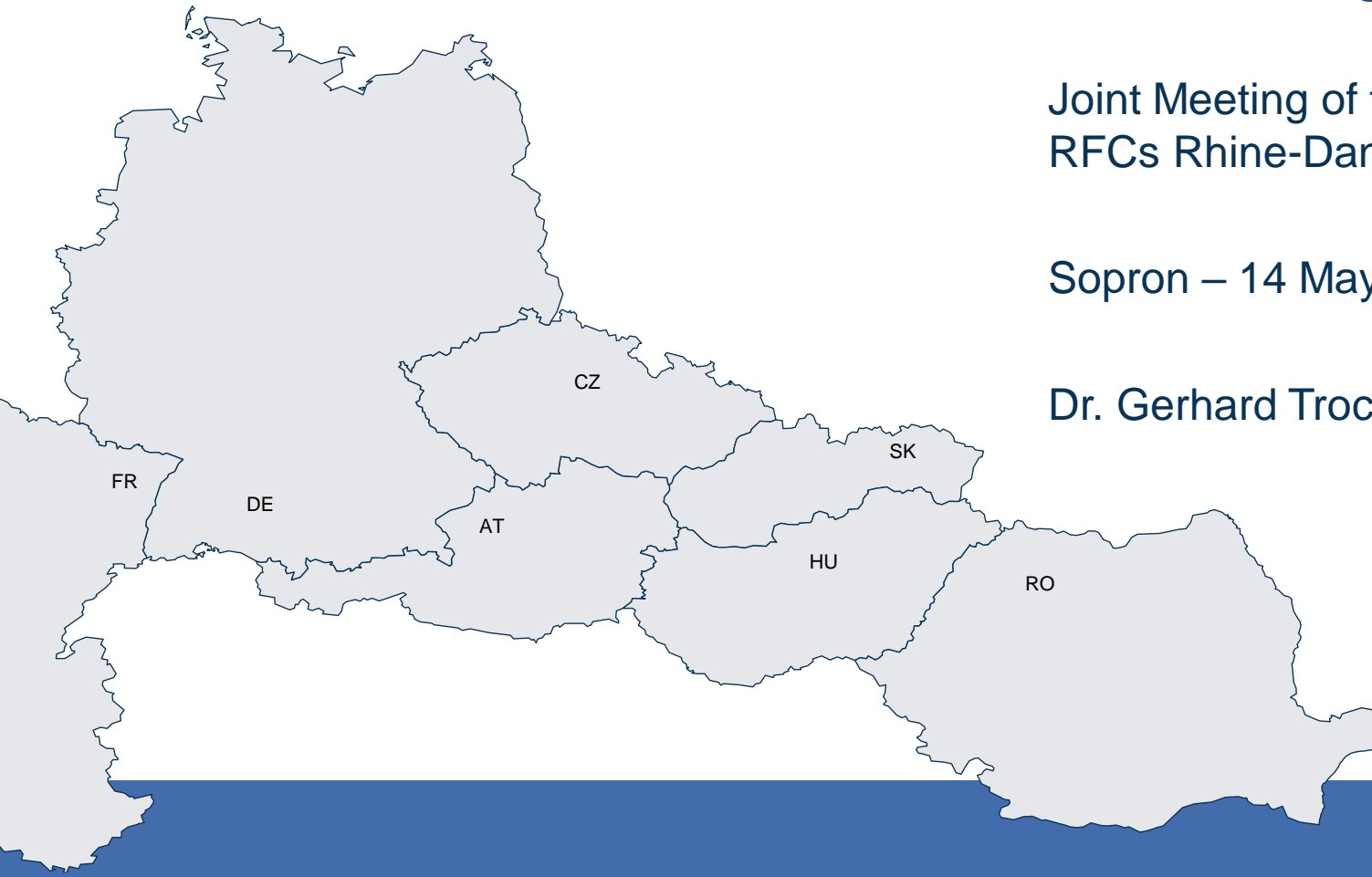


Adaptation of RFC Rhine-Danube to the new alignment and amended Regulation

Joint Meeting of the Railway and Terminal Advisory Groups of
RFCs Rhine-Danube, Amber and Baltic-Adriatic

Sopron – 14 May 2025

Dr. Gerhard Troche

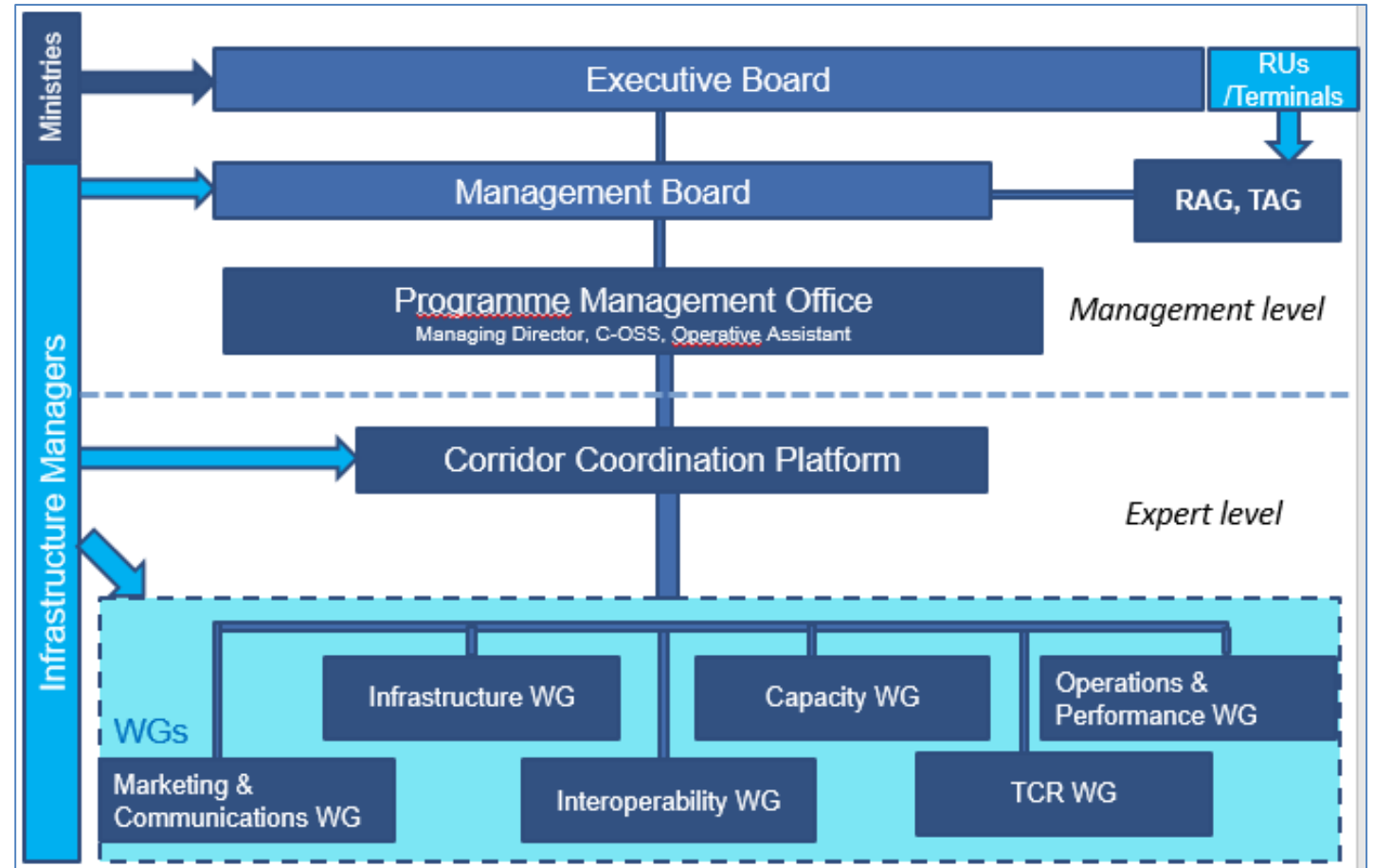


- ▲ Adaptations of the RFC route alignments and RFC governance are a consequence of the amended TEN-T Regulation
- ▲ Geographical alignment of RFCs to the routes of the new European Transport Corridors (ETCs) as successors to the TEN-T Core Network Corridors (CNCs).

- ▲ Full integration of major parts of RFC Orient/East-Med into RFC Rhine-Danube
 - **Accomplished with effect from 1 April 2025 (ahead of legal deadline)**
 - All (current) RFC RD Members have also been Members of RFC OEM (except France)
 - Integration facilitated by close and fruitful cooperation since several years between RFC RD and RFC OEM, exploiting synergies – for Members and customers – through joint activities, working groups and meetings
 - **Successful finalization of this step implements the by far biggest part ($\approx 90\%$) of the geographical adaptations foreseen by the TEN-T Regulation**
- ▲ Upcoming: Integration of Serbia
- ▲ Long term: Extension of the corridor to Ukraine (Lviv) – currently no legal basis

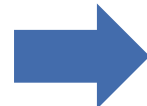
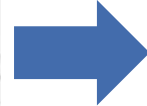
Adaptation of governance

- ▲ Governance structure remains unchanged
- ▲ Participation in governance bodies will be extended when and as needed
- ▲ RFC RD will seek for good and fruitful cooperation with ETC Coordinators and governance



Development of RFC geography

From this ...



... to this !



Major implications of the route alignment

- ▲ RFC RD as rail freight backbone of the European Transport Corridor ETC Rhine-Danube
- ▲ Overall line length of RFC RD increasing from ca. 7.000 km to almost 10.000 km
- ▲ End-to-end-distance (as the crow flies) of approx. 2.000 km
- ▲ Avoiding major geographical overlappings of RFC RD and RFC OEM in the central section
- ▲ Providing important East-West routes for efficient freight traffic between industrial centers and terminals in Central and Central-Eastern Europe
- ▲ Strengthened interconnectivity with maritime transport: Connecting to maritime transport in the Romanian seaport of Constanta at the Black Sea (as before) and (new) to the German seaports of Hamburg, Bremen, Bremerhaven and Wilhelmshaven at the North Sea and Rostock at the Baltic Sea
- ▲ Connecting to the EU eastern land border at Čierna nad Tisou in Slovakia
- ▲ Future link to Ukraine and Serbia, further enhancing rail connectivity between East and West and facilitating rail freight from and to South-Eastern Europe and Asia



Thank you for your attention!