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ANNUAL REPORT 2009



CORRIDOR C

ANTWERPEN / BASEL / LYON

FAST TRACK YOUR RAIL FREIGHT



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

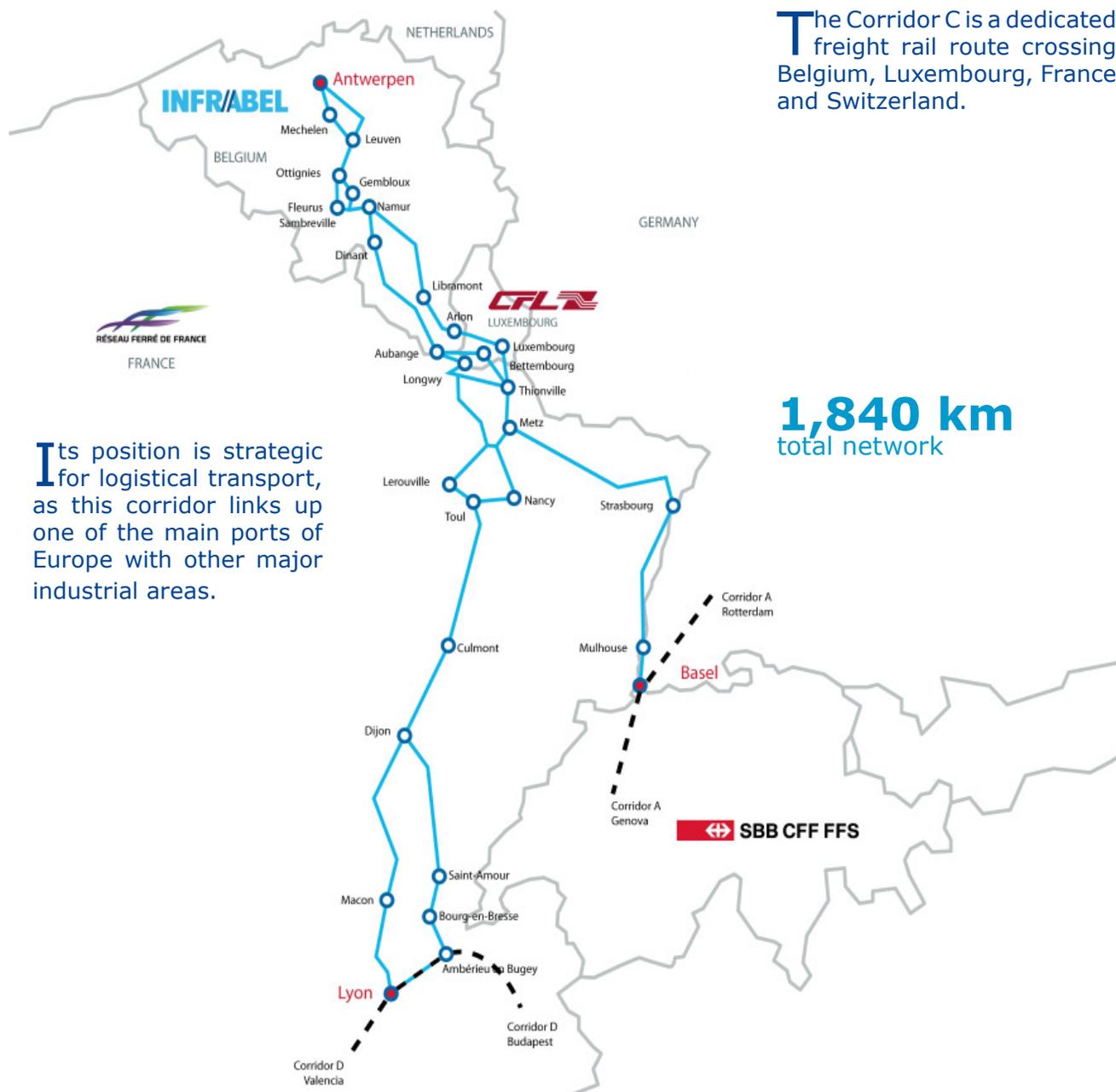
EASIER, FASTER, SAFER

RAIL FREIGHT CONNECTIONS

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The network



Its position is strategic for logistical transport, as this corridor links up one of the main ports of Europe with other major industrial areas.

The Corridor C is a dedicated freight rail route crossing Belgium, Luxembourg, France and Switzerland.

1,840 km
total network

CORRIDOR C
ANTWERPEN / BASEL / LYON

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

THE CORRIDOR IN A FEW WORDS:

- Links Antwerp to Lyon and Basel.
- Crosses:
Belgium (510 km),
France (1 250 km),
Luxembourg (70 km)
Switzerland (8 km).
- Faster, more efficient, more reliable, more punctual.
- Ecologically sustainable alternative.
- Improved interoperability thanks to uniform signalling. (ERTMS)

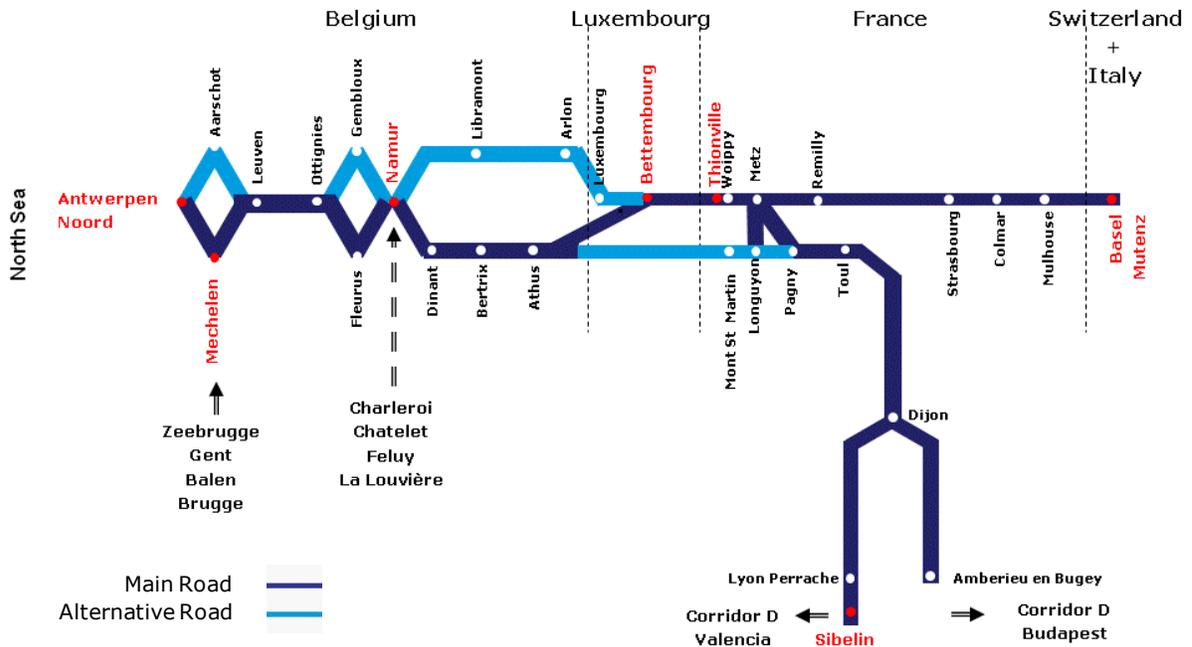


Photo © Infrabel

The setting up of the ERTMS (European Railways Traffic Management System) safety system will be staggered between 2008 and 2018 to replace the five signalling systems at present co-existing on the 1,840 km of this European corridor.

The introduction of the ERTMS will contribute to stimulating the increase in freight rail traffic as well as to developing the speed and reliability of rail traffic.

THE SYNOPTIC CHART BELOW SHOWS THE MAIN ROUTES ON THE CORRIDOR.



A European Corridor

The European Commission wants to promote freight transport on the railway network and has the vision of increasing the modal share, i.e. benefiting the transfer from road transport to rail. This transfer will have considerable socio-economic and ecological advantages.

This is why the European Commission is encouraging Infrastructure Managers and Railway Undertakings to develop a European rail network of freight-oriented corridors equipped in ERTMS.

A series of measures has been planned to ensure more fluid traffic on these corridors:

- A **legal framework** for the corridors with the management structure of an EEIG.
- **Investment programmes** to implement the ERTMS and with a view to tackling the nerve centres in terms of capacity.
- **Subsidies** in order to strive for harmonisation of the technical functionalities of the corridors.
- **Initiatives** designed to improve coordination between the infrastructure managers and the allocation of international train paths

The European Commission is actively monitoring each corridor, and, in the context of its policy of trans-European transport networks, is subsidising the corridors whose projects have been approved as eligible.

For the period from 2007 to 2013, it has allocated an **initial subsidy of 79 million euros to Corridor C** for the infrastructure works needed to implement the ERTMS on the Corridor C.

This amount is divided as follows :

- 36 million are allocated to Infrabel, the Belgian infrastructure manager,
- 33 million to RFF (France),
- 9.5 to CFL (Luxembourg).

The Commission is also granting subsidies to CFL EF in the sum of 8.6 million euros, to equip the ERTMS rolling stock.



THE SETTING UP OF THIS TRANS-EUROPEAN FREIGHT CORRIDOR WILL CONTRIBUTE TO PROMOTING RAIL AS AN ATTRACTIVE MEDIUM AND LONG DISTANCE FORM OF TRANSPORT.

Message of the Chairman



François Jaeger
Chairman EEIG Corridor C

The results obtained by Corridor C during the 2009 financial year confirm the European grouping's choice of strategy.

The years following its creation have been essentially marked by its confirmation and consolidation. The results obtained have made it possible to position Corridor C as one of the main ERTMS Corridors.

On the basis of this consolidation, new tasks and challenges were, and still are, to be taken up.

The infrastructure managers have worked to identify bottlenecks so that these can be eliminated in order to increase the capacity of the main and alternative routes of the Corridor.

The first call was launched in 2007 by the European Commission in the context of the setting up of the ETCS on the ground and on board. It has enabled the managers and a participating railway company to progress considerably with the setting up of ETCS.

In fact, before the withdrawal of Crossrail, the very substantial sum of around 88.9 million euros was allocated to the EEIG.

In 2009, the EEIG took part in the second tender by submitting a coordinated application.

I am particularly pleased to be able to highlight that with the setting up of the ERTMS, the safety level of rail traffic is, and will be, considerably better than with the present systems.

Additionally, with a view to promoting communication, Corridor C has held its first open day for clients.

This was held in Antwerp, and brought together clients from the sector and the European protagonists. It was a great success, and gave renewed motivation to all those involved. But it needs to be repeated!

To conclude, I would like to emphasise that all these results were obtained throughout 2009 thanks to the skills and very high degree of motivation of all our staff and the setting up of a permanent team in the course of 2009, which will be complete at the beginning of 2010.

And finally, I would like to thank everyone with whom we have been able to set up solid foundations for professional work.

François Jaeger
Chairman EEIG Corridor C

OUR MISSION AND OUR VISION

Mission

The EEIG is a European grouping whose mission is to promote within its membership measures to improve interoperability, the adequacy of the service supplied, and the deployment of the ERTMS system on the Antwerp/Lyons/Basle corridor known as Corridor C.

SPECIFICALLY, THE EEIG HAS THE FOLLOWING MISSION :

- To prepare a detailed plan for the implementation of the ERTMS in the corridor.
- To coordinate and monitor applications for financial assistance for work on the ERTMS infrastructure.
- To coordinate the Corridor C approach with that of other corridors.
- To check out and assess the results achieved.

IN ADDITION, WITHIN THE SCOPE OF ITS ACTIVITIES, THE EEIG CAN ALSO:

- Advise and support infrastructure managers and railway companies on the management of their projects, from the awarding of contracts to completion.
- Propose methods with a view to facilitating the mutual acceptance of trains in the corridor.
- In cooperation with Rail Net Europe, to study measures with a view to exploiting the potential of the corridors and improve interoperability.
- Insure coordination in terms of technology, operation, and safety.
- Attract the necessary funding.
- Promote common markets for the ERTMS.

Vision:

To make the railway world more accessible, safer, and faster for freight.



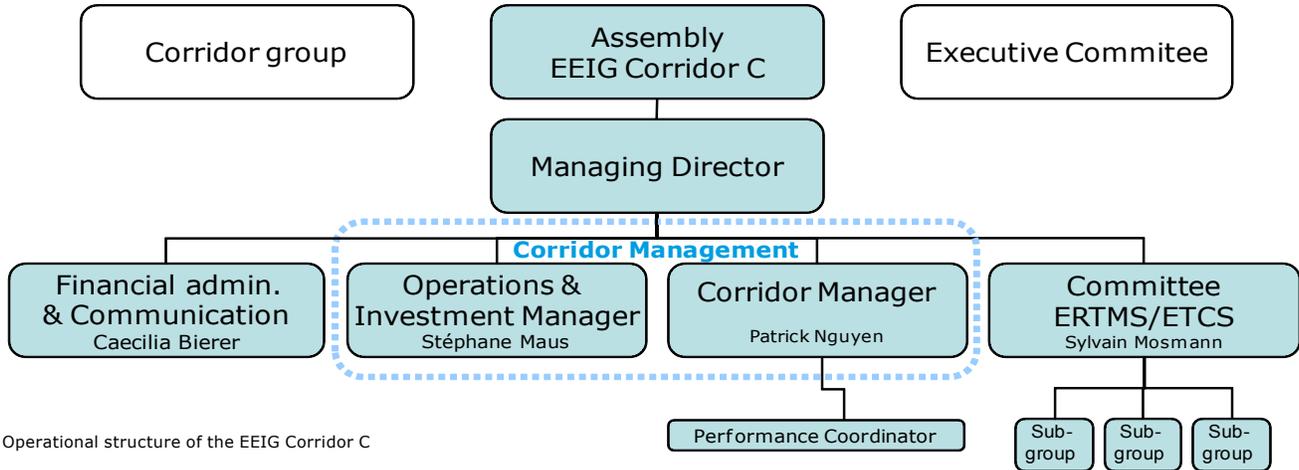
Photo © Infrabel

THE CORRIDOR C EEIG - STRUCTURE

The EEIG, governed by a Chairman and a Managing Director, is made up of three members: Réseau Ferré de France, Infrabel, and the Société Nationale des Chemins de Fer Luxembourgeois. The Swiss management company is an associate. In addition, the EEIG has a permanent team which was set up gradually in 2009.

Initially, it consists of three people who come under the authority of the Managing Director: .

- a Corridor Manager,
- an Operations and Investment Manager (from February 2010),
- a Financial Administration and Communication Manager.



Operational structure of the EEIG Corridor C

The Corridor Manager has the main aim of developing the traffic along the corridor. This aim involves offering services matching the needs of the market, better coordination between infrastructure managers, and a better quality of service.

The Operation and Investment Manager will focus on operational problems, and will define, with the assistance of the infrastructure managers, the investments to be made to overcome the obstacles raised by the bottlenecks along the corridor.

The Financial Administration and Communication Manager is responsible, among other things, for all the tasks linked with the management of the European subsidies involving the EEIG, the financial and budgetary aspects of the management of the EEIG, and the promotion of Corridor C to the stakeholders.



From left to right: P. Nguyen - Corridor Manager, C. Bierer - Financial Administration and Communication Manager, S. Maus - Operation and Investment Manager, F. Jaeger - Chairman.

Collaboration

With a view to reinforcing the permanent team within the framework of the Project Management Performance, a Performance Coordinator has been recruited by Infrabel to improve punctuality on Corridor C in cooperation with the Corridor Manager.

This light organisation structure enables the EEIG to react immediately and decisively.

AMBITIOUS OBJECTIVES

Corridor C wishes to establish a fast, efficient, high quality rail link between the port zone of Antwerp and the industrial centres of Lyons (France) and Basle (Switzerland). This aim falls within the European policy of producing a transnational rail network focusing on freight.

The corridor will increase the efficiency, reliability and sustainability of end-to-end rail freight traffic. This will also strengthen the competitive position of rail as against road transport, aligning the objectives of Corridor C with the European vision.

Ambitious aims have been set for the period 2009 - 2013, for various areas :

Domain	2009	2010	2013
Average travel time between Antwerp and Basel	11'30	11'10	10'15
Average travel time between Antwerp and Lyon	13'30	13'20	12'15
Punctuality	70%	72%	85%
Number of trains per day (both directions)	76	80	96



Photo @ Infrabel

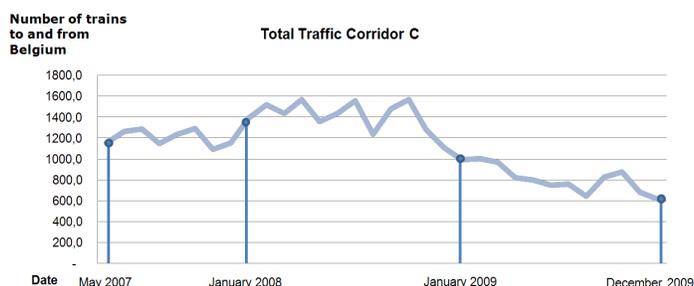
QUALITY

With regard to monitoring and improved punctuality, Corridor C is taking part in the Train Performance Management project which is designed to monitor and improve quality in the corridors. This project was stated by RNE in order to increase the quality of service in Corridor C. The Train Performance Management team has the aim for 2010 of improving the quality and comprehensiveness of traffic information. Today, punctuality is monitored on the basis of information supplied by Europtirail.

TRAFFIC

However, affected by the severe economic crisis in the economic sector, our objectives have been adjusted to bring them into line with the real situation.

TRAFFIC IN CORRIDOR C



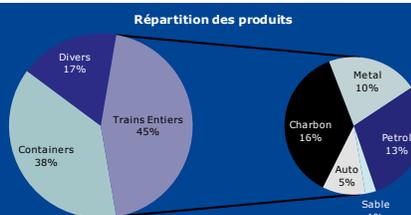
The year 2009 was marked by the economic and financial crisis, and its consequences on the development of traffic were visible. International traffic using Corridor C has fallen by approximately 30%. This trend has remained the norm for the market. However, this reduction in traffic can be taken as a challenge for 2010.

The Corridor C team will work to make Corridor C even more attractive by giving special attention to the quality and diversity of its services.

Products

An analyse of the products carried on the Corridor C indicated that:

- 45% of the trains passing on the Corridor C carry mostly coal and petroleum products
- 38% of the trains passing on the Corridor C carry containers.



CALENDAR - 2009

Seven Assembly were held in 2009, on 4 February 2009, 6 March 2009 (limited meeting), 6 May 2009, 17 June 2009, 30 September 2009, 28 October 2009, and 30 November 2009.

THE MEMBERS OF THE ASSEMBLY ENTITLED TO VOTE ARE:

- the **Chairman**, also representing the Luxembourg Infrastructure Manager, Fr. Jaeger.

- the **members representing the French and Belgian Infrastructure Managers:**

H. du Mesnil, General Director, RFF and L. Lallemand, Chairman of the Board of Directors, Infrabel.

- o J.-Ph. Chaix-Cames is a stand-in member representing RFF.

- o G. Vernieuwe is a stand-in member representing Infrabel.

THE FOLLOWING ALSO ATTEND:

- the **Managing Director**, M. Luc Vansteenkiste, Director-General Infrabel Network Access Department

- a **representative of the Swiss Infrastructure manager** in an advisory capacity M. Heinz Pulfer

- the **coordinator of the ERTMS/ETCS Committee**, S. Mosmann

- the **national ETCS project leaders**

- the **permanent members of Corridor C**

THE MEMBERS OF THE ASSEMBLY DISCUSS:

The strategy of the Corridor, its aims, its actions, and the results of the EEIG.

As the meeting is the sole executive body, any administrative and financial problems of importance are also handled here.

In addition to the Ordinary Assembly, a General Assembly was held in Luxembourg on 16 March 2009, and a meeting of the CEOs of the EEIG members on 8 July.

These meetings enable the EEIG members to be involved in this project at a high level in order to obtain the support required by the management of these members.



M. F. JAEGER,
CHAIRMAN CORRIDOR C,
DIRECTOR CFL



M. H. DU MESNIL,
REPRESENTING MEMBER RFF,
GENERAL DIRECTOR RFF



M. L. LALLEMAND,
REPRESENTING MEMBER INFRABEL,
CHAIRMAN OF THE BOARD OF DIRECTORS
INFRABEL



Mr L. VANSTEENKISTE,
MANAGING DIRECTOR CORRIDOR C,
DIRECTOR-GENERAL INFRABEL
NETWORK ACCESS DEPARTMENT



M. G. VERNIEUWE,
STAND-IN MEMBER REPRESENTING INFRABEL



M. J.-P. CHAIX-CAMES,
STAND-IN MEMBER REPRESENTING RFF



M. H. PULFER,
REPRESENTING MEMBER SBB

SEMINARS AND THEMED MEETINGS

On 23 April and 9 November 2009, two seminars were held by the members of the Meeting, in the form of working days, in order to go further into discussions on particularly important strategic points.

The representatives of the members of Corridor C and the Corridor Manager played an active part in the international coordination meetings held by RNE and the UIC.

The Corridor Manager thus took part in the meetings held by RNE regarding the management of the Corridor and the computer tools required for the smooth running of the Corridor, such as Pathfinder, Europtirails and Oracle Discover. Corridor C is also taking part in the test which will be held as part of the UIC European Performance Regime.

In the interests of harmonising the Corridor C supply with client demand, the representatives of the Corridor C "One Stop Shop" (OSS) also attended meetings on timetable harmonisation and commercial coordination, and discussions on improving services.

EXECUTIVE COMMITTEE

The European Commission, the members of the EEIG, and the leaders of the ERTMS/ETCS working groups take part in the Executive Committee on an advisory basis. The Ministries and the Infrastructure Managers are represented there.

The Executive Committee met three times in 2009, on 12 February, 11 May, and 30 November.

In order to be able to provide the Ministries with the best information, the EEIG members regularly take stock of the situation in the following areas: general achievements of the EEIG, European subsidies, achievements of the ETCS working group, and the objectives of the Quality and Interoperability initiative.

CORRIDOR GROUP

As from 2008, the MoU ERTMS Steering Committee set up a working group under the name "Corridor Group" with a view to coordinating communication between the ERTMS European coordination and the 6 ERTMS corridors.

The Corridor Group makes it possible to pool experiences on the technical and operational aspects. This means that the ERTMS coordinator can guarantee progress on the implementation of the measures described in the corridor ERTMS Letter of Intent. Each corridor delegates a maximum of two representatives. The Corridor C EEIG is represented by François Jaeger and Sylvain Mosmann

In 2009, five meetings took place: on February 19th, April 20th, June 8th, September 14th and November 16th.

The Steering Committee handles the implementation of the MoU. It is made up of two members of each representative signatory organisation.

PARTNERS



THE EUROPEAN COMMISSION

In its decision of 10 December 2008, the European Commission confirmed the granting of a total subsidy of 88.98 M€ to the Corridor C EEIG and other partner beneficiaries (RFF, CFL Infrastructure Manager, Infrabel, CFL Entreprise Ferroviaire and Crossrail BENELUX). This subsidy can cover up to 50% of the cost of the ground equipment until 2013 and up to 50% of the onboard equipment of the two railway companies until 2009.

A second call for proposals is being prepared. To do this, a letter has been sent by the EEIG to the three Community Infrastructure Managers and to all the railway companies entitled to travel on the network or which have started an entitlement procedure. The aim of this letter was to identify the potential partners of a joint response to the second call for proposals mentioned above. Six positive replies have been registered.

The decision on this second call will be made by the European Commission at the end of February 2010.

RAILNETEUROPE

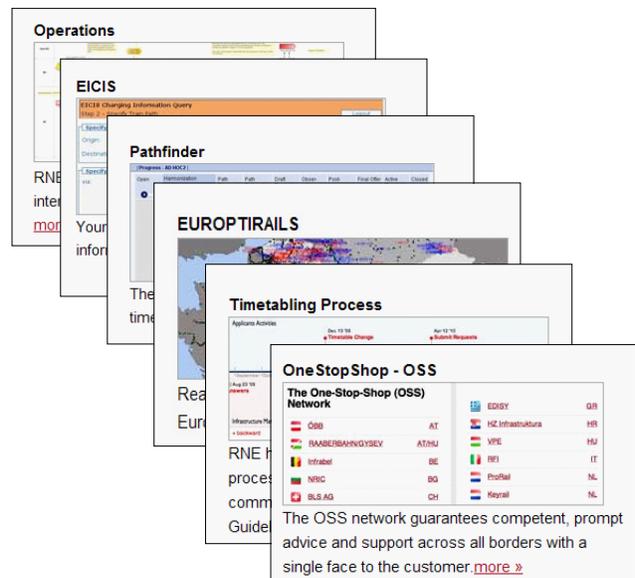


RailNet Europe, an organisation founded in 2004, brings together 35 European rail infrastructure managers. This association has a purely operational objective and is designed to improve the international timetables planning procedure.

Corridor C uses the products and services of RailNetEurope to offer a reliable service of high quality aligned with the service provided on the other corridors. For example, thanks to the OSS (One-Stop-Shop) format, rail companies now only have to apply to one infrastructure manager for an international train path.

The OSS is the point of contact of rail companies looking for more information on the availability, costs, and technical data of railway lines and terminals.

In addition, RNE defines the principles and methods of allocation of capacity and operation and, on the other hand, makes computer tools (Europtirails, Pathfinder, EICIS) available. The EEIG and its members apply these principles and methods and use the RNE computer tools within the specific operational framework of the corridor.



Tools RNE

Source: website www.railneteuropa.com

Results 2009

In spite of the economic crisis and a marked decline in traffic, Corridor C has given concrete results in both the deployment of the ERTMS and the improvement in quality and interoperability. Various initiatives have been set up to make rail companies more efficient. In 2009, the EEIG tackled every obstacle in order to improve products, services, and cooperation between all the parties.

Finally, in 2009, Corridor C met its promotion aims by approaching the market and its clients via various actions in order to make its range of services (OSS, Pricing, etc.) known.

ERTMS/ETCS COMMITTEE

The European Train Control System (ETCS) is a signalling, control and safety system designed to replace the various national "control command" systems throughout Europe, including those at present equipping Corridor C.

The choice has been made to use version 2.3.0d of the ERTMS/ETCS specifications on the Corridor infrastructure, this being the only legal version at present available, approved by the European authorities on 13 and 14 February 2008.

The Corridor is to be equipped with level 1, for which the ground-to-train data is transmitted via beacons (Eurobeacons) installed on the track.

Initially, the ERTMS is superimposed on the existing national systems to enable the railway companies to migrate their rolling stock gradually to the new European system. Eventually, these national systems will be deactivated, via national schedules and logic.

Before the definition and launch of the European corridors, the European implementation of ETCS followed essentially national logic.

The wealth of the ETCS specifications, its capacity for parameterisation, and the signalling philosophies on which it is superimposed have the corollary risk that their implementation may cause interoperability problems between networks.



Sylvain Mosmann,
Coordinator of the ERTMS/ETCS
Committee, Leader of the working
groups.



Aware of this risk, Corridor C has set up the ERTMS/ETCS committee, the main functions of which are:

1. To define the technical aspects of the ETCS requiring harmonisation or coordination between those involved along the corridor.
2. For each of these aspects, to set up a working group made up of experts in the field in question, establish the remit of this group, monitor its work, arbitrate, and follow up if necessary.
3. To incorporate the problems handled in the strategy of the infrastructure managers and the rail companies represented in Corridor C.
4. To be a place for exchanges and coordination between the national ETCS projects of the Corridor members.

Working-groups ERTMS

The ERTMS committee met on 20 February, 15 June, 7 September, and 8 December.

Additionally, the working groups met in line with their own schedules, at least bimonthly.

WORKING-GROUPS:

The "Train Categories" group, which supplied a proposal in 2008 (partly accepted by the ERA) to define several interoperable train categories, has recommenced its work to try to manage the problems of trains in the context of the dissipation of braking energy on steep slopes. The group finally concluded that the categories accepted by the ERA would be sufficient and that the problem of the steep gradients could be handled in the corridor other than by the categories of train. However, the group has been contacted by the equivalent Corridor D group, which is producing a proposal on the same question and would like advice from Corridor C. The topic is not yet closed at the end of 2009.

The "Harmonisation of operating rules" group completed its work of determining the adjustment of the ERTMS operating rules proposed by ERA to the operational rules existing on each network. The deliverable supplied proposes a certain number of additions to the ERTMS specifications, in particular the display of additional text messages to turn the information at present supplied to the drivers by fixed panels alongside the track into in-cabin signalling. The next stage consists of submitting these proposals to the standards authorities of each country.

The "Braking Curves and Safety Margins" group has the aim of determining tables of braking curves and the safety factors applicable to the interoperable trains in the Corridor. In particular, the group is monitoring the modelling work in the European document on the brake curves for the 3.0.0 version of the ERTMS specifications and it is seeking to make this work available for use with version 2.3.0d, for ease of future coherency. The main problem lies in the use of algorithms based on slightly different models by the "early adopters" of train or ground systems.

The "Data Entry" sub-group is working on the risks associated with the picking up and manual entry of data by the drivers. After having, in 2008, determined the data for which the possible errors really generate risks, this year the group has worked on the possibilities of reducing these risks to an acceptable level.

The members of the ERTMS committee and its technical working groups are representatives and experts commissioned by the Infrastructure Managers and the Railway Companies present in the Corridor or potential users. Their work is carried out with the regular participation of representatives of the User Group ERTMS EEIG with the aim of ensuring coherence with other corridors as far upstream as possible.

The provisional schedule for the deployment of the ETCS on the Corridor is given in the Appendix.



Photos © Infrabel

Quality & Operability

The Quality and Interoperability aspects of the Corridor C ERTMS migration project, were modified in the course of 2009. In order to increase the efficiency of the actions and reduce the operating costs, it was decided to merge the 13 volunteer sub-working groups and transmit their missions to the Corridor C's permanent team. The latter have the targets of implementing the different activities permitting optimum use of Corridor C by improving the competitiveness of rail freight.

In order to avoid work redundancy, close cooperation is in fact being sought with international organisations such as RailNetEurope and the UIC. On the other hand, the work modules of the Quality and Interoperability group are trying to import this work to benefit Corridor C in so far as it is relevant and is available within the timescales of the Corridor C EEIG. They are also helping Corridor C to achieve its aims.

In 2009, PRIORITY WAS GIVEN TO :

PREPARING A COHERENT OFFER

This offer was formalised in the form of a Paths Catalogue, which is available to any rail company on the RailNetEurope site and the Corridor C site. This catalogue was also distributed at the "C the Use, Use the C" event held by Corridor C on 20 October 2009. The path catalogue is also available on the website of the Corridor C: www.corridorc.eu and the website of RNE : www.railneteurope.com.

COMMUNICATION AND COORDINATION OF WORKS ZONES

Scheduled and unscheduled work along the corridor is a problem for the smooth running of trains. Corridor C, being aware of this, has launched an initiative for pooling knowledge. The approach is to list the very short term, medium term, and long term works. With regard to the medium and long term, Corridor C uses RNE procedure X-24. For the very short term, a specific action has been drawn up. After this necessary stage of exchanging information, the team will harmonise the works zones so that the traffic on the corridor is more fluid.

BETTER COMMUNICATIONS BETWEEN TRAFFIC CONTROL CENTRES

Within the RNE, the Corridor Manager has set up a "Paths Harmonization Across the Border" procedure between Infrabel, RFF, CFL and ProRail. This procedure describes the organisations on either side of the border and lists the services and people involved. This procedure essentially aims at allocating paths within the framework of the annual and ad hoc service.

With regard to the allocation of last minute paths or late alterations of paths due to works, a specific procedure has had to be carried out for the French territory. After several modifications, this procedure will be available in 2010 under the name IG TR1 - CO 2666. These two procedures should enable Corridor C to provide a faster response to applications for paths.



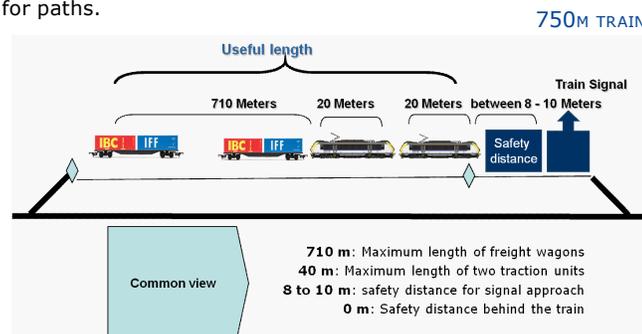
A 750 METRE TRAIN STANDARD

With the assistance of a consultancy firm, an investment project has been carried out to permit the travel and garaging of 750 metre trains over the whole length of the corridor. This project was approved by the Management of each infrastructure manager and confirmed by an investment plan. This plan provides for standard movement of 750 metre trains from 2016.

MONITORING QUALITY AND THE QUALITY IMPROVEMENT SYSTEM

Corridor C is taking part in both the UIC/RNE EPR tests and the RNE Train Performance Management. With regard to Train Performance Management, the team was trained in December 2009.

It is made up of a Performance Coordinator (Infrabel), which manages the link with a team of national Performance Managers (RFF, CFL and PRORAIL). The team's first mission is to improve the quality of the information present in Europtirails in order to guarantee the relevance of the data obtained. Once this stage has been passed, the team will be required to detect the reasons underlying "non quality" and eliminate them.



Services

CORRIDOR MANAGEMENT

Corridors play a vital part in the economy of Europe. In recent years, several European initiatives have led to the preparation of corridors. The efficient management of a corridor is designed to make international traffic more efficient and more fluid. In order to concentrate the efforts and chances of success, a pragmatic approach has been taken in order to merge certain redundant initiatives.

The connection between the corridors of RailNetEurope and those of ERTMS is to be seen in this context. On 4 December 2008, a crucial step was taken, consisting of creating a synergy between the technical resources (the ERTMS corridors) and the operational processes (the RNE corridors). The operational missions of corridor manager 5 RNE were thus transferred to the Corridor C EEIG.

For Corridor C, the fact of cooperating closely with RailNetEurope guarantees that the processes will always be in line with a European vision. For RailNetEurope, the advantage is that the working groups (timetable compilers, One Stop Shop, etc.) are, in particular, better supervised and better supported in their work. The management of Corridor C would like to offer the market efficient services.



Corridor Manager,
Patrick Nguyen



Photo © RFF

PATH CATALOGUE

In order to guarantee efficient usage of the infrastructure capacity, the infrastructure managers are producing a catalogue of preconstructed paths, specifically for freight traffic. These paths are produced on the basis of optimisation of capacity and are published 11 months before the annual timetable changeover, as required by Directive 2001/14.

The main aim of the paths catalogue is to assist with the preparation of requests for paths for goods traffic. Similarly, the catalogue reflects the present and future needs of the clients. To do this, a study of the existing situation has been carried out by the Corridor Manager to ensure that the offer matches the needs of the clients. The offer of "All In" paths has therefore been guided by this study.

Within the framework of Corridor C and in agreement with the targets set by the Corridor C's Assembly, the paths catalogue prepared in 2009 for services in 2011 includes several changes. In particular, there is the alternative offer of Antwerp-Basel paths via Mont Saint Martin or the opportunity to make operational stops at Bertrix to reduce costs.

Between Antwerp Noord and Basel, the 2011 catalogue offers 10 pairs of paths per day with journey times of between 10 hours 40 minutes and 12 hours.

For the Antwerp-Lyon section, offer matches demand. The duration of the journey varies between 12 hours 15 minutes and 15 hours.

Following agreements with the Managing Board of RNE, the 2011 catalogue also provides for the paths to continue to Rotterdam (Kijfhoek and Maasvlaakte).

Finally, the path catalogue will be available on the Corridor C website and the RailNetEurope website. As in 2009, the path catalogue will be presented to the OSS and the Accounts Managers of the various Infrastructure Managers. It will also be distributed to the rail companies and logistics operators.

RailNet Europe
PATHS CATALOGUE 2011
 From Northern Ports to Southern Europe
 Antwerpen - Luxemburg - Basel - Lyon

Map showing Corridor C (red line) and Corridor Extended (blue line) routes through Antwerpen, Luxemburg, Basel, and Lyon.

Train paths catalogue
 From Rotterdam/ Antwerpen to Basel/Lyon

Legend: Operational changes
 The following codes are used to specify the operational changes that may be performed at stops:
 a) Locomotive change
 b) Driver change

Path parameters
 The following parameter sets are used to specify the path parameters for each country:

	Netherlands		Belgium		France		Luxembourg		CS
maximum train length (m)	600	700	600	700	700	700	700	600	
maximum tonnage (t)	1000	1500	1300 tons (North-South) - 1100 tons (South-North)	2000	1800	1800	2000	1500	
loading gauge / profile	PGC 70, PGC 400	PGC70, PGC 400	PGC 70, PGC 400	PGC 70, PGC 400	22.5 V GB	22.0 V GB	PGC 50, PGC 3FS	22.5 V GB	S 3000 (T1) - Type 13 (SNCF) - Adtran Flans (SNCF)
reference locomotive	Class 05	Class 05	T13	2 X T13	Adtran Flans	Adtran Flans	2 X S 3000		
Speed	100	95	100	100	120	120	90		
Other	ERIMS								
Path parameter set	PS1	PK10	RF01	RF02	RF01	RF02	AR01	CS 01	

Status of the path
 In the event a path has already been allocated, the following background color will be used in the periodicity table:
 ■ Path is allocated

Path Catalogue 2011

From ANTWERPEN to BASEL
 10/01/2010

No	Path	Param	Belgium				Luxembourg		France			Switzerland		Comment			
			Antwerpen	Namur	Bertrix	Aubange	Bettembourg	Thionville	Hausbergen	Mulhouse	Basel BV	Comment					
x	PBJ	RF03	05:44	09:24		11:56	12:30	12:54	13:11	13:17	15:51	17:00	17:37	18:41	11.12		
x	P16J	RF03	09:52	12:32	14:00	ab 14:15	15:12	15:46	16:48	16:04	16:07	19:04	20:31	20:41	21:27	11.3	
x	P33J	RF02	12:19	14:50		17:30	18:06										
x	P34J	RF03	12:46	15:26		18:01	18:37	19:01	19:16	19:19	21:40	21:50	23:11	23:59	040	11.12	
x	P51J	RF02	13:15	15:00		18:26	19:02	22:06	22:44								
x	P51J	RF02	16:07	19:37				22:06	22:44	23:14	23:17	1:29	2:50	3:36	4:16	11.12	
x	P51J	RF02	19:08	21:46		00:22	01:00										
x	P51J	RF02	19:16	21:56		00:28	01:06										
x	P51J	RF01				1:16	1:32	1:36	3:40	5:10	5:56				6:36	11.12	
x	P23N	RF02	22:39	02:19	03:40	ab 04:28	05:17	05:53	6:38	6:13	6:16	6:58	10:16	10:19	11:02	11.12	
x	P23N	RF02	00:03	03:33	04:24	ab 04:45	05:14	05:50	7:00	7:15	7:21	8:02	9:19	11:22	11:30	12:06	11.12

* To Be Confirmed on the 2nd of February 2010

OSS

The One Stop Shop concept translates the wish of the infrastructure managers to make rail traffic easier. Its aim is to simplify exchanges with them, with regard to requests for international train paths and general and operational questions relating to the corridor.

Each Infrastructure Manager has an OSS structure.

Via the OSS network, Corridor C offers:

- Customer support and information on the full range of services and products of the Corridor Infrastructure Managers;
- Supply of all data needed to access the infrastructures of the various Infrastructure Managers within the RNE;
- Appropriate processing of applications for international train paths;
- A guarantee that the applications for the next period are taken into account in the annual timetable procedure;
- Control of the paths over the whole journey.

The OSS can also provide information on costs relating to the use of the infrastructure and the train movements.

The OSS network on Corridor C is provided by Infrabel in Belgium, by ACF (Administration des Chemins de Fer) in Luxembourg, by RFF in France, and by Trasse CH in Switzerland.

Thanks to this OSS network, Corridor C fulfils the concept of "One Face To The Customer" and provides assistance with "Cross Borders" operations, based on transparent, confidential, non-discriminatory procedures.



Photos:
Technical Meeting - Horairistes RNE
Paris - June, 22nd 2009

ONE STOP SHOP NETWORK



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STANDARD 750 M TRAINS

750 metre trains are a European standard, and meet one of the needs of the Railway Undertaking in their quest for greater profitability. While movement of 750 metre trains is standard in the Luxembourg and French part itinerary of the corridor, movements of this type of train on the Belgian network is authorised as an exception. An investment plan has been produced for the whole corridor in order to permit 750 metre trains to travel by 2016. Nevertheless, 750 metre trains will be authorised gradually from 2010. At present, trains this length can be moved at a rate of 3 at night on certain lines on the Belgian network, including some on the Corridor C.

EQUIPMENT AVAILABLE ALONG THE CORRIDOR

Via studies and meetings, in 2009 Corridor C produced an inventory of the logistics and operational structures along the corridor.

Similarly, the study of 750 metre train traffic has made it possible to take stock of the investments required for more efficient use of the Corridor.

This inventory will make it possible in 2010 to present the clients with all the possibilities offered along Corridor C whether in terms of garaging, logistical operations, or tanking.

PATHFINDER

Pathfinder is a web application provided by RNE for the Infrastructure Managers, capacity allocation bodies and Railway Undertaking. This application manages requests and responses for international train paths.

Although Pathfinder is used frequently in relation to the "passenger" service, it was little used for "freight", in view of the working methods inherent in this activity. In fact, the requests made in terms of annual freight service are modified very frequently. Pathfinder was not designed to cope with such large numbers of alterations. The number of requests for "ad hoc" paths is much greater than the number of paths requested on an annual basis.

Following a working meeting concerning Pathfinder, the Corridor made available comments and suggestions to improve the product. In December 2009, a new version of this tool was presented; it takes into account the comments made by the Corridor.

The main changes are the use of this tool for ad hoc orders, and a greater integration with the existing systems. We should emphasise on the fact that an integration platform has been developed by RNE in order to open up Pathfinder to the various national ordering systems. A specific action will be carried out in 2010 for more intensive use of Pathfinder among the Infrastructure Managers members of the Corridor C.

EUROPTIRAILS

Europtirails (EOPT) permits tracking and tracing of international trains in real time, and thus includes the corridor. In 2009, Europtirails was combined with a reporting module, "Oracle Discover". This makes reports on traffic punctuality available. The discrepancy in relation to the timetable and the reasons for this are the basis for the system of reporting and identifying problems. The data on the discrepancies are submitted by all the infrastructure managers present in Corridor C. However, only RFF sends the data on the delay reason to Europtirails.

The setting up of Train Performance Management (TPM) and the more intensive use of Europtirails show that the quality of the information is not satisfactory. The main reasons are the renumbering of trains in France and the incorrect data transfer between the national systems and EOPT.

In 2010, the TPM working group has the aim of improving the quality of the data. The reasons for delays will be sent to EOPT by Infrabel and CFL as from March 2010. This will allow to analyse data in order to discover and resolve quality problems improving the quality of services provided for freight.

Communication

"C THE USE, USE THE C" EVENT

In order to set up a suitable service of high quality on the routes in question, it is essential to know the specific requirements of the various stakeholders. This is why, on 20 October, Corridor C held an event under the title "C the use, use the C" in Antwerp. This event gathered the representatives of the European Commission, the Railway Undertaking and the sea ports.

The outcome was fruitful exchanges between all the parties, in particular at the productive session "Meeting You". Participants who wished, were able to meet on a one to one basis to a member of the governing board of the Corridor C. Representing the European vision, Mr Karel Vinck, ERTMS (European Rail Traffic Management System) coordinator, mentioned the interest of the deployment of the ERTMS system throughout Europe.

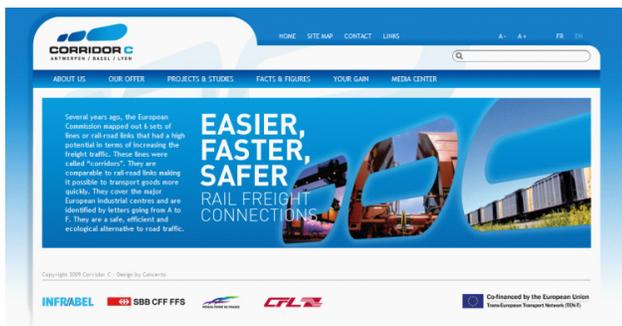


Event "C the use, use the C"
Speaker: Karel Vinck - Coordinator of the European ERTMS Corridors



At the event, the Corridor management presented their implementation plan for the movement of 750 metre trains from 2016 over the whole corridor. This initiative was enthusiastically welcomed by all parties. In fact, this project makes it possible to keep step with demand on the market and strengthen the competitive position of rail in comparison with road traffic.

This meeting was the first stage in the Corridor C process of listening to market needs in order to improve its offer of service quality.



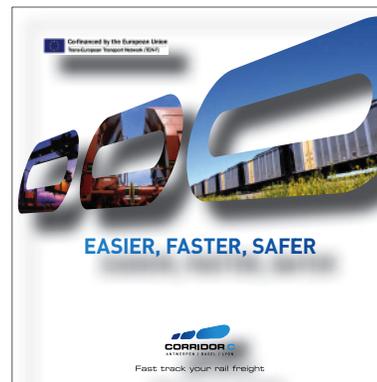
WEBSITE CORRIDOR C

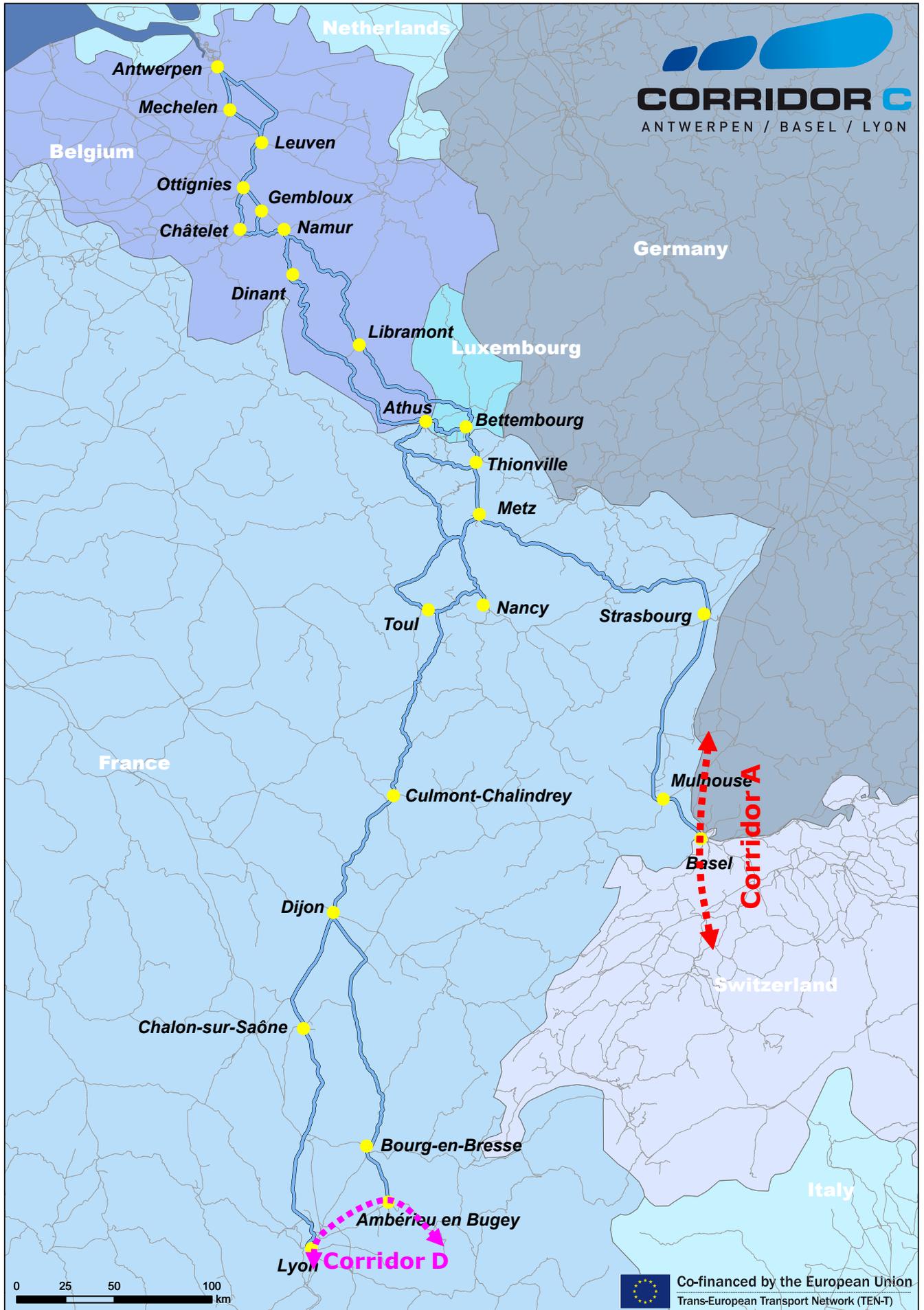
The Corridor C official website, www.corridorc.eu, was launched in October 2009 and contains complete information on Corridor C and its development.

It means that the stakeholders can be kept informed of the current projects and the results obtained on Corridor C. All the information is available in French and English.

BROCHURE

A brochure was published at the beginning of 2009 to inform the Corridor C's stakeholders of our values and present Corridor C, its ambitions, its links with RailNet Europe and the European Commission.





Netherlands

Antwerpen

Mechelen

Belgium

Leuven

Ottignies

Gembloux

Châtelet

Namur

Dinant

Libramont

Luxembourg

Athus

Bettembourg

Thionville

Metz

Toul

Nancy

Strasbourg

France

Culmont-Chalindrey

Mulhouse

Basel

CORRIDOR A

Dijon

Switzerland

Chalon-sur-Saône

Bourg-en-Bresse

Ambérieu en Bugey

Lyon

Italy



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

Finance

The EEIG's budget for 2009, approved by the Assembly on December 15th, 2008, is 415.320 EUR.

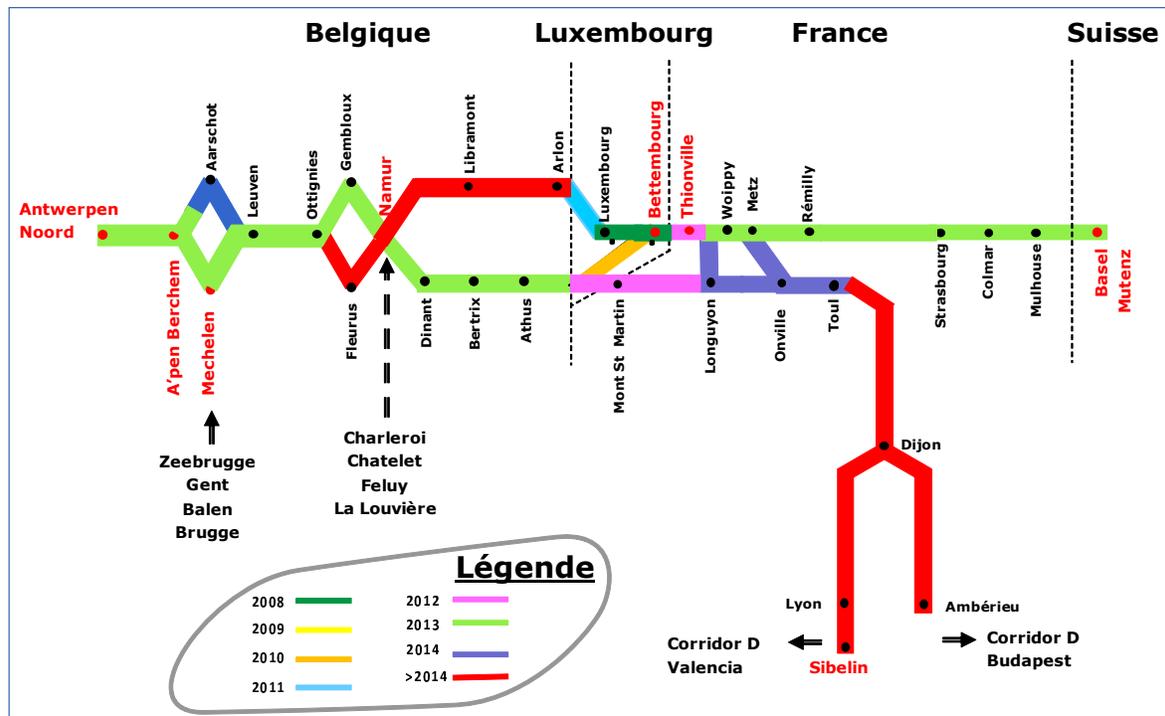
Financial resources came from the member's contributions and the European subsidies.

The detailed figures may be consulted in the financial statement.

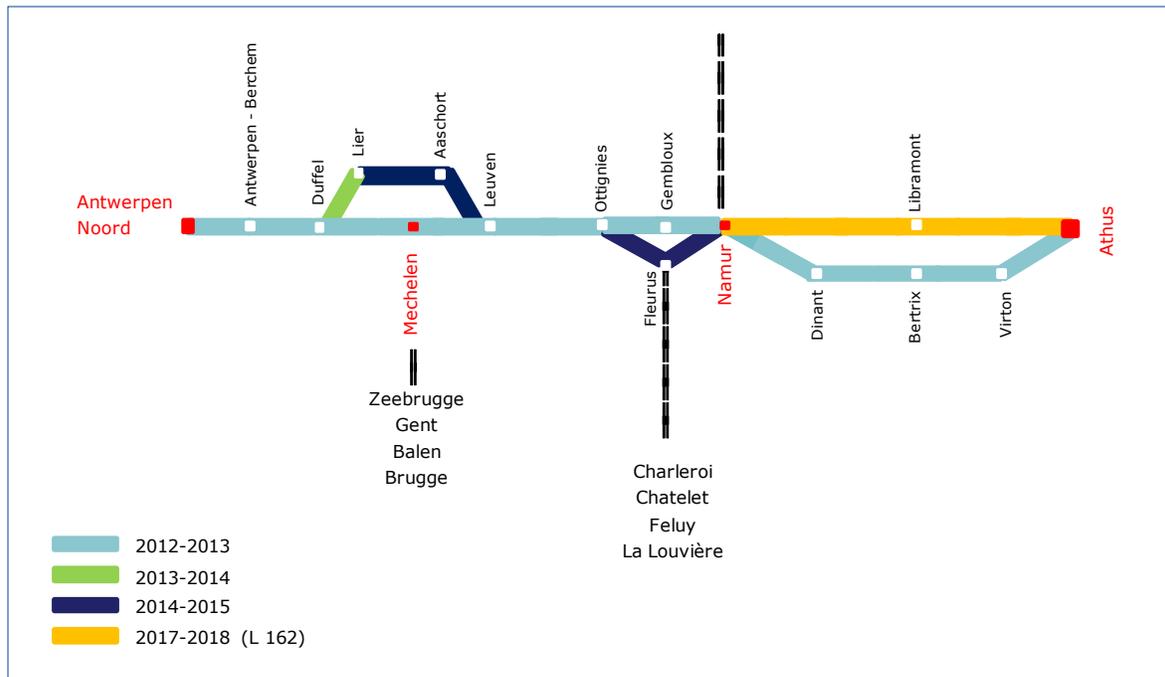


APPENDIX : PLANNING ETCS V.2.3.0D LEVEL 1 MIGRATION

IMPLEMENTATION ETCS CORRIDOR C



IMPLEMENTATION ETCS CORRIDOR C - DETAILS IN BELGIUM



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INFRABEL
Right On Track

CFL SOCIÉTÉ NATIONALE
DES CHEMINS DE FER LUXEMBOURGEOIS


RÉSEAU FERRÉ DE FRANCE

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