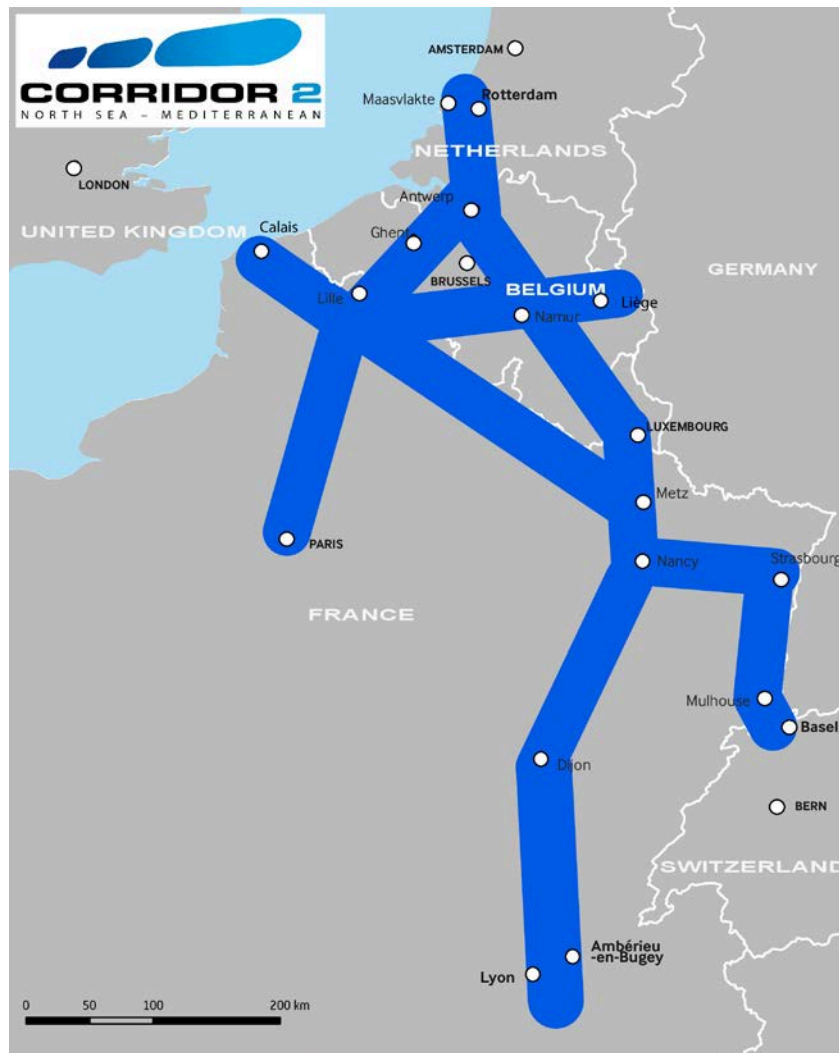# Rail Freight Corridor 2

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# Corridor Information Document

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# Book I – Generalities
# Timetable **2016**



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

Fast track your rail freight

# Table of Contents

# 1.   Introduction

Regulation (EU) 913/2010 of 22 September 2010 concerning a European rail network for competitive freight was published in the Official Journal of the European Union[1] on 20 October 2010 and entered into force on 9 November 2010.

The purpose of the Regulation is to create a European rail network composed of international freight corridors with a high level of performance. It addresses topics such as governance, investment planning, capacity allocation, traffic management and quality of service and introduces the concept of corridor one-stop shop.

In the Annex of the Regulation, nine initial corridors were defined, including RFC2 (Rotterdam – Antwerp – Luxembourg – Metz – Dijon – Lyon / Basel). This Corridor corresponds to the ERTMS Corridor C extended to Rotterdam, Ghent and Lille, following the Rotterdam Declaration of 14 June 2010. Six of these nine initial corridors, including RFC2, became operational on 10 November 2013; the remaining three should become operational by 10 November 2015. With Regulation (EU) 1316/2013, the name of the corridor has changed to Rail Freight Corridor North Sea – Mediterranean. This Regulation also changed the annex of Regulation (EU) 913/2010, which means that the RFC North Sea-Mediterranean will include new lines in the future.

The Regulation requires a governance structure on two levels: an Executive Board (composed of representatives of the authorities of the Member States) and a Management Board (composed of representatives of the infrastructure managers and allocation bodies). It also requires the creation of two advisory groups: one consisting of representatives of terminal owners and managers, the other consisting of representatives of railway undertakings.

The corridors shall designate or set-up a corridor one-stop shop (C-OSS) for allocating certain types of international freight capacity (pre-arranged paths and reserve capacity) on the corridor.

A Rail Freight Corridor is a complex project that follows a new set of rules and procedures. For this reason, the Corridor Information Document was created to guide all clients and interested parties through the working of the Corridor.

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**RFC North Sea-Mediterranean: a major rail freight axis**

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RFC North Sea-Mediterranean starts from the two main European ports (Rotterdam and Antwerp) and passes through major industrial areas. It reaches Lyon and Basel as gateways to Southern Europe: Italy via Switzerland, Spain via the South of France and the Paris region via Lille. Also the east-west axis between Montzen on the border between Germany and Belgium and the ports of Calais and Dunkerque in Northern France was added to cover all important rail freight routes in the region.

It is already one of the most developed European corridors. Each year, more than 30,000 international trains run on RFC North Sea-Mediterranean and carry more than 20 million of tons of freight.

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[1] http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2010:276:0022:0032:EN:PDF

The Rail Freight Corridor 2 governance body, the EEIG RFC2, was created on March 16, 2007 under the name EEIG Corridor C. The main goal was to deploy the European Rail Traffic Management System (ERTMS) on the whole corridor. ERTMS is a single European control command system the purpose of which is to replace in the medium run all national ground systems. These legacy systems force international trains to be equipped with the same number of on board national systems.

However, the scope of the corridor has never been limited to the sole deployment of ERTMS. Another goal was to facilitate the cooperation between infrastructure managers to improve the quality of rail service and the interoperability of the rail network. From that angle, Corridor C had anticipated Rail Freight Corridor 2 as foreseen by the Regulation 913/2010.

This is specifically the case for capacity management. In 2004, RailNetEurope (RNE) had decided to create "RNE Corridors" in order to foster the cooperation between infrastructure managers as far as path construction and path allocation were concerned. One of them, RNE Corridor 05 had similar routes to Corridor C. As early as December 4, 2008, the general assembly of RNE approved the transfer of the RNE 5 corridor manager to the Corridor C structure and from that date on, capacity management became one of the recurring businesses of Corridor C. For example, Corridor C had published a catalogue of end to end international paths every year since 2010.

The objective of improved cooperation between infrastructure managers / allocation bodies on matters linked to service quality and interoperability was one of the goals of the European Commission when it passed Regulation (EU) 913/2010 creating Rail Freight Corridors. Corridor C was then already in line with this evolution and to some extent, it had anticipated it.

With the establishment of Rail Freight Corridor 2 on November 10, 2013, the ERTMS Corridor C and the RNE Corridor 05 brands are no longer used and their business is fully transferred to Rail Freight Corridor 2.

# 2.    Structure of the Corridor Information Document

The aim of the Corridor Information Document is the publication of all corridor specific information, aimed at all potential Applicants.

It contains:
- ❖ all the information in relation with the Rail Freight Corridor contained in the national network statements
- ❖ information on the corridor terminals
- ❖ information on capacity allocation (C-OSS operational procedures) and traffic management, also in the event of disturbance
- ❖ the implementation plan that contains:
    - the characteristics of the Rail Freight Corridor
    - the essential elements of the transport market study that should be carried out on a regular basis
    - the objectives for the Rail Freight Corridor
    - the investment plan

- the measures the corridor takes to implement the co-ordination of works, capacity allocation (C-OSS), traffic management etc.

## 2.1 Specification

The Management Board of Rail Freight Corridor 2 has decided to use as a basis the RNE Corridor Information Document Common Structure.

The Corridor Information Document Common Structure allows RFC North Sea-Mediterranean to follow a "wide-format" solution for the Corridor Information Document, which follows the logic of the RNE Network Statement Specification, which is largely respected by the IMs. This leads to comparable and structured information which is particularly important for clients concerned with more than one corridor.

## 2.2 Corridor Information Document Main Structure

The Corridor Information Document (CID) is divided into five books, to clarify the specificity and independence of the key content of the document, and to facilitate the organisation and updating of the information.

The main structure of the Corridor Information Document for the working timetabling year 2016 is:
- Book I: Generalities
- Book II: Network Statement Excerpts Timetabling year Y
- Book III: Terminal Description
- Book IV: Procedures for Capacity and Traffic Management
- Book V: Implementation Plan

The Corridor Information Document is a single document and therefore all five books should be considered as integrated. However, the five books can be considered as independent from each other (and may have different updating needs).

Book I is the only one not directly referred to in the Regulation. Its key purpose is the management of all the content included in the four other books and to provide the reader with an efficient guide for the consultation of the CID information.

## 2.3 Content of the Five Books

**Book I – Generalities**

Book I serves as an introduction to RFC North Sea-Mediterranean and provides information on the following topics:
- ❖ Overview Corridor
- ❖ Contact details
- ❖ Guide to the CID

## Book II – Network Statement Excerpts

Book II gives an overview of all information published in the national network statements of the IMs/ABs of the corridor. These documents follow an identical structure, allowing a set of links per topic to every chapter in the respective network statements.

## Book III – Terminal Description

Book III provides information about the designated corridor terminals. The list of terminals has been suggested by the Transport Market Study and a final list was identified by the IMs/ABs of the corridor. This list is also available in the Implementation Plan (CID Book V).

This book provides links to a designated Corridor page on the websites of these terminals, where standardised information is made available. The main advantage of this method is that the terminals remain owner of the information, thus they can make sure that the information provided is kept up to date at all times.

## Book IV – Procedures for Capacity and Traffic Management

Book IV presents a client focused overview on two main topics:
- ❖ How to book capacity on the Corridor via the C-OSS
- ❖ The Corridor specific traffic management rules

## Book V – Implementation Plan

The content of Book V is specified in Regulation 913/2010. The following topics have to be covered:
- ❖ Description of the characteristics of the corridor
- ❖ Essential elements of the Transport Market Study
- ❖ Objectives of the corridor
- ❖ Investment plan
- ❖ Measures to implement article 12 to 19 of Regulation 913/2010

During the drafting of this Implementation Plan, the input of the stakeholders has been taken into account, following a consultation phase. As a final step, the Implementation Plan is approved by the Executive Board of the Corridor before publication

## 2.4 Corridor Information Document Language

The CID is an international document and therefore its original version is in English. If any versions in other languages would be drafted, the English version will prevail over all other translations in case of inconsistencies.

# 3. Corridor Description

## 3.1 RFC North Sea-Mediterranean routes

RFC North Sea-Mediterranean is in the continuity of ERTMS Corridor C as all Corridor C lines are Corridor 2 lines. The map below shows the Corridor 2 lines as per January 12, 2015. However, new lines will be added to the Corridor 2 in different phases. A more detailed description can be found in Book V of this CID (Implementation Plan).
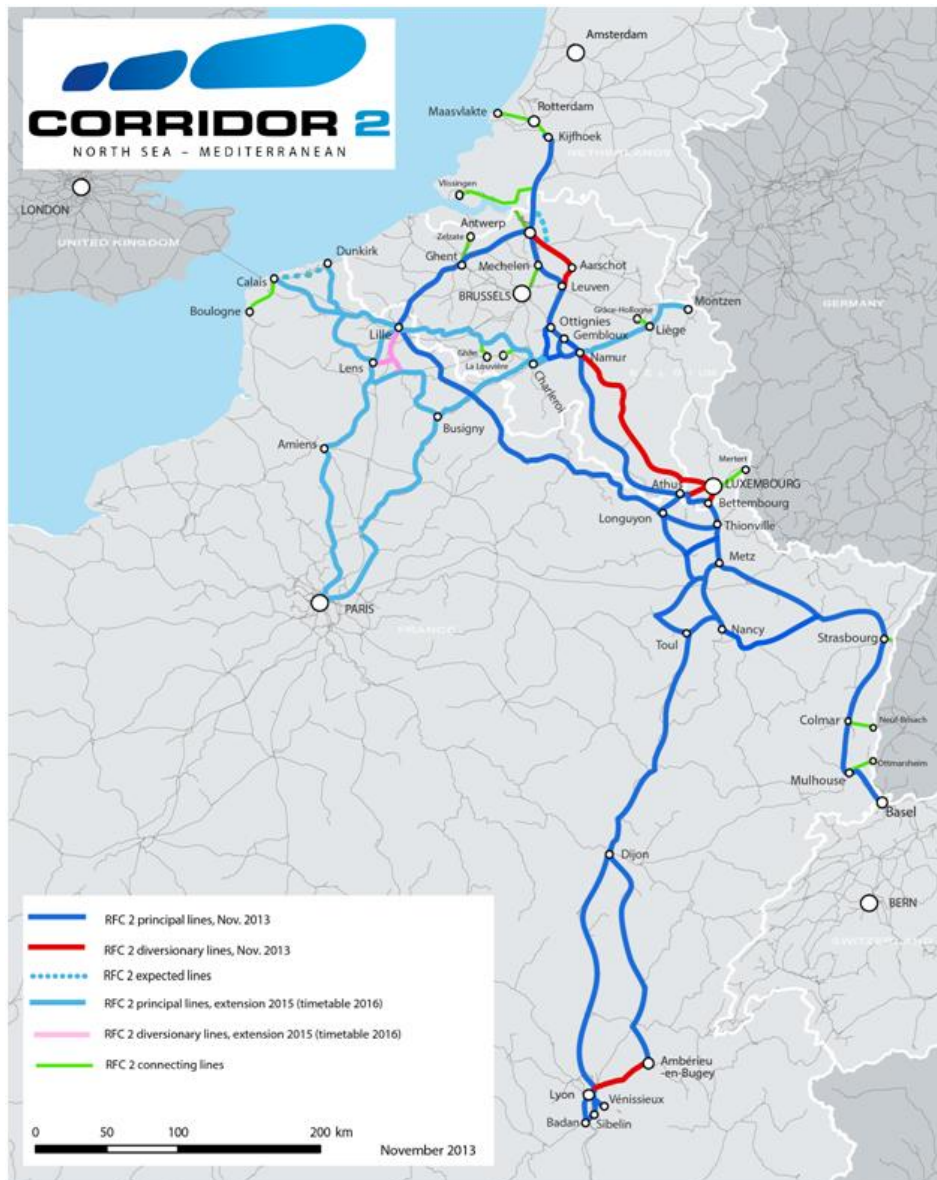


*Map 1: Rail Freight Corridor 2 lines in January 2015*

## 3.2   RFC North Sea-Mediterranean terminals

In Regulation 913/2010, terminals are broadly defined. They can be the Infrastructure Managers' marshalling yards and sidings which are necessary for rail system operations such as train formation operations. They can also be many other entry points of the various transportation systems in the commercial zone of influence of the corridor:
- combined transport terminals
- river ports
- multimodal platforms,
- maritime ports
- private rail freight terminals.

The terminals are listed in the CID Book V (Implementation Plan). More detailed information on these terminals can be found in CID Book III (Terminal Description).


# 4.   Corridor Organisation

The organisation of Corridor 2 is described in detail in the CID Book V (Implementation Plan).


# 5.   Contacts

Please find the contact details for all corridor related matters below. For more information, please visit www.rfc-northsea-med.eu.

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**Postal addresses**

**Operational address (C-OSS)**
13, Avenue Fonsny
B-1060 Brussels

**Legal address**
EEIG RFC2
9, place de la Gare
L-1616 Luxemburg

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**C-OSS**

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The C-OSS is the EEIG RFC2. Its tasks are performed by the permanent team of the EEIG RFC2, situated in its operational seat (see operational address above).

e-mail: oss@rfc2.eu
T: + 32 2 432 28 08
M: + 32 492 91 49 76

**Managing Director**

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M:+33 6 30 99 35 79

**Quality and Capacity Manager**
**C-OSS Leader**

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M: + 32 492 91 49 76

**Operations and Investment Manager**

e-mail: eric.guenther@rfc2.eu
T: +32 2 432 26 52
M: +32 491 72 40 40

**Advisory Groups, Communication and Finance Manager**

e-mail: claire.hamoniau@rfc2.eu
T: +33 1 53 94 33 25
M: +33 6 89 95 24 64

**The C-OSS office will be closed on:**

| Holidays in 2015 | day | date |
|---|---|---|
| New Year's Day | Thursday | 01-Jan-15 |
| January 2nd - Extra closing day | Friday | 02-Jan-15 |
| Easter Monday | Monday | 06-Apr-15 |
| Labour Day | Friday | 01-May-15 |
| Ascension Day | Thursday | 14-May-15 |
| Ascension Day - Extra closing day | Friday | 15-May-15 |
| Pentecost Monday | Monday | 25-May-15 |
| All Souls' Day | Monday | 02-Nov-15 |
| Armistice Day | Wednesday | 11-Nov-15 |
| Christmas Day | Friday | 25-Dec-15 |

| Holidays in 2016 | day | date |
|---|---|---|
| New Year's Day | Friday | 01-Jan-16 |
| Easter Monday | Monday | 28-Mar-16 |
| Ascension Day | Thursday | 05-May-16 |
| Ascension Day - Extra closing day | Friday | 06-May-16 |
| Pentecost Monday | Monday | 16-May-16 |
| Assumption of the Holy Virgin | Monday | 15-Aug-16 |
| All Saints' Day - Extra closing day | Monday | 31-Oct-16 |
| All Saints' Day | Tuesday | 01-Nov-16 |
| All Souls' Day | Wednesday | 02-Nov-16 |
| Armistice Day | Wednesday | 11-Nov-16 |
| Christmas Day | Friday | 25-Dec-16 |

# 6. Legal Framework

## 6.1 Regulation (EU) 913/2010

Regulation (EU) 913/2010 forms the main legal framework for the RFC North Sea-Mediterranean, together with the amendment of its Annex by Regulation (EU) 1316/2013.

## 6.2 Framework for capacity allocation

A framework for capacity allocation has been drawn up by the Executive Board, according to the requirement of the Regulation 913/2010. This document has been revised for timetable 2016. More information can be found in Book IV of this CID. The complete text can be found in the annexes of Book V of this CID.

# 7.    Legal Status

This Corridor Information Document serves for information purposes only.  However, parts of this Corridor Information Document may be incorporated in contractual documents.

# 8.    Validity and Updating Process

The validity and updating is different for every of the five Corridor Information Document books. In general, the CID for the timetabling year Y shall be published on the 2nd Monday of January of the year Y-1 (the same date as the publication of the pre-arranged paths catalogue), one month after the annual publication of the national Network Statements. A parallel publication/updating for the CID will be carried out every year – one for the timetabling year Y and the second for the timetabling year Y-1.

Books I, II and III will be published once a year, but it is probable that intermediate versions will be required due to changes in any of the books. Books IV and V can have a different updating process depending on the context.

Any change in the CID will be immediately published. However, it must be noted that both the Network Statements and the Implementation Plan have specific consultation processes.

# 9.    Publishing

The Rail Freight Corridor 2 Information Document will be published in English and updated on the Corridor website in PDF format.

# 10.  IT-Tools

## 10.1  PCS (Path Coordination System)

PCS is the only tool for publishing the offer of PaPs and RC and for placing international path requests on the corridor. The advantage of this solution is that the displayed data for a PaP or RC may be used for creating a path request dossier – without any manual copying. Furthermore, this method simplifies the presentation and management of the paths, which remain in the catalogue for allocation as ad-hoc paths during the running timetable period.
More information, and access to the tool can be found on http://pcs.rne.eu.

## 10.2  TIS (Train Information System)

10.2.1 Access for Applicants and Terminals

The main purpose of TIS is the real time monitoring of international trains via a web based interface. The tool can be used by IMs, RUs, and more recently, by Terminals. In order for RUs to

see trains from other companies, mutual agreements have to be signed. A similar document has to be signed between terminals and RUs.

The IMs send data to TIS, where all the information from the different IMs is combined into one train run from departure or origin to final destination. In this manner, a train can be monitored from start to end across borders. All collected data for the train runs, is accessible in TIS and OBI SE 1.

The range of the tool will be continuously extended to other parts of the European railway network. TIS data is based on the standard UIC data exchange process. All RFC North Sea-Mediterranean routes are covered by TIS.

RFC North Sea-Mediterranean encourages all Corridor clients and terminals to request access to TIS
More information, and access to the tool can be found on http://tis.rne.eu.

## 10.2.2 Train Performance Management

The Train Information System (TIS) supports RFC North Sea-Mediterranean's Train Performance Management (TPM), by delivering real-time train data concerning international passenger and freight trains. The tool allows following the complete train run of an international train across European borders. TIS serves as a source of information for international quality analysis, e.g. TPM. For some countries, national trains are also available.

# 11. Glossary

A general glossary can be found in the annex to Book V of this CID (Implementation Plan).