



The role of Corridor 8 in the South East Europe Core Regional Transport Network

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Ministero delle infrastrutture e dei trasporti
Directorate-General for spatial planning

The programs for a European transport network

The organisation of international connections in the context of the European Union and East - West relations is based on three main programs:

- ⇒ **The TEM (Trans-European Motorway) Network**
- ⇒ **The TEN-T Network**
- ⇒ **The Pan-European Transport Corridors (multi-modal)**

Trans-European Motorway Project (TEM)

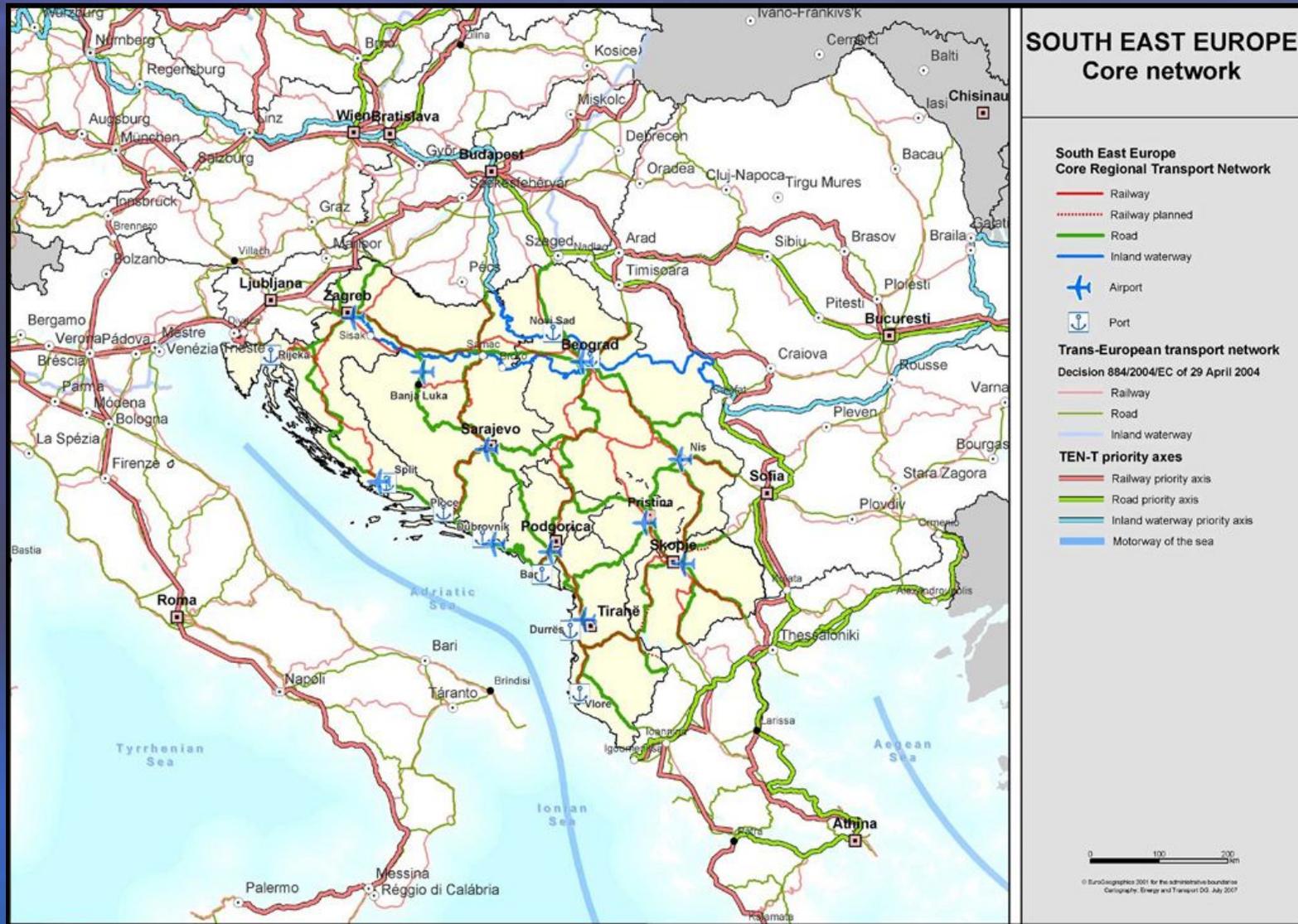


- The project is sponsored by the United Nations, with the participation of 13 Central and South-eastern countries*
- TEM's goal is the construction and management of a modern motorway/expressway system for Europe
- The total planned length of the TEM network is 23,858 Km (about 7,500 km in operation and 975 km under construction)

* Austria, Bosnia, Bulgaria, Croatia, the Czech Republic, Georgia, Hungary, Italy, Lithuania, Poland, Romania, Slovakia, Turkey

It is appropriate to sustain the TEM project on account of the strategic importance that it has acquired for Central/Eastern European integration

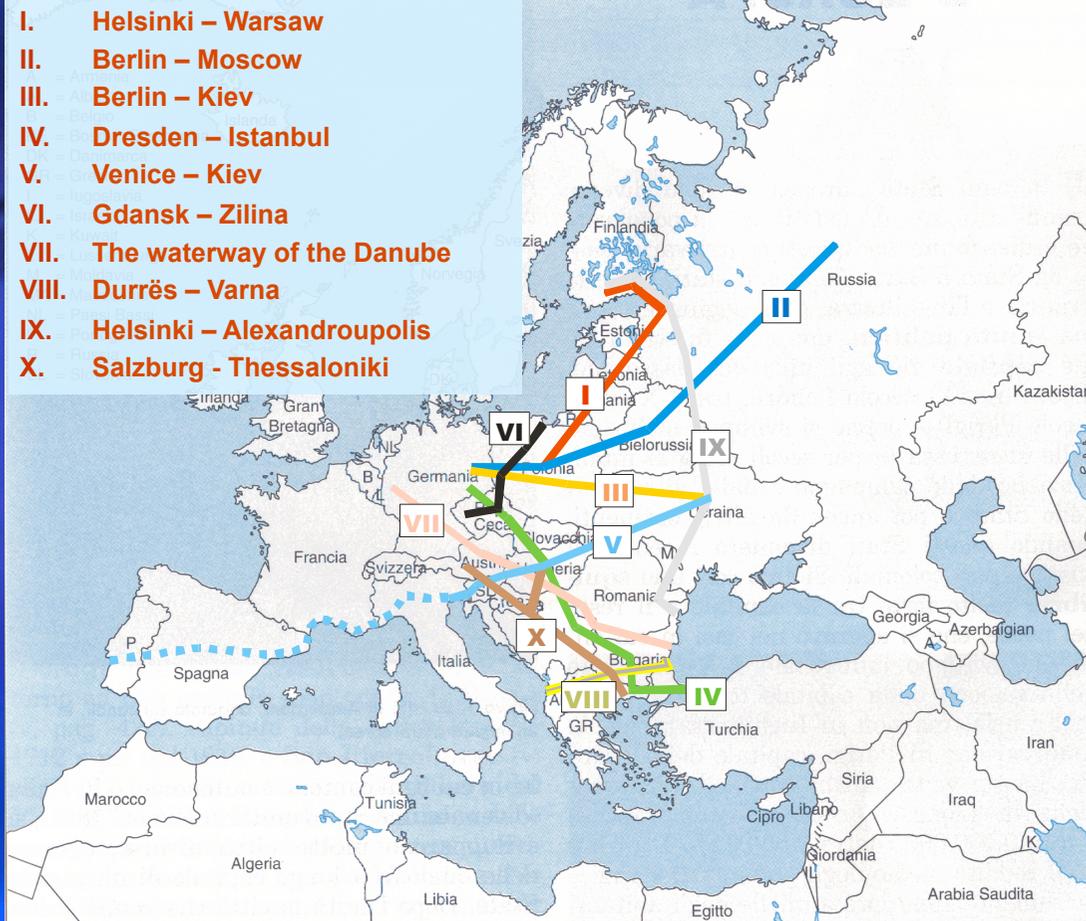
South East Europe Core Network



Opening up towards the East: the Pan-European Corridors

The 10 Pan-European Transport Corridors envisaged by the EU represent the extension of the TEN-T network towards Central and Eastern Europe, in preparation for the enlargement of the Union

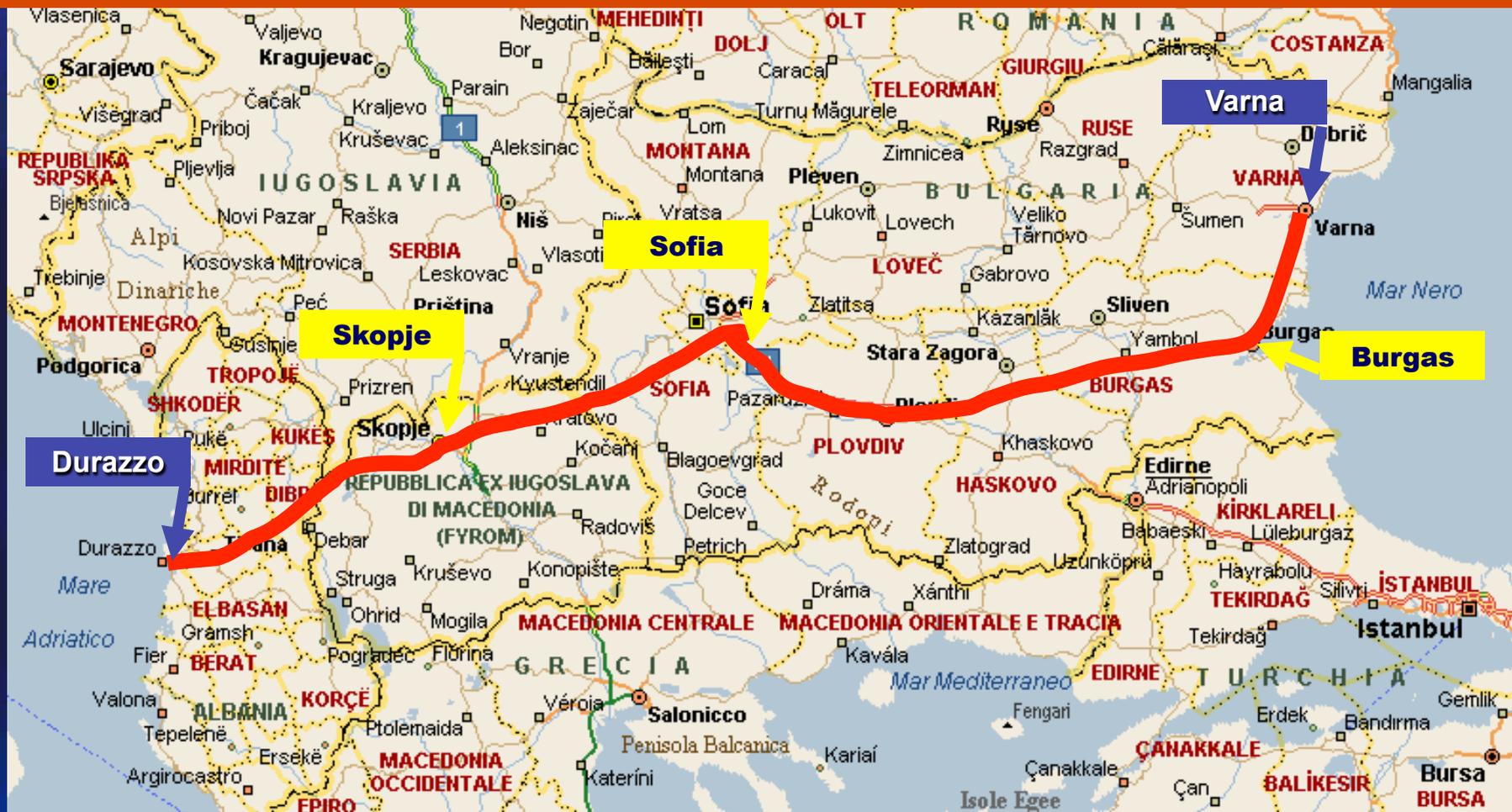
The aim of the 10 Corridors, together with the TEN-T, is to provide a multi-modal and inter-connected network of transport services set up all over the European Continent



Corridor 8

- ❑ Along with other Corridors, Corridor 8 was selected during the Pan-European Transport Conferences at Crete (1994) and Helsinki (1997)
- ❑ It is the Southernmost East-West link within the framework of the ten transport/trade routes envisaged by the European Union
- ❑ It will link the Adriatic Sea to the Black Sea passing through Albania, Macedonia and Bulgaria, and intersecting:
 - ✓ Corridor 4 (Dresden-Prague-Budapest-Costanta-Sofia-Thessaloniki-Istanbul)
 - ✓ Corridor 9 (Helsinki-St.Petersburg-Kiev-Bucharest-Alexandroupolis)
 - ✓ Corridor 10 (Salzburg-Zagreb-Belgrade-Skopje-Thessaloniki)
- ❑ The route of Corridor 8 continues beyond the Black Sea towards Asia and the Caucasus-Caspian region
- ❑ Corridor 8 has a special significance for Italy, as it will contribute to develop Italy's role as an East-West crossroad and as a logistic platform in Europe and the Mediterranean basin

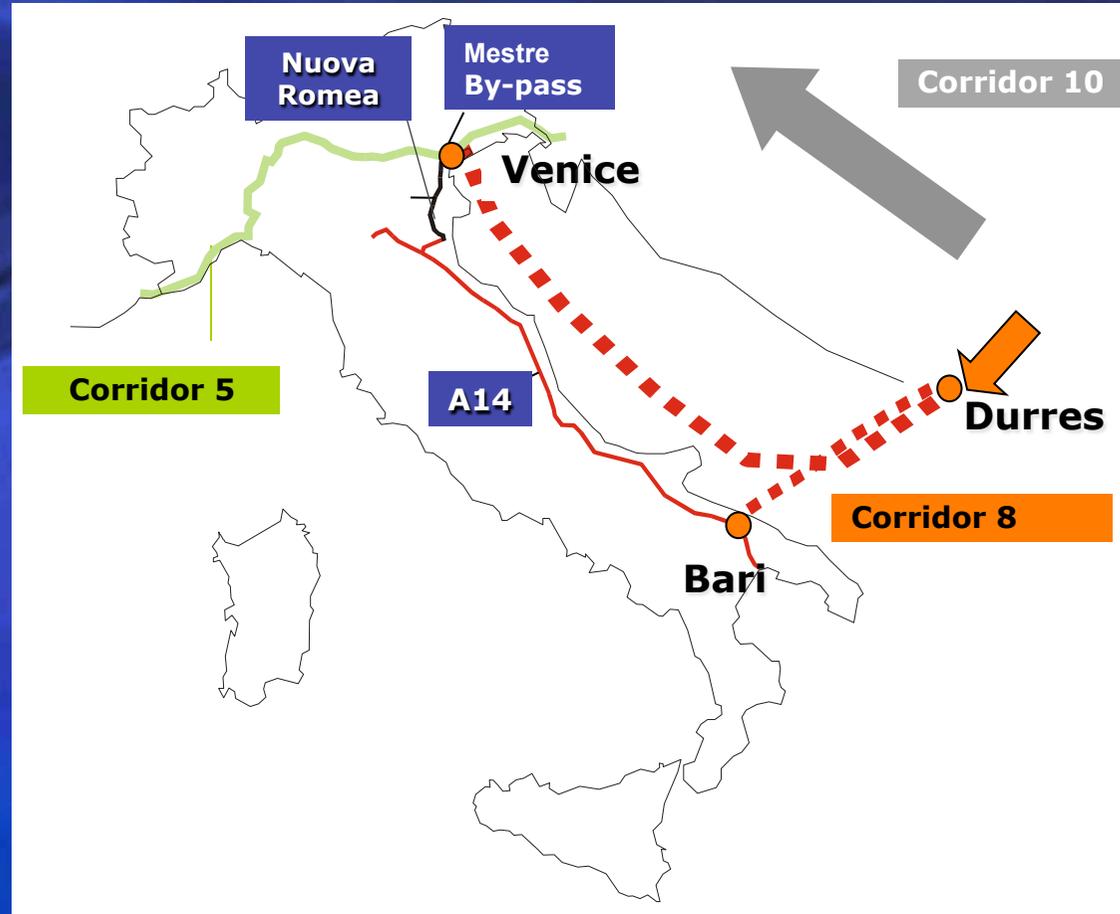
Corridor 8: the alignment



Corridor 8 is a multi-modal link including railways, roads, aviation, navigation and gas/oil pipelines extending beyond the EU borders to Baku (Caspian Sea, Azerbaijan)

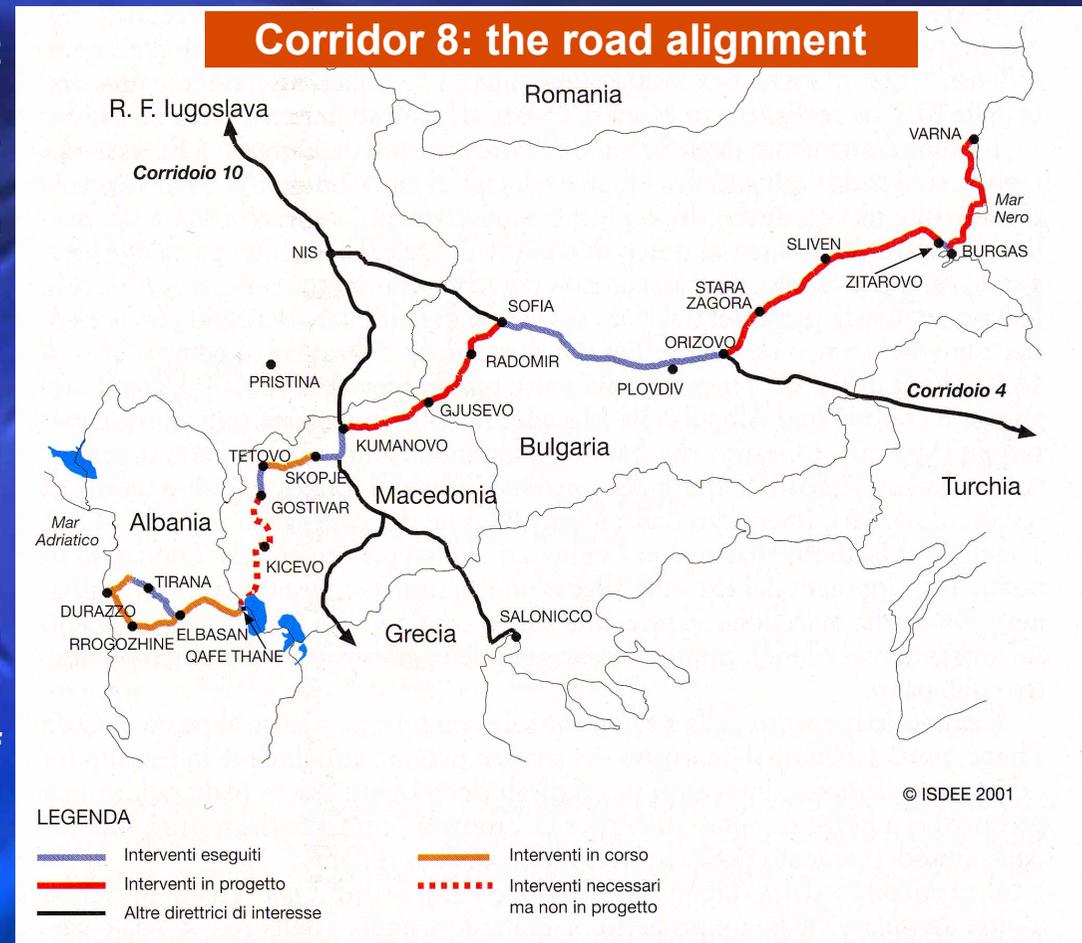
Extension of Corridor 8 along the Adriatic route

- ❑ The route of Corridor 8 includes the maritime link with Southern Italy (ports of Bari and Brindisi)
- ❑ The functionality of Corridor 8 is completed by its extension towards the Northern Adriatic regions, along the maritime and land routes. Thus Corridor 8 will tie with Corridor 5 at Mestre/Venice
- ❑ In order to implement this extension into Italian territory, 3 priority road projects are currently in the pipeline:
 - ✓ upgrading of motorway A14
 - ✓ the “Nuova Romea” motorway
 - ✓ the Mestre By-pass



Corridor 8: a route to be completed

- The road alignment remains to be built for the greater part:
 - ✓ The first stretch Durres-Tirana is being upgraded
 - ✓ The rest of the alignment needs a new design, particularly in the mountainous areas between Albania and Macedonia, and between Macedonia and Bulgaria
- At present there is a lack of basic and final design. Current estimates for the road Corridor are:
 - ✓ Overall length = approx. 1,000 Km
 - ✓ Investment costs = between 1,500 and 2,000 million Euro
- The EU could contribute about 20% of the investment. The remaining 80% should be covered by public (national) and private capitals



Corridor 8 in the context of European planning

- ❑ Corridor 8 is included in the South East Europe Transnational axes identified by Wider Europe
- ❑ The Italian Ministry for Infrastructures and Transports, aims at accelerating the implementation of Corridor 8.
- ❑ It is fundamental that the priority of Corridor 8 is reaffirmed at SEETO level
- ❑ SEE Transport Ministers meet tomorrow in Tirana, to support the idea of Corridor 8 as a landbridge.

The main problem of Corridor 8 is the search of the financial means that are needed for implementation

The role of PPP

- The acceleration of the implementation of Corridor 8 (roads) calls for the participation of private motorway Operators with high-level building and management skills, with a high standing in the market and able to:

Financial Assets

- attract savers and institutional investors
- be deemed creditworthy by international banks
- and thus with an appropriate rating

Technical Skills

- guarantee the project's technical value and feasibility
- guarantee efficiency and management functionality throughout the entire route

Conclusions

- ❑ The plans for developing a European transport network and the linkage with Central and Eastern Europe represent one of the main priorities in order to give concrete form to the socio-economic development of a 27-strong European Union
- ❑ The implementation of Corridor 8 should be a priority in order to:
 - ✓ Integrate the Balkan countries in the EU
 - ✓ Promote exchanges/trade with Turkey and western Asia
- ❑ In a wider perspective, Corridor 8 will represent the European leg of the Eurasian Corridor, whose implementation will create new development opportunities for all Countries involved
- ❑ As regards road infrastructures, the involvement of the leading European motorway Operators is desirable and will represent a relevant factor for accelerating the implementation of Corridor 8