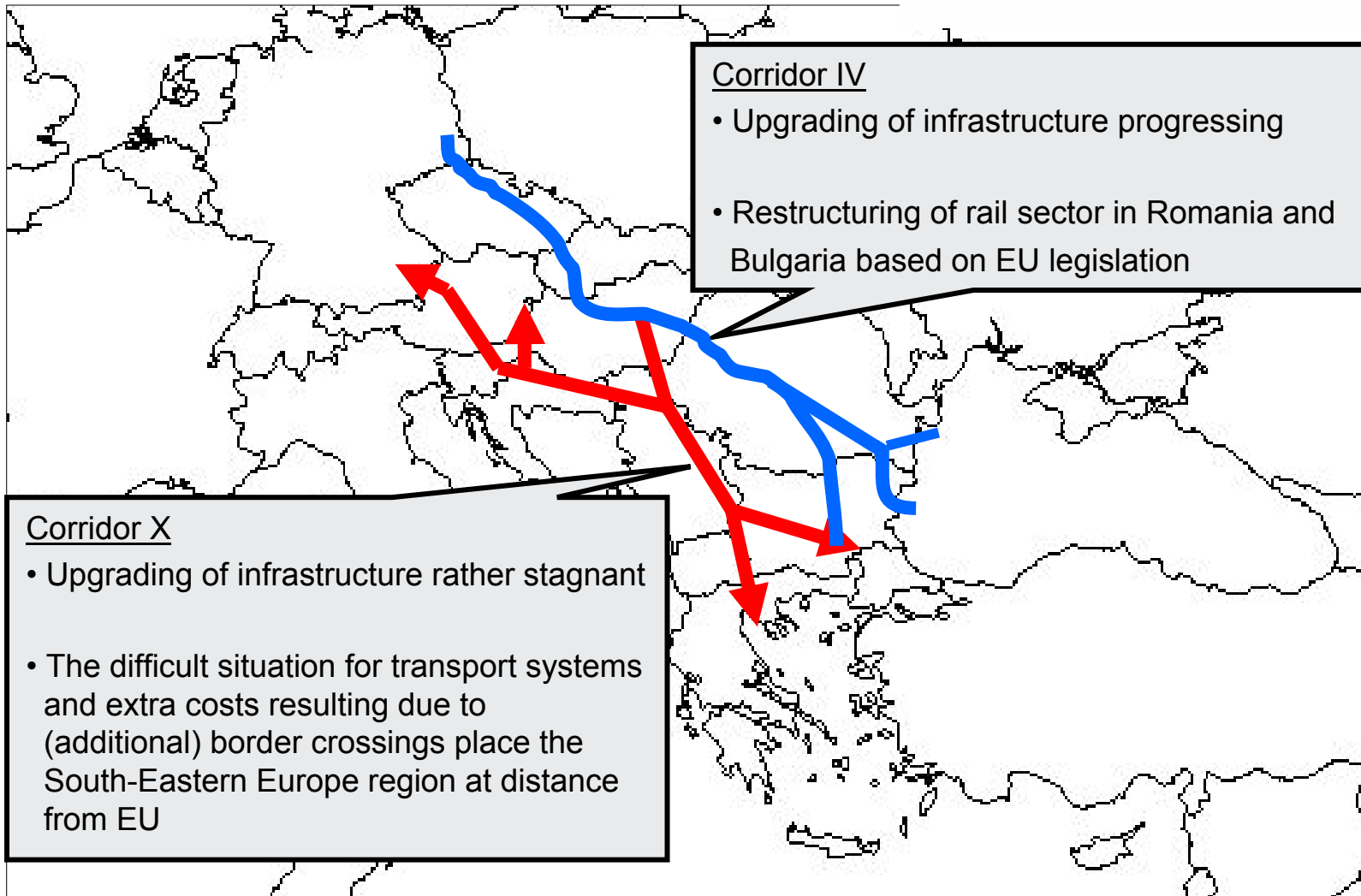
GKB	Graz-Köflacher-Bahn (2003)	ROeEE	Raaberbahn (2004)
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• Observers

Since foundation:	PEC X	Steering Committee of Pan-European Corridor X
Since 2006:	TCDD	Turkish State Railways
	ZFBH	Railways of the Federation of Bosnia and Herzegovina
	ZRS	Railways of the Republic of Srpska

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Current Situation Corridor X and EU



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OVERALL OBJECTIVE OF ARGE KORRIDOR X IS TO ATTRACT MORE FREIGHT AND PASSENGERS ON CORRIDOR X

Market Project (MP) – Portfolio:

- MP 1 Cutting Running Times
- MP 2 Corridor X Product Catalogue
- MP 3 Corridor X Network Access Description
- MP 4 Assessment and Use of Market Potentials
- MP 5 Assessment of Available Infrastructure Capacity
- MP 6 Co-ordination of Infrastructure Investments
- MP 7 Cutting Stops in Border Stations
- MP 8 Establishing One Stop Shops (OSS)

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MP 1: Cutting Running Times

Objective: Shorter running times for already existing and new trains

Status: ▪ Status analyses together with railway undertakings (RU) – completed

- Potentials to make train paths faster – defined (achievable only partly due to lacking availability of locomotives)
- Higher priority for international train paths (focus on origin/destination) – launched
- New/faster train paths (running times shortened by about 10%) – offered

Start: January 2006

End: When running times will be satisfying (freight trains Salzburg – Thessaloniki max. 36 hrs., Salzburg – Halkali [Turkey] max. 48 hrs.)

Project leader: ÖBB Infrastruktur Betrieb AG (Railnet Austria Inc.)

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MP 2: Corridor X Product Catalogue 2008

Objective: Establishing international products and quality standards

Status:

- Market analyses; focus on better/new products – to be deepened
- Harmonizing existing national products – to be deepened
- Definition of international products and quality standards – to be deepened
- Establishing a corridor product catalogue as part of a corridor network access description – completed (see www.arge-kx.com)

Start: January 2006

End: November 2007
Corridor X Network Access Description available as download

Project leader: ÖBB Infrastruktur Betrieb AG (Railnet Austria Inc.)

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MP 3: Corridor X Network Access Description 2008

Objective: Documentation of conditions for using Corridor X

- Status:**
- Description of commercial, technical and administrative conditions for using the corridor on respective networks – completed
 - Definition of a common structure to ensure a transnational approach – completed
 - Publishing the Corridor X Network Access Description via internet (on AKX web page: www.arge-kx.com) – completed

Start: January 2006

End: November 2007
Corridor X Network Access Description available as download

Project leader: ÖBB Infrastruktur Betrieb AG (Railnet Austria Inc.)

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MP 4: Assessment and Use of Market Potentials

Objective: Attraction of additional traffic on Corridor X

Status: Kick-off-meeting held on May 31st, 2007 in Vienna

- Tasks:**
- Gain and improve knowledge of the branches of industry and trade; get in contact with customers
 - Make the lack of production resources transparent (e.g. locomotives)
 - Use better market knowledge for new or improved products → MP 2
 - Implementation of concrete projects; no elaboration of new studies
 - Bear in mind the infrastructure capacity situation → MP 5

Start: January 2006

End: ongoing

Project leader: OSE (Hellenic Railways)

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MP 5: Assessment of Available Infrastructure Capacity

Objective: Making the infrastructure performance transparent

- Status:**
- Assessment of the existing infrastructure capacity (section by section) in due consideration of the actually possible running speeds – done
 - Assessment of the actual number of trains (section by section) – done
 - Graphical presentation of still available infrastructure capacity (Corridor X capacity profile – see page 18) – done
 - Providing an input for infrastructure investments → MP 6

Start: January 2006

End: July 2007 (further detailed analyses can be done if necessary)

Project leader: HZ (Croatian Railways)

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MP 6: Co-ordination of Infrastructure Investments

Objective: AKX Members act in favour of a common position on infrastructure investments

- Tasks:**
- Definition of infrastructure projects based on capacity analyses (→ MP 5) – initiated
 - Criteria for evaluation of projects – defined
 - Prioritization of projects on the basis of criteria – subsequently
 - Organization of external communication (e.g. → SEETO!) – initiated

Start: January 2006

End: ongoing

Project leader: SZ (Slovenian Railways)

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MP 7: Cutting Stops in Border Stations

Objective: Shortest possible stops in border stations

- Status:**
- Analysis concerning reasons for stops (using existing studies! – e.g. UIC-study) – carried out for the most part
 - Measures for reduction of stops – mostly already defined
 - Clarification of potential for short and mid term reduction together with parties involved – ongoing
 - **Absolutely necessary co-ordination with state authorities – initiated**

Start: January 2006

End: ongoing

Project leader: ZS (Serbian Railways)

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MP 8: Establishing One Stop Shops (OSS)

Objective: Implementation of the „One face to the customer“-principle on Corridor X

- Status:**
- Selection of suitable staff and creation of an international network – selection finished on September 30th, 2007
 - Implementation of OSS in national railway organizations – within EU no bigger problem to adopt OSS, more difficult in countries not being EU-Members – in progress
 - Improvement of tools and skills – launched
 - Ensuring professional business performance of the selected staff before starting – in progress

Start: January 2006

End: June 2008

Project leader: SZ (Slovenian Railways)

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Activities of Railway Undertakings (RU)

- In autumn 2006 test runs of an unaccompanied Rolling Road piggyback service (ROLA) between Wels (Austria) and Istanbul-Halkali (Turkey) via Salzburg – Jesenice – Ljubljana – Zagreb – Belgrade – Sofia (and vice versa)
- Since April 2007 circulation of an unaccompanied combined freight shuttle train between Cologne (Germany) and Köseköy (Turkey) via Salzburg – Jesenice – Ljubljana – Zagreb – Belgrade – Sofia (and vice versa)
- Since March 2008 circulation of an unaccompanied combined freight shuttle train between Zeebrugge (Belgium) and Ljubljana (Slovenia) via Salzburg – Jesenice

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Future Plans of the RU (Freight Transport)

Unaccompanied combined shuttle trains

- between Vienna/Wels (Austria) und Belgrade (Serbia) starting in the 2nd half of 2008
- between Unna/Bönen (Germany) and Thessaloniki (Greece) via Salzburg – Jesenice – Ljubljana – Zagreb – Belgrade – Skopje

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Future Plans of the RU (Passenger Transport)

Timetable 2008 and 2009:

- Optimization of travel time on the connection Vienna – Sofia
- Reduction of approx. 10 min of travel time between Austria and Croatia due to border control during train ride and without changing of locomotives at the Slovenian/Croatian border Dobova – at present negotiations between the Slovenian Railways (SZ) and the responsible ministry in Slovenia
- EC/IC Vienna – Maribor every 2 hours with terminus Zagreb or Ljubljana – reduction of travel time Graz – Maribor from 62/67 min to 53 min due to time-reduced stop at the border station without changing of locomotives from Austria to Ljubljana resp. the Slovenian/Croatian border Dobova
- EC Salzburg – Villach every 2 hours – reduction of travel time from 163 min to 151 min; Villach – Ljubljana – an additional pair of trains and reduction of travel time from 104/118 min to 93 min without stop in Rosenbach and without changing of locomotives

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Current and Future Main Activities

Promotion Campaign by the President of ARGE Korridor X – Mr. Arnold Schiefer – especially along Corridor X in order to attract policy- and decision-makers	Since September 2007
Creation of an infrastructure atlas for Pan-European Corridor X	2008
Preparation of more detailed capacity analyses for the purpose of effective elimination of bottlenecks along Corridor X	2008
Publication of a Corridor X Network Access Description	Since December 2007
Publication of a Corridor X Product Catalogue	Since December 2007
Establishment of One Stop Shops (OSS) along Corridor X	2008

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