CENTRAL EUROPEAN INITIATIVE

The Baltic-Adriatic Corridor

Central european Initiative/REGIONE Friuli Venezia Giulia

An option for a choice

Synergy with Eu projects

B-A corridor: general context

A Strategic Axis for a new Europe:

- **Cross-point between Mediterranean, SEE, Danube strategy and central Europe dimension**
- **Still lack of integration due to fragmentation of infrastructure, few transport services and divided socio-economic systems.**

B-A corridor: 2 dimension 1network

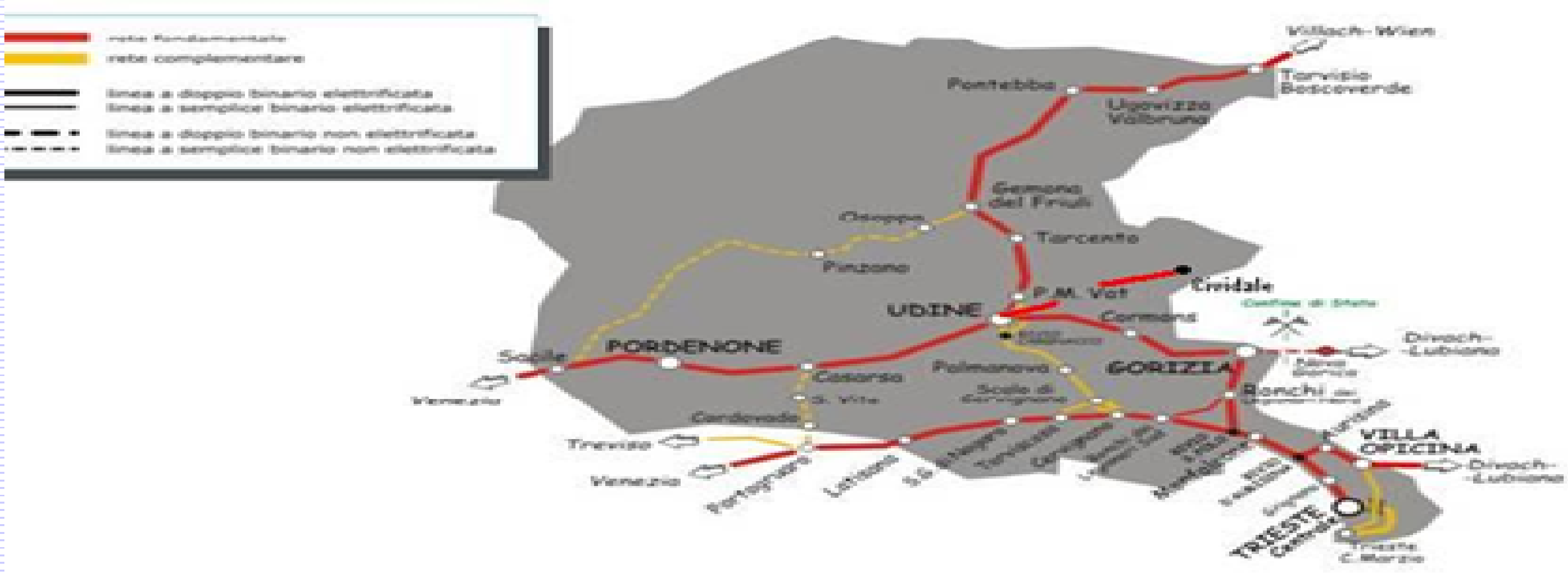
- **Network integration:**
- **Inland dimension: interports, city connections, last mile investments, ITC**
- **Maritime dimension: ports investments and rail infrastructure**
- **Network quality and Network performance and efficiency: nodes and service performance.**

Baltic-Adriatic Co-ordination process

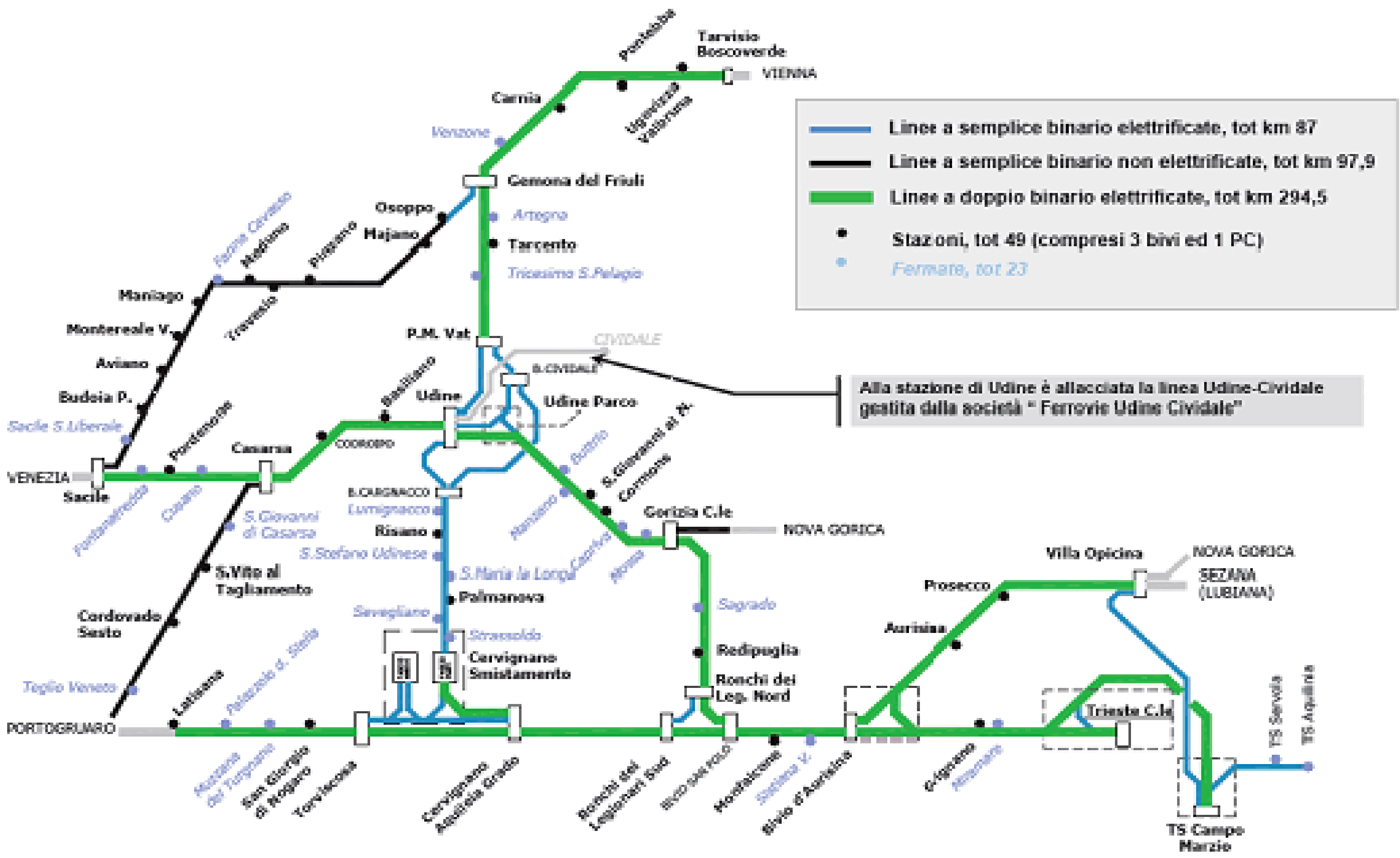
- **Since 2006 relevant support for a new corridor between the 2 seas: great role of Regions**
- **Milestones of B-A Corridor work:**
  - **1Letter of Intent signed by Min of Transport in 6th Oct 2006**
  - **1 Declaration of support signed by regional institutions on 12 Nov 2009 in Brussels**
- **What kind of Support B-A corridor needs?**
  - ***Like Transpadana or Association TGV-Est***
  - ***Chamber of Commerce***

B-A in Italy (Friuli Venezia Giulia)

- **Udine- Austria (Tarvisio): 89km. 180 km/h (Pontebba 70km/h) 225 train/d, very good load axis.**
- **Udine Cervignano- Scalo Cervignano : electrified sole track 17 km.**
- **Residual capacity for 45%-50% of the rail line. 1-1.2 millions TEU. 300.000-330.000 trucks. 7.5 millions tons.**



The Adriatic rail Terminal :Friuli-Trieste_Venezia



B-A In Friuli VG: ready to be deployed: the capacity issue

Section	Number long distance trains /d	Number regional trains/d	Nr.treni/merci	overallcapacity	Residual Cap. Trains/d	Use index	Residual Capacity index
Trieste C.M.- Trieste C.le	-	-	13	161	148	8,1%	91,9%
Trieste C.le - Cervignano	16	84	24	242	118	51,2%	48,8%
Cervignano Portogruaro (VE)	17	33	32	150	68	54,7%	45,3%
Villa-Opicina – Bivio Aurisina	6	-	12	116	98	15,5%	84,5%
Ronchi Nord - Udine	2	44	22	146	78	46,6%	53,4%
Udine-Tarvisio Boscoverde	8	23	50	250	169	32,4%	67,6%
Udine-Casarsa-Sacile (VE)	6	21	40	166	99	40,4%	59,6%
Casarsa – Portogruaro (VE)	-	19	-	29	10	65,5%	34,5%

B-A Port Terminal: Trieste_Monfalcone

Plus: deep of the sea, accessibility, high marginal increase potential in container and Ro-Ro traffic, availability of dismissed industrial area.

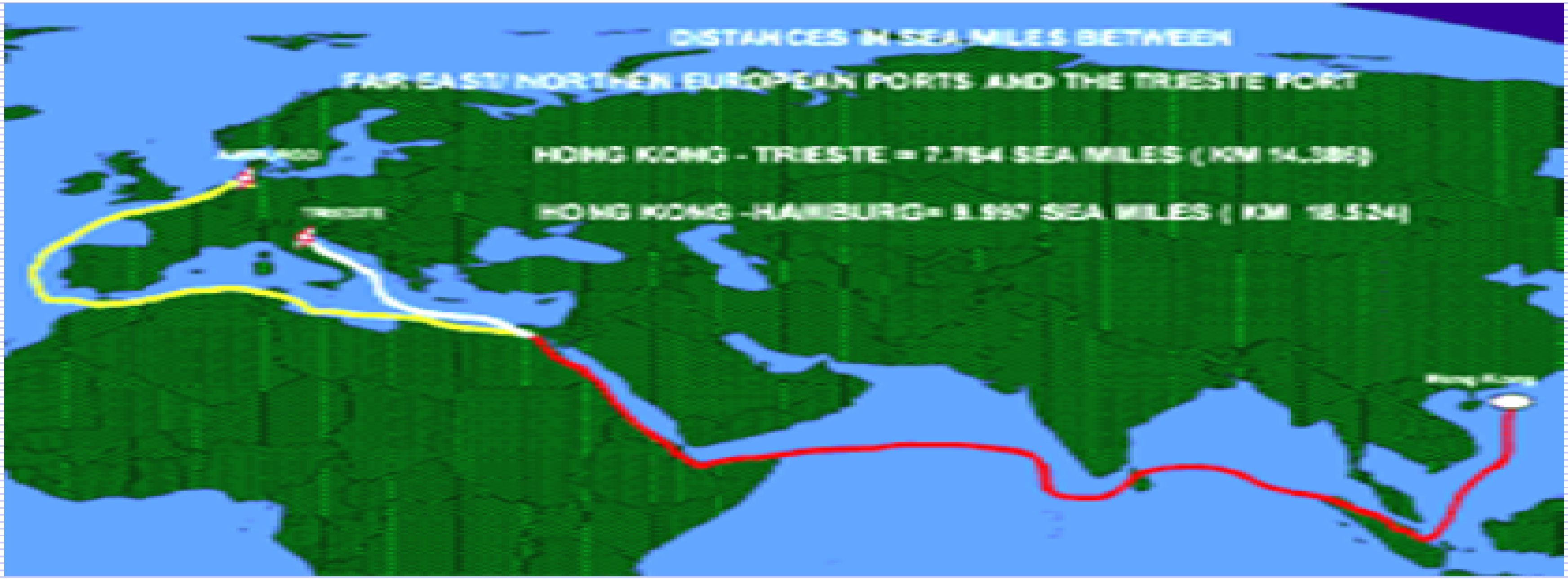
Minus: need new peer, new rail connections, new intermodal terminal, one motorway axis.

B-A effect?: private investment envisaged for 1 billion euro (800m priv +200m public)

B-A Port Terminal: Trieste

Porto di Trieste	2004	2005	2006	2007	2008
complessivo (tonn.)	**46.905.835**	**47.718.331**	**48.167.718**	**46.116.075**	**48.279.107**
Oleodotto	35.884.405	36.992.215	36.820.683	33.586.912	36.066.577
Ferriera	1.481.328	1.558.995	1.428.015	1.657.770	1.702.252
P. F. Oli minerali	376.346	410.719	448.210	484.589	665.702
Porto industriale	662.575	751.219	765.488	1.117.610	681.579
Porto commerciale	8.499.541	8.005.183	8.705.322	9.267.887	9.162.988
T. specializzati (unità)					
Contenitori, TEU	174.729	198.319	220.310	265.863	335.943
Veicoli su navi ro-ro/ferry	229.390	197.115	207.378	225.656	209.218
Passeggeri	303.490	90.523	103.408	113.702	153.212

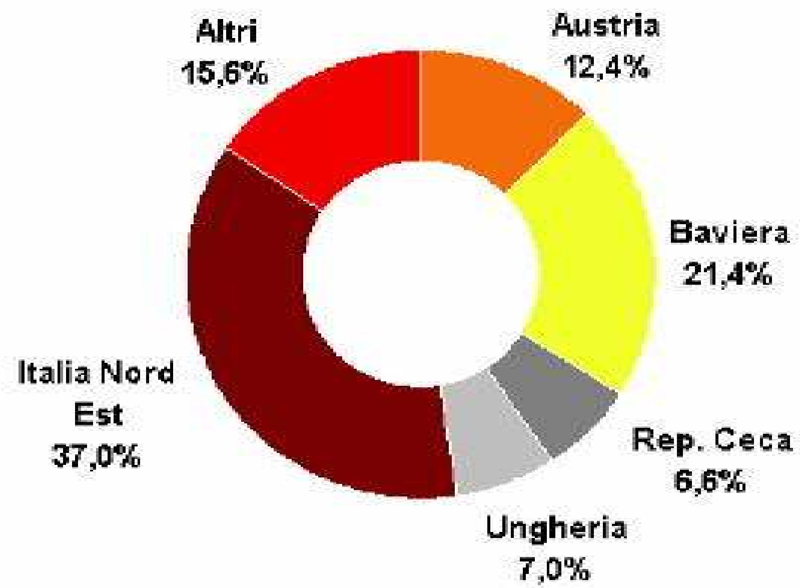
The value of BA corridor: Asia-Adriatic-Friuli VG Region -Carinthia-Styria-Vienna: 4-5 days saved and new centrality



The Potential market for the B-A corridor: Adriatic side. FVG

The potential High Adriatic market is here represented

Further studies need to investigate the economic and transport relation with Poland, Slovak rep in a common ec&transport model



Role of B-A corridor

Economic drivers for the maritime-inland dimension of B-A Corridor:

1) Slow end of the crisis
2) Stable good performance of the Asian economy
3) Development of North African economy
4) Development of Med ports (transhipment and gateway ports)
5) Development of interconnections North-South
6) Development of rail and motorway European axis

- Asia traffic to increase
- Strategic role for MED due to lower cost.
- Asia-Europe traffic expected to raise in 2011 of 2.2%, 4.9% (Drewry shipping consultants)
- B-A needed together with corridor 5 and corridor 24

B-A: traffic developement

- Northern range absorb 67% of the maritime traffic
- Potential market with current infrastructure along B-A route is: 2.5 million TEU(istiee)
- 40% of Italian good transit outside Italy
- Potential traffic in 2012 with limited interventions is 4.096 m TEU.
- In FVG medium size investment is expected to raise 1 b Euros.

Financing B-A in Europe: a general view

Projects implementation

Non Financial instruments	Funding Support	Financing Support
	National resources	Framework for PPPs
	Cohesion Programme	Financing Instruments
	TEN-T Budget	Private Capital

Full TEN-T Network	EUR 900 billion* EUR 500 billion remaining
Priority Projects alone	EUR 415 billion* EUR 253 billion remaining

Source eu. Dg tren * from 1996 to 2020 / in EUR 2009

Financing B-A at EU level

2007-2013	**TEN-T budget**	**Cohesion/Structural Funds**
Available amount for TEN-T	8 bn EUR	47 bn EUR
Support rate	**up to 30% (less than 10% in reality)**	**up to 85%**
Forms of support	various	grants/technical assistance
Applicability	EU27	mainly EU12

B-A Corridor

Carlo Fortuna

Transport focal point for Corridor V

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- What next?
- Ten T revision
- Create a network

  at institutional, economic, transport community level
- Create opportunities to invest in synergy with other prospected investments