



# Orient-East Med Corridor

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Presentation of the OEM Core Network  
Corridor

by the European Coordinator  
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European  
Commission

## OEM Corridor characteristics

5.800 km rail, 5.400 km  
roads and 1.700km IWW

9 Member States with  
different socio economical  
situation (7 Cohesion)

Geostrategic importance

Link between Hamburg  
Rostock Bremerhaven and  
southern EU ports Athens  
and Cyprus

Interest and importance  
of foreign investments





## Main objectives:

- \* eliminate bottlenecks and missing links
- \* improve cross border links, IT, alternative fuels....
- \* KPI

Rail: Electrification (3 different current capacity)  
22.5 t axle load at 100 kmh  
railway length compliant for 740 m  
signalling system : 9 different /ERTMS

IWW: Class IV sections with sufficient draught, RIS services deployed

Ports: core seaports connected to existing rail network

Airports: connected to existing heavy rail network

Alternative fuels: in Ports, Airports, Roads



# Status of Rail infrastructure differences on the OEM corridor (an example..)

A train travelling from Athens (GR) to Hamburg (DE) would have to comply with the following standards:

Locs equipped with 7 different signaling systems or change 6 times the locomotive!

Even if Loc equipped with 3 electrical current capacities, 4 times to be replaced by a diesel loc!

Maximum length of train of 600m (instead of 740m), except in some sections where max length is 445 or even 250 m

Max axle load of 20 T at several places

Loc would run at max 80km/h on 510km and much less everywhere else!





ORIENT/EAST-MED CORRIDOR

The TEN-T Core Network Corridor

European Commission



**ORIENT/EAST-MED** Railways  
Compliance indicator: Train length (≥ 740m)  
Status: 2010

**Compliance by 2030**  
■ Compliant ■ Not Compliant  
■ No Data - - - Planned

**Orient East Med** Date: 2014/2015

ORIENT/EAST-MED CORRIDOR

The TEN-T Core Network Corridor



**TRANSPORT INDICATOR** Railways  
Compliance indicator: ERTMS deployment (trackside)  
Status: 2017

**Compliance by 2030**  
■ Compliant ■ Not Compliant  
■ No Data - - - Planned

**Orient East Med** Date: 2014/2015



## The CEF support provided to the OEM

In cooperation with the MS we identified **459** projects to be realised on the OEM by 2030.

Since 2014, **94** projects have been financed by CEF.

**€1,96 billion granted** for a global investment of €3 billion.

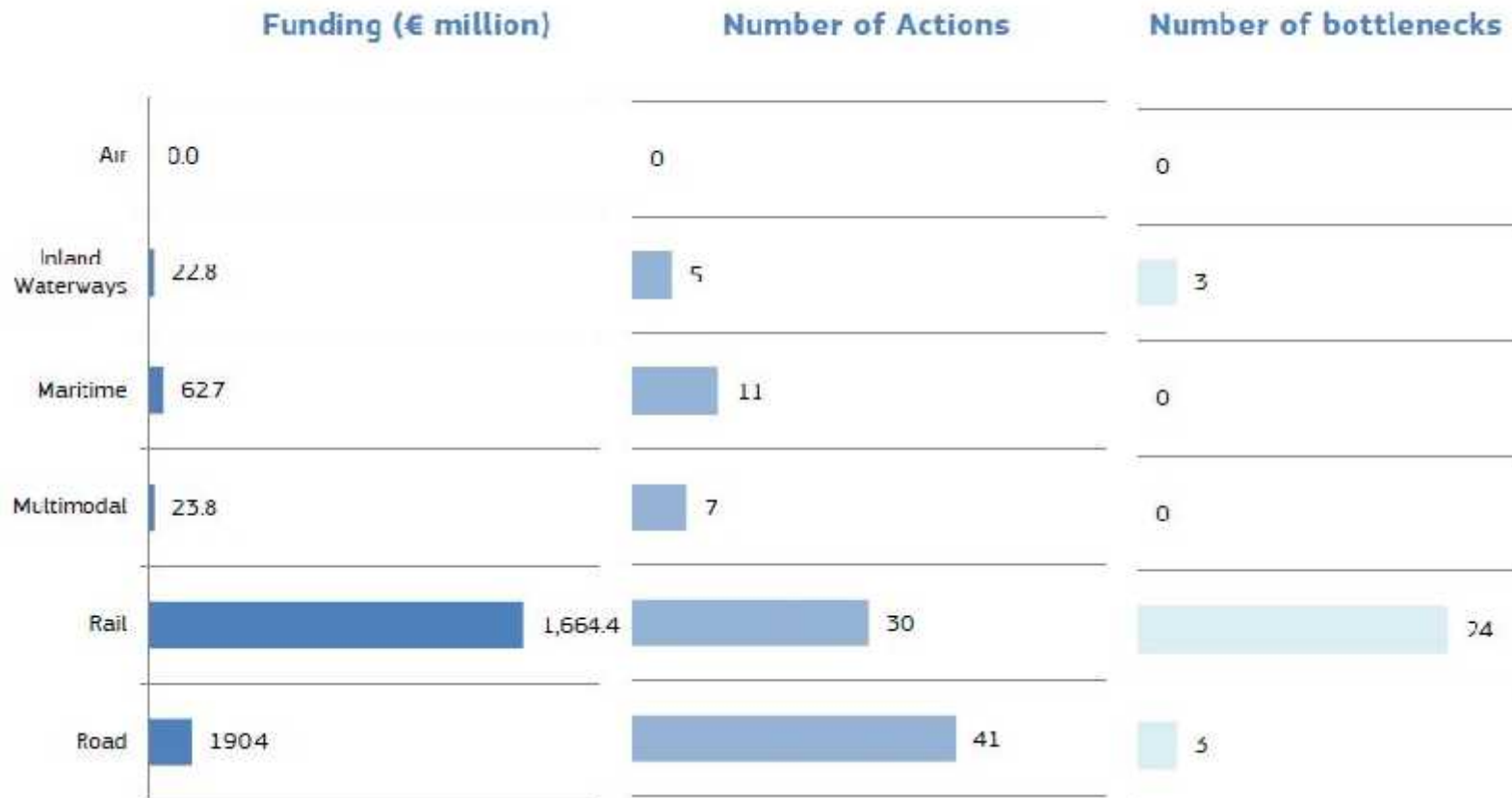
Represents 9% of the global CEF funding

**85%** granted to **railway** projects

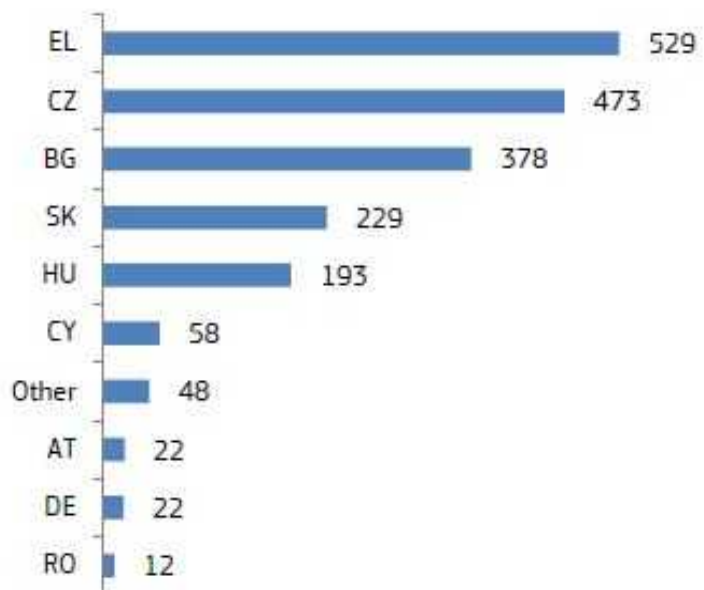


# The main investments on the OEM

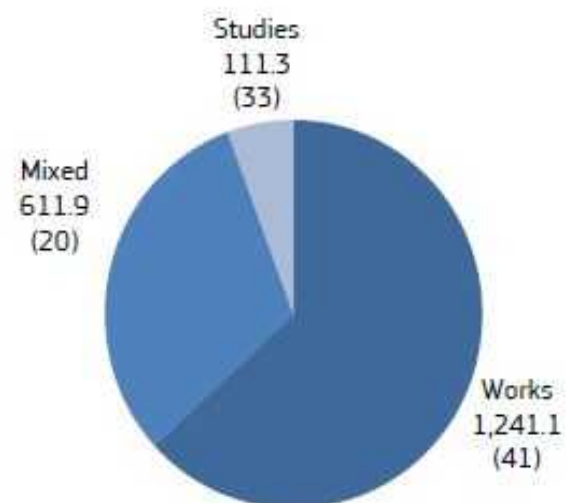
Figure 1: Statistics by transport mode



### Corridor funding per country - € million



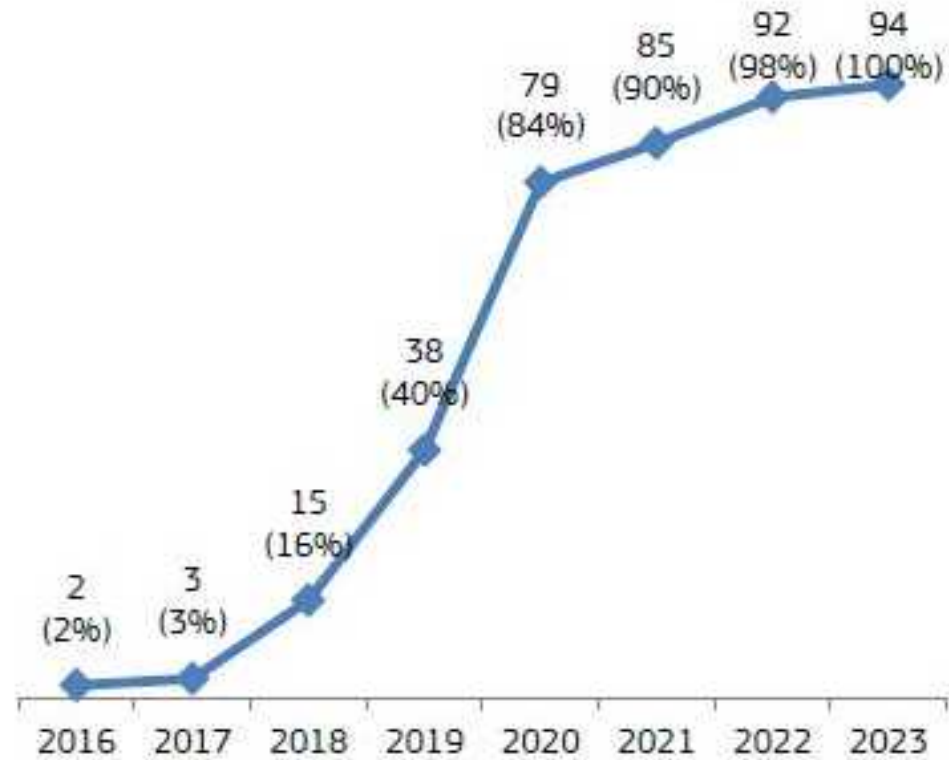
### Corridor funding per type - € million (number of actions)







## Cumulative number of finalised projects



Importance of managing projects over the long term

Need for continuity in funding (CEF II)



## Some “critical issues” on the OEM Corridor

River Elbe: insufficient navigability conditions:  
possible improvement with the “Gesamtkonzept  
Elbe”

Rail Cross border and capacity:

- Dresden-Prague existing rail line (DE-CZ) became a priority in the “BVWP”
- Brno-Győr (CZ-AT / SK-HU) with technical bottlenecks at border crossings
- Békéscsaba – Thessaloniki (HU-RO-BG-EL) heterogeneous technical characteristics,



## The major challenges for the development of corridors

Funding and the need for a CEF II are important but not the only challenges

- Corridor approach (cross border planning)
- Priority to environmentally friendly means of transport and alternative fuels
- Impacts on jobs creation and GDP growth
- Project maturity and management
- Environmental legislation, public procurement

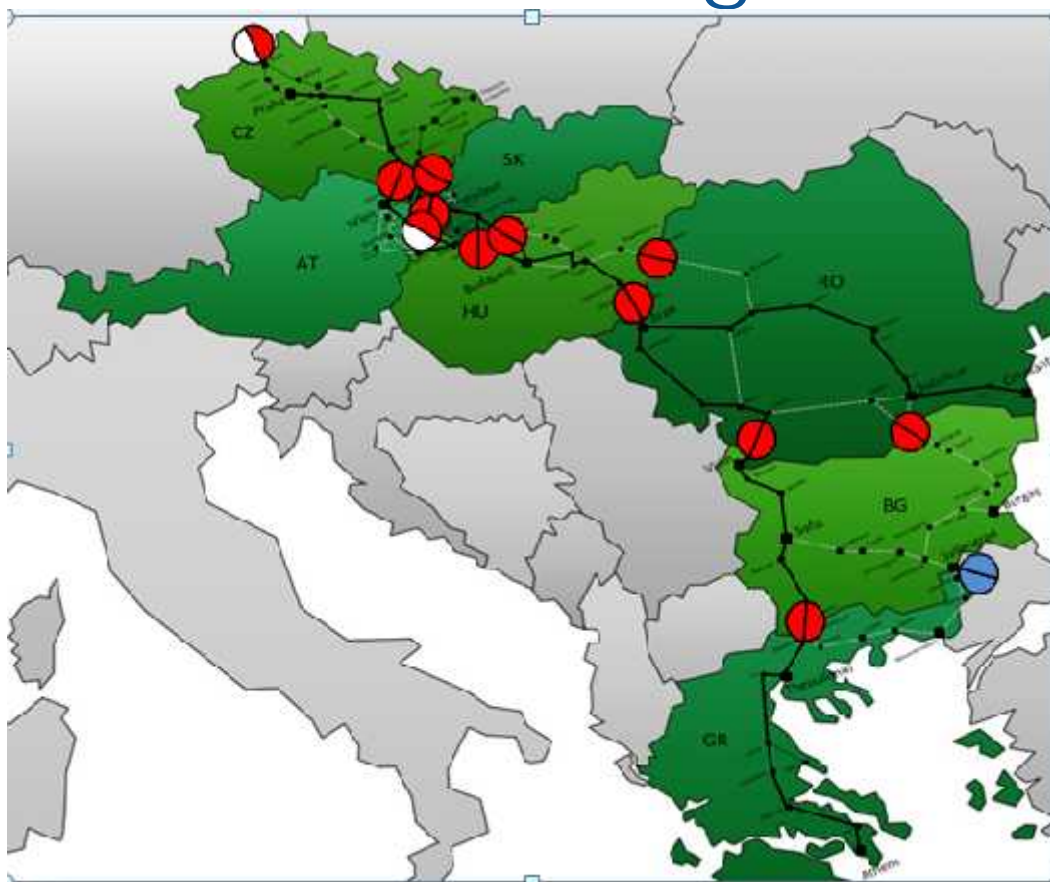
I found that especially in rail transport, there were many technical, functional and management obstacles

- 10 to 30 h waiting time in border areas
- I have proposed (in 2016) to the MS a joint initiative to reduce waiting times to a maximum of 2 hours
- This initiative is carried out in cooperation with RFC 7 and ERA



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## Creation of a taskforce for each border region





# Splits of the waiting times

## Necessary process time

Change of loco  
Route control  
Brake and technical test  
Police control

Reducing requires e.g.  
Higher standard of vehicles  
Trusted handover between RU's  
Change of Schengen borders  
Development of border stations (infra investments)

## Unnecessary waiting time

Waiting for starting any necessary process  
Waiting for engine or driver  
Waiting for police  
Used buffer time by RU-s

Reducing requires e.g.  
Better coordination among all actors  
Better communication among all actors  
Motivate the RU's: not to use crossborder points as „parking places“  
Involvement of Border Police



# Informations about the OEM

[https://ec.europa.eu/transport/themes/infrastructure/downloads\\_en](https://ec.europa.eu/transport/themes/infrastructure/downloads_en)

[https://ec.europa.eu/transport/themes/infrastructure/orient-east-med\\_en](https://ec.europa.eu/transport/themes/infrastructure/orient-east-med_en)

The Work plans since 2014, TENtec Maps of the OEM, Studies on the OEM core network corridor, my activities, the Corridor forum and investments lists etc..





Thank you for your attention