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Annual Report 2011



CORRIDOR C

ROTTERDAM-ANTWERPEN-BASEL / LYON

Fast track your rail freight

27/3/2012

Contents

1	Message from the Chairman	4
2	Corridor C	6
2.1	A European Corridor	9
2.2	The European Regulation on competitive freight	9
3	About Corridor C	11
3.1	Mission and vision	11
3.2	Objectives and results.....	12
3.3	Governance of the Corridor C EEIG.....	14
3.3.1	Corridor C EEIG organisation chart	14
3.3.2	Member or associate member infrastructure managers.....	15
3.3.3	Meetings	15
3.3.4	The permanent team	16
3.4	Partners.....	18
3.4.1	The European Commission	18
3.4.2	Executive Committee and National Security Authorities.....	19
3.4.3	Collaboration with other corridors	19
3.4.4	RailNetEurope.....	20
3.4.5	Corridor Group.....	21
3.5	2011 Calendar.....	21
3.5.1	Meetings	21
3.5.2	Themed meetings and seminars.....	22
3.5.3	Executive Committee	22
3.5.4	Corridor Group.....	22
4	ERTMS/ETCS Committee	23
5	Total Service Concept	27
5.1	Monitoring indicators	27
5.1.1	Volume of traffic	27
5.1.2	Types of traffic	28
5.1.3	Types of paths	28
5.1.4	Punctuality of paths offered	29
5.2	Quality & Interoperability (Q&I)	29
5.2.1	Implementation of a marketing watch	30
5.2.2	Better communication between Traffic Control Centres.....	30
5.2.3	Communication and coordination of work zones.....	31
5.2.4	Monitoring quality and quality improvement system	31
6	Services	31
6.1	Corridor Management	31
6.2	Paths Catalogue	32
6.3	One Stop Shop (OSS).....	33
6.4	Characteristics of the Corridor	34
6.5	PCS (Path Coordination System)	34
6.6	TIS (Train Information System).....	34
7	Investments	35
8	Communication	36
9	Finance	36



1 Message from the Chairman

The Corridor C European Economic Interest Grouping (EEIG) was created on 16 March 2007 and has now celebrated its fifth birthday.

I would like to start by thanking everyone who has contributed to the creation and development of this major ambitious European project. I really appreciate the trust and commitment they have demonstrated.

During the course of the project, the Dutch infrastructure manager (ProRail) joined the European corridor grouping as a result of the extension of the route between Antwerp and Rotterdam. This means that Corridor C is assured that Europe's two major sea ports are formally linked to it.

Furthermore, cooperation agreements have been signed with the capacity allocation bodies in Switzerland and Luxembourg, Trasse Schweiz (TS) / Sillon Suisse and Administration des Chemins de Fer Luxembourgeois (ACF). For their part Swiss railways (SBB) have been involved since the outset in Corridor C as an associate member and actively collaborate in the EEIG works.

Therefore all the Corridor C players are involved in its governance and the initial results are beginning to bear fruit.

During 2011, work essentially focused on the implementation of European regulation 913/2010 on competitive freight and the migration of the present Corridor C organisation to a Corridor 2 structure by the end of 2013.

The initial results have been issued and the challenges for 2012 and 2013 relating to the official commissioning are enormous, both internal and external to the corridor.

The dominant issue is certainly the official commissioning of Corridor 2 by the end of 2013, a date that represents a major challenge.

After the structures of the grouping had been finally put in place, it is the Corridor's customers who are increasingly the focus of our attention.

To allow the railways to become and remain successful and competitive, the managers must be in a position to offer services with a very high added value. These added values are essentially punctuality, seat availability, journey times, information, end-to-end services throughout the corridor and interconnection with other corridors.

And while customer expectations are high, the challenges we face are enormous.

In 2012 and the years to come, we will do everything we can to remain alert to them. Although freight transport market shares will increase in the future, this modal shift must also be viewed in the context of the sustainable development of freight transport.

I am deeply convinced that, as a result of the current rail transport policy in the European Union associated with heavy investments in both infrastructure and rolling stock by all rail partners, in particular governments, infrastructure managers and railway companies, the history of the railway will be written across all the new freight corridors.

Luxembourg, 16 March 2012

Chairman of Corridor C,
François JAEGER

2 Corridor C

Corridor C is a freight-oriented route connecting the Netherlands, Belgium, the Grand Duchy of Luxembourg, France and Switzerland. The Corridor links the two main European ports (Rotterdam and Antwerp) passing through major industrial areas until reaching Lyon and Basel as gateways to southern Europe (Switzerland, South of France, Spain and Italy).

The extensions of the Corridor to Rotterdam, following the Rotterdam Ministerial declaration dated 14 June 2010 and the Lille to Longuyon line decided on by the Corridor C Executive Committee in 2011, were the subject of an Extension Plan. The plan describes the consequences of these extensions on the governance of the corridor, the ERTMS deployment policy and the improvement of its quality of service and interoperability.



Also in the context of the decisions of the Rotterdam Declaration, France successfully completed a study in 2011 on the possibility of extending the Corridor to Dunkirk and Le Havre. It submitted the main results of this study to its partners on the Executive Committee on 10 January 2012.

The setting up of the ERTMS (European Rail Traffic Management System) safety system will be staggered until 2020 to gradually replace the five signalling systems currently co-existing on the 2,350 km of this European corridor.

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

The Corridor in a few words:

- links Antwerp to Lyon and Basel
- is 2,350 km long
- connects the Netherlands (100 km), Belgium (620 km), France (1,550 km), the GD of Luxembourg (70 km) and Switzerland (8 km)
- is fast, efficient, reliable and punctual
- falls within the framework of sustainable development
- improves interoperability thanks to uniform signalling (ERTMS)

The summary chart below shows the Corridor's main routes.



The section between Kijfhoek - Maasvlakte (dotted line) is shared by Corridor C and A but remains under the governance of Corridor A

The same routes are represented below in more conventional map format.



CORRIDOR C
ROTTERDAM-ANTWERPEN-BASEL / LYON



Corridor C
Other railway lines
June 2011 version

2.1 A European Corridor

The European Commission wants to promote goods transport on the rail network and increase the modal share, thereby benefiting the transfer from road transport to rail. Such a transfer offers significant socio-economic and environmental benefits.

This is why the European Commission is encouraging rail infrastructure managers and railway companies to develop a European rail network of freight-oriented corridors equipped with the ERTMS system.

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

- a legal framework for the corridors, in the form of a European Economic Interest Grouping management structure;
- investment programmes to deploy the ERTMS and attack the nerve centres in terms of capacity;
- initiatives designed to improve the coordination between infrastructure managers for the allocation of international train paths.

The European Commission is actively monitoring each corridor and, in the context of its trans-European transport network policy, is subsidising corridors whose projects have reached a certain maturity.

The setting up of this trans-European freight corridor will contribute to promoting rail as a highly efficient form of medium- and long-distance transport.

To achieve this, the Regulation allows for this implementation to improve the coordination of works between infrastructure managers, offers the services of a one-stop shop (Corridor OSS), publishes a catalogue of international paths by corridor, and improves the allocation of capacity with the annual publication of timetables and also at an operational level.

2.2 The European Regulation on competitive freight

On 20 October 2010, EU Regulation 913/2010 of 22 September concerning the European rail network for competitive freight was published in the Official Journal of the EU and came 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 describes the governance and the investment and management policy of the freight corridors.

In Annex 1 of the Regulation, nine corridors were defined, including Corridor 2 (Rotterdam – Antwerp – Luxembourg – Metz – Dijon – Lyon / Strasbourg - Basel). This corridor corresponds to corridor ERTMS C extended as far as Rotterdam, following the Rotterdam Declaration of 14/06/2010. Six of these first nine corridors, including Corridor 2, should be operational by 10 November 2013, and three others by 10 November 2015.

The Regulation requires organisation of the corridor at two levels: an Executive Committee (composed of Ministers' representatives) and a Management Committee (composed of infrastructure managers' and capacity allocators' representatives). It adds two advisory groups to this: one comprising representatives of the terminal proprietors and managers, the other comprising representatives of the railway companies.

The corridors should have a One Stop Shop (OSS)¹ for the allocation of capacity. "Authorised candidates" can submit capacity applications even if they do not have railway company status.

An implementation plan will be drawn up including, among other things, a description of the characteristics of the corridor, a summary of a market study to be carried out in 2012, an investment plan and the list of objectives set by the corridor in terms of quality of service and capacity. Therefore increased cooperation as regards capacity allocation and traffic management between infrastructure managers across the corridor is necessary.

The implementation of the European Regulation on competitive freight and the resulting organisational and functional changes of Corridor C were one of the major challenges for the EEIG in 2011.

The one stop shop, the market study and the setting up of advisory groups represent the three major cornerstones of the implementation of Regulation 913/2010.

The market study was prepared in 2011 and will be launched in Spring 2012 in order to serve as a fundamental source of information for guiding part of our action plan.

2011 saw the refinement of the choices for the structure of the one stop shop: choice of scope, customer response procedures, choice of a model based on a coordinator, etc.

Following a survey of Corridor railway companies and terminals, the framework and composition of the two advisory groups - composed respectively of Railway Companies and Terminals - was defined; in this connection a meeting was arranged by the Belgian Federal Public Service Mobility and Transport with the terminals concerned on its territory (7/11/2011).

¹ One Stop Shop pursuant to Regulation 913/2010

The “kick-off meeting” (8/12/2011) of an ad hoc working group relating to various Franco-Swiss transborder issues was held.

The bases were laid out of the file detailing the Corridor 2 characteristics, as required by the Regulation implementation plan (Art 9.1).

Corridor C also participates actively in the RailNetEurope (RNE) working groups connected with the implementation of the Regulation.

In addition, a working group composed of legal experts from member companies is working on the implications connected with the implementation of the Regulation.

3 About Corridor C

3.1 Mission and vision

Mission: The Corridor C EEIG is a European grouping whose mission is to promote within its membership measures to improve interoperability, the suitability of the service supplied, and the deployment of the ERTMS system on the Rotterdam-Antwerp-Lyon/Basel corridor known as Corridor C.

Specifically, the EEIG has the following missions:

- to prepare a detailed plan to implement the ERTMS in the corridor
- to coordinate and monitor applications for financial aid relating to ERTMS facilities
- to coordinate the Corridor C approach and action plan with those of other interconnected corridors
- to check and evaluate the results obtained, with a view to developing new action procedures intended to progressively improve the quality offered.

In addition, within the scope of its activities, the EEIG can also:

- identify and carry out the investments necessary for improving the corridor’s performance
- advise and support infrastructure managers and railway companies on the implementation of their projects, from award of contracts to completion

- propose methods with a view to facilitating the coordinated acceptance of international trains throughout the corridor
- study, in accordance with the general principles defined by RailNetEurope, measures for maximising the potential of corridors and improving interoperability
- encourage coordination in terms of technology, operation, and safety
- coordinate and optimise the allocation of the necessary funding
- promote grouped orders for the ERTMS safety system.

Since the entry into force of Regulation 913/2010 on 9 November 2010, the Corridor has carried out a certain number of missions intended to prepare its implementation, pending the formal constitution of the Freight Corridor no. 2 Management Committee as described in the Regulation. These missions include in particular:

- the creation of a Management Committee
- the launch of a market study
- the creation or designation of a one stop shop for capacity allocation
- the creation of two advisory groups made up of the corridor's railway companies and terminals
- the coordination of the infrastructure works
- the publication of a Corridor information document
- the coordination of rules for traffic management in problem situations
- the preparation of an investment plan.

Freight Corridor no. 2 should be established no later than 10 November 2013.

Vision:

Our vision is to make freight rail transport progressively more accessible, more reliable and faster.

3.2 Objectives and results

Corridor C is a fast, efficient and quality rail link between the two main European sea ports and a number of industrial centres in Benelux, eastern France and Switzerland, extending to Italy and even Spain. This objective falls within the European policy of producing a transnational rail network focusing on freight.

The corridor is to increase the efficiency, reliability and durability of end-to-end goods rail traffic, thereby strengthening the railway's competitive position, in line with European freight transport targets.

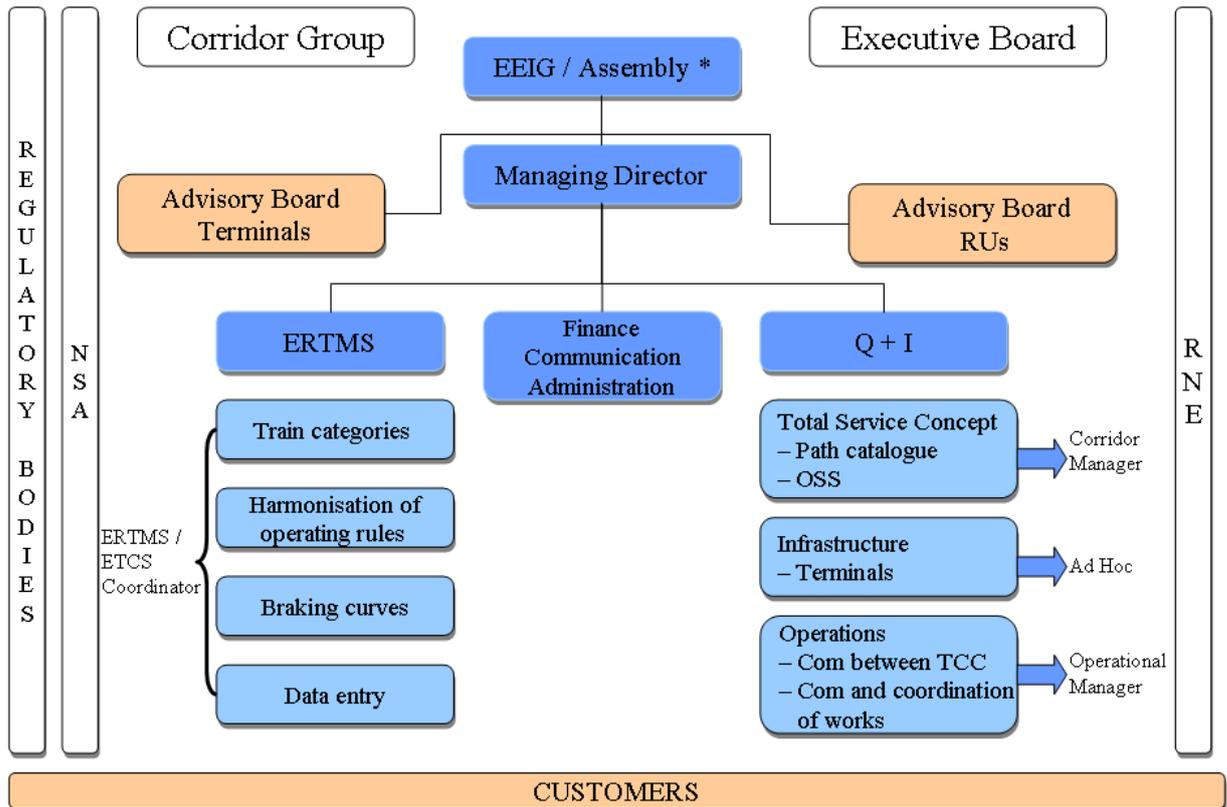
For the period 2009 - 2013, ambitious targets, listed in the table below, were set in 2009:

Area	2009 targets	2010 targets	2011 targets	2011 results	2013 targets
Average journey time between Antwerp and Basel	11 hr 30 min	11 hr 10 min	11 hr 05 min	12 hr 20 min	10 hr 15 min
Average journey time between Bettembourg and Lyon			7 hr 35 min	7 hr 31 min	7 hr 20 min
Punctuality within 30 minutes	70%	72%	76%	75%	85%

Table 1 - Main Corridor C KPIs 2009 to 2013

3.3 Governance of the Corridor C EEIG

3.3.1 Corridor C EEIG organisation chart



*Assembly (IM's + AB's = single decision level of EEIG

3.3.2 Member or associate member infrastructure managers

The EEIG is administered by a Chairman and a Managing Director, and is composed of four full members: Réseau Ferré de France (RFF), Infrabel, Société Nationale des Chemins de Fer Luxembourgeois (CFL) and ProRail which became an official member in 2011.

The Swiss railway infrastructure manager, CFF, has been an associate since 2007.

The Capacity Allocation Bodies, namely Sillon Suisse / Trasse Schweiz (TS) and Administration des Chemins de Fer luxembourgeois (ACF) became associate members in 2011.

3.3.3 Meetings

As of 31 December 2011, the members of the Meeting entitled to vote are:

- the Chairman, also representing the Luxembourg infrastructure manager, Mr François Jaeger, Network Director of CFL.
- the member representing the French infrastructure manager, Mr Hubert du Mesnil, Chairman of RFF. Mr Jean-Philippe Chaix-Cames is the stand-in member representing RFF.
- the member representing the Belgian infrastructure manager, Mr Luc Lallemand, Managing Director of Infrabel. Mr Guy Vernieuwe is the stand-in member representing Infrabel.
- the member representing the Dutch infrastructure manager, Mr Pieter Kraaijeveld, Transport and Timetable Programming Director of ProRail. Mr Erik van der Linden is the stand-in member representing ProRail.

The following also attend:

- the Managing Director, Mr Paul Mazataud, Managing Director for Development – RFF
- the representative of the Swiss infrastructure manager, with an advisory vote, Mr Roland Pfaffen
- the representative of the Capacity Allocation body Sillon Suisse / Trasse Schweiz (TS), Mr Daniel Haltner
- the representative of the Capacity Allocation Body in Luxembourg, namely Administration des Chemins de Fer (ACF), Mr Maurice Faramelli
- the ERTMS/ETCS Committee coordinator, Mr Sylvain Mosmann
- the national ETCS project leaders

the members of the permanent Corridor C team, Mr Patrick Nguyen (Corridor Manager), Mrs Caecilia Bierer until September 2011 (Financial, Administration and Communication Manager), Mr Eric Guenther since June 2011 (Operation Manager).

The Meeting members discuss the strategy of the corridor, its objectives, its actions and the results of the EEIG.

As the Meeting is the sole executive body, any administrative and financial issues of importance are also handled at this level.

3.3.4 The permanent team

The EEIG has a permanent team which has been set up gradually since 2009.

It is composed of three people who come under the authority of the Managing Director:

- a Corridor Manager,
- an Operation Manager (recruited in 2011),
- a Financial, Administration and Communication Manager (post currently vacant)

The Managing Director ensures the proper operational and technical performance of the tasks incumbent on the EEIG.

The Corridor Manager's main objective is to contribute to the development of traffic along the corridor. This objective involves offering services matching the needs of the market, better coordination between infrastructure managers and railway companies, and a better quality of service.

The Operation Manager concentrates his actions on operational problems and, in coherence with the national infrastructure managers, defines the measures intended to eliminate bottlenecks along the corridor or improve operational aspects of traffic.

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

This streamlined structure allows the EEIG to react with promptness, flexibility and efficiency.

In addition, the permanent team participates in numerous RailNetEurope (RNE) working groups on subjects such as Corridor Management, OSSs, operational rules at border crossings, coordination of work between infrastructure managers, punctuality and regularity targets, construction of annual service timetables, compilation of international path catalogues, etc.

Les CEO's, les membres, les membres suppléants et les membres associés



Hubert du Mesnil,
RFF



Luc Lallemand,
Infrabel



Alex Kremer,
CFL



Pieter Kraaijeveld,
ProRail



François Jaeger,
Président
CFL



Jean-Philippe Chaix-Cames
RFF



Guy Vernieuwe
Infrabel



Erik van der Linden
ProRail



Roland Pfaffen
SBB



Maurice Faramelli
ACF



Daniel Haltner
TS

L'équipe permanente et le coordinateur du comité ERTMS/ETCS



Paul Mazataud,
Gérant



Patrick Nguyen



Eric Guenther



Sylvain Mosmann

CEOs, members, stand-in members and associate members
Permanent team and ERTMS/ETCS Committee coordinator

3.4 Partners

3.4.1 The European Commission

In its decision of 10 December 2008, amended on 13 January 2010, the European Commission confirmed the granting of a subsidy totalling 88.3 million euros to the Corridor C EEIG and the other partner beneficiaries (RFF, CFL GI [Infrastructure Manager], Infrabel, CFL EF [Railway Company]).

This amount is divided as follows:

79.7 million euros are allocated to the Corridor C EEIG for the infrastructure works connected with the implementation of the ERTMS, of which:

- 36.4 million are allocated to Infrabel (Belgium),
- 33 million to RFF (France),
- 9.5 to CFL GI (Luxembourg).

The Commission also granted subsidies to CFL EF amounting to 8.6 million euros, to equip the ERTMS rolling stock.

This subsidy covers up to 50% of the cost of the Railway company's ground equipment and up to 50% of the on-board equipment.

The dossier for the second call for proposals was delivered to the European Commission on 15 May 2009 after the EEIG had consulted all the railway companies licensed to operate on the network or having commenced the licensing procedure. The aim of this letter was to identify the potential partners for a joint response to the second call for proposals mentioned above.

The decision on this second call was granted by the European Commission on 24 August 2010 for a total amount of 11.62 million euros: 4.32 million to the Corridor C EEIG, 4.5 million to SNCB, 2.25 million to SNCF and 0.55 million to CFL EF.

In September 2011, the Corridor C EEIG and Corridor A EEIG jointly filed a subsidy application dossier in connection with the 2011 ERTMS annual project call. This dossier describes four activities, only one of which concerns Corridor C, namely the market study to be carried out as part of the application of Regulation 913/2010. In January 2012, the TEN-T Executive agency published a provisional version of its decision concerning this annual call. In this document, it indicates that it envisages accepting the entire application dossier for both corridors for funding covering 50% of the cost of the studies. If this decision is confirmed, the Corridor C EEIG will receive 50% of the cost of the market study, estimated at €500k, i.e. €250k.

3.4.2 Executive Committee and National Security Authorities

3.4.2.1 Executive Committee

The ministerial representatives of the countries concerned make their decisions at Executive Committee level in accordance with the organisation chart (see point 3.4.1). This is the decision-making body to which the Corridor C EEIG reports.

In order to be able to provide the Ministries with the best information, the EEIG members report regularly and present the progress of works in the following areas: general achievements of the EEIG, European subsidies, achievements of the ETCS working group and the Corridor KPIs.

In June 2011, the Corridor C Executive Committee members approved a “mission statement” creating the Freight Corridor no. 2 Executive Committee with the mission of accomplishing all the tasks entrusted to Executive Committees under Regulation 913/2010.

3.4.2.2 National Security Authorities (NSAs)

Close links and excellent cooperation with national security authorities (NSAs) mean that progress can be made in respect of the approvals, checks and licensing plan for the ERTMS safety system at both ground and on-board level.

3.4.3 Collaboration with other corridors

The Corridor C EEIG attaches great importance to the quality of its collaboration with the other ERTMS corridors and, more generally, with the organisations which are the forerunners of the future freight corridor Management Committees.

In 2011, the Corridor C EEIG worked in close collaboration with the Corridor A EEIG, especially in the following areas:

- structuring and operation of the one stop shop
- implementation and funding of the market study
- creation of advisory groups
- creation of the freight corridors 1 and 2 Management Committee.

The purpose of this collaboration is to allow for exchange of best practices and assure EEIG members of the coherence of the procedures set up in the interest of the quality of service offered to customers.

3.4.4 RailNetEurope

RailNetEurope (RNE) is an association founded in 2004 composed of 37 rail infrastructure managers and capacity allocation bodies in Europe. The association has a purely operational objective and is designed to improve the international timetables planning procedure. The development of a common system is based on the use of the corridors to standardise capacity allocation tables in various countries, and provide access to international freight train path catalogues in order to speed up the process of international applications.

Corridor C already uses RailNetEurope products, services and procedures.

Furthermore, Corridor C actively participates in the RNE working groups on the implementation of European freight corridors and the Regulation on competitive freight.

The RNE “Work Packages” and the areas they address in which Corridor C participates are:

Corridor Management	Interactions between RNE and corridor organisations
Sales & Timetabling	The Corridor OSS Pre-constructed paths Coordination of work between infrastructure managers Development of the PCS (Path Coordination System) software Interactions between corridor organisations and national regulation authorities
Operations & After Sales	Punctuality targets Development of the TIS (Train Information System) software Traffic Management Operating priority rules
Network statement	Creation of a corridor information document

In this way RNE develops processes and capacity allocation and operation methods at a European level and provides infrastructure managers, railway companies and terminals with software tools (Train Information System - TIS, Paths Coordination System - PCS, Charging Information System - CIS). In an operations context, Corridor C applies these processes and methods using RNE² software tools.

² www.rne.eu

3.4.5 Corridor Group

In 2008, the MoU ERTMS Steering Committee set up a working group under the name “Corridor Group” with a view to coordinating communication between European ERTMS corridors.

The Corridor Group makes it possible to pool experiences on technical and operational aspects. This allows the ERTMS coordinator to guarantee progress on the implementation of the measures described in the ERTMS Letter of Intent regarding the corridor³. Each corridor delegates a maximum of two representatives. The Corridor C EEIG is represented by François Jaeger and Sylvain Mosmann.

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



3.5 2011 Calendar

3.5.1 Meetings

Since its early days the Corridor C EEIG has always met on a very frequent basis. In 2011, eleven meetings were held: on 7 January 2011, 10 February 2011, 2 March 2011, 27 April 2011,

³ Letter of Intent dated 09/06/06 “Deployment of the ERTMS on Corridor C Antwerp-Basel/Lyon”

19 May 2011, 16 June 2011, 8 July 2011, 7 September 2011, 5 October 2011, 16 November 2011 and 16 December 2011.

As well as the Meetings, the Annual Meeting was held in Luxembourg on 16 March 2011. The 16 June 2011 Meeting was attended by the full members of the different EEIG members. This meeting permitted EEIG members to get involved at the highest level in order to obtain the necessary support from the national infrastructure managers.

Lastly, ProRail was officially integrated as a member at the Extraordinary Meeting in November 2011.

3.5.2 Themed meetings and seminars

A number of seminars were organised, in the form of working days, by the General Meeting members with the aim of holding in-depth discussions on strategic issues, in particular the organisation of the one stop shop and the drafting of the by-laws of the future freight corridor no. 2 Management Committee.

The Managing Director, the permanent Corridor C team and its members' representatives played an active part in the international coordination meetings organised by RNE and the UIC.

3.5.3 Executive Committee

The EEIG participated in four Executive Committee meetings in 2011, on 7 February, 24 March, 27 May and 26 October.

3.5.4 Corridor Group

In 2011, the EEIG participated in the Corridor Group which held five meetings: on 28 February 2011, 11 April 2011, 28 June 2011, 19 September 2011 and 28 November 2011.

4 ERTMS/ETCS Committee

The implementation of ETCS (European Train Control System) on Corridor routes is one of the fundamental goals which led to the creation of the ERTMS Corridors, including Corridor C. This European train control-command system is designed to eventually replace national systems, imposing specific equipment on engines evolving on multiple networks.

The ETCS specifications are drawn up under the aegis of the European Railway Agency (ERA), in collaboration with representatives of the railway sector such as EIM, CER and UNIFE. One of the main problems is building a system capable of adapting to networks whose braking and signalling philosophies and operating rules have been developed on national bases which are sometimes very different from one another.

Following a period of stabilisation of the specifications, version 2.3.0d was made official and, as of the end of 2011, is the only one that can be implemented from both a rail and rolling stock perspective.

At a technical level, ETCS level 1 uses a specific transmission mode, eurobalises installed on tracks, to send information from track to on-board, while level 2 uses the GSM-R to exchange information bi-directionally between track and on-board. Typically level 1 is installed superimposed on traditional national lateral signals while level 2 is used for new lines.

Corridor C decided to equip itself as a priority with version 2.3.0d level 1, whereas the CFFs prefer to wait for the next version, called "Baseline 3", to be available, to equip the 8 km between the French border and the Basel-Muttenz marshalling yards.

Equipping the Corridor with ETCS depends on national projects incorporated into national ETCS deployment strategies. These projects did not start at the same time and each has its own schedule.

Considering the importance of coordinating both the technical developments and the timetables for implementing ETCS on the various sections of the Corridor to provide the fastest possible interoperability of the control-command system in the Corridor, the EEIG decided from the outset to set up an ERTMS/ETCS committee whose mission is to ensure that national implementations of the system, at a technical and operational level, provide this interoperability without creating any unacceptable constraints for any of those involved (infrastructure managers or railway companies).

The main functions of the ERTMS/ETCS Committee are as follows:

- to define the ETCS technical aspects requiring harmonisation or coordination between those involved in the corridor

- 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 as necessary
- to incorporate the issues handled into the strategy of the infrastructure managers and railway companies represented in Corridor C
- to be a place for exchanges and coordination between the national ETCS projects of the Corridor members

The Committee welcomed a representative from ProRail in 2011, following the extension of the Corridor to Rotterdam and the integration of ProRail into the EEIG. The ProRail experts were also invited to participate in the work of the working groups.

ERTMS Committee meetings were held on 26 January, 30 March, 25 May, 27 July, 28 September and 30 November 2011.

Working Groups:

In 2011 two working groups were active.

- The "Braking curves and safety margins" group worked on the issue of the early implementation of the definition of "Baseline 3" braking curves on infrastructures version 2.3.0d. A recommendations document has been provided; the document is pending validation.
- The "Data entry" sub-group completed its work on the analysis of risks associated with data collection and manual data entry by conductors, and the search for solutions to guarantee the "GAME" (Globalement Au Moins Équivalent [Globally At Least Equivalent]) ETCS security approach. The results were used in particular by one of the infrastructure managers to demonstrate the security of the ETCS system on its network.

The members of the ERTMS committee and its technical working groups are representatives and experts commissioned by the infrastructure managers and 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.

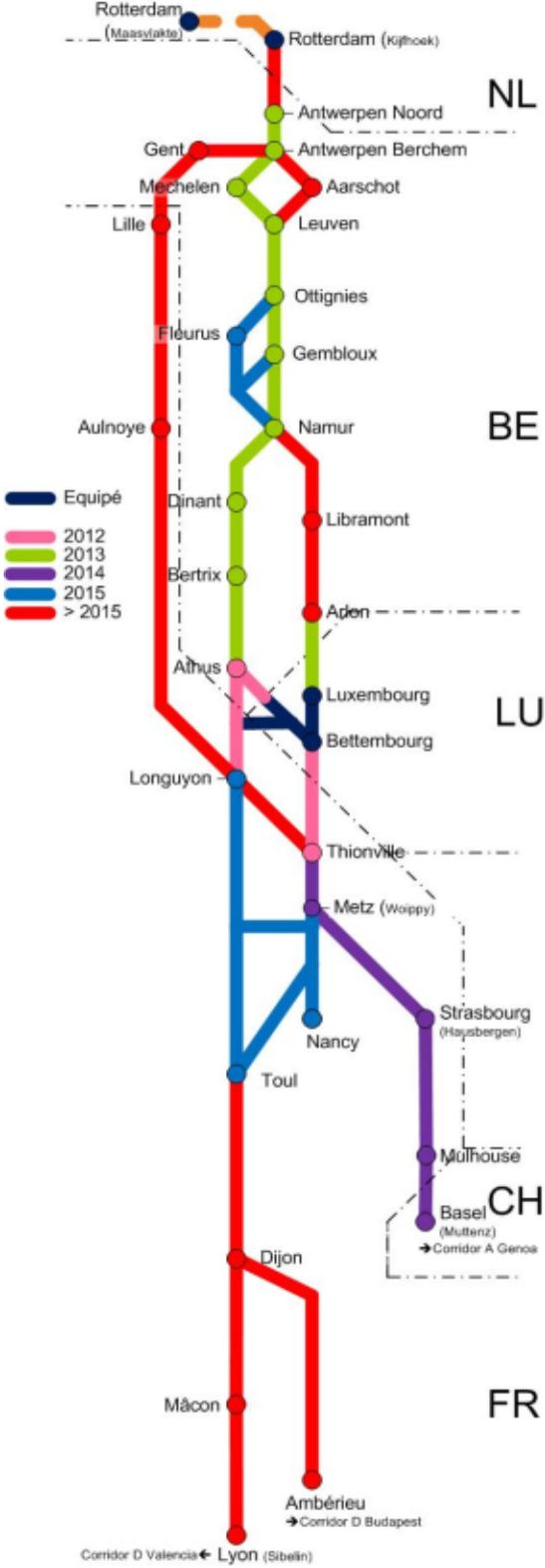
Deployment of ERTMS equipment in the Corridor

The situation is different depending on the partner networks, as the equipment is installed on the basis of national projects.

- In Luxembourg, the deployment is in effect in the areas of Pétange and Rodange, Esch-sur-Alzette - Bettembourg and Bettembourg - Luxembourg.
- In Belgium, by the end of 2011, 11 partial projects had been launched on the main Corridor C route, specifically Virton-Bertrix and Leuven-Malines.
- In France, 2011 saw the completion of the topographic surveys of pilot sites and the progression of the definition of the ETCS implementation principles superimposed on the KVB.
- Switzerland entered the active phase of definition of the Basel node project, aimed at installation of ETCS Baseline 3 with "Limited Supervision". In this context, the foundations of a Franco-Swiss working group focusing on all the issues of transition at the St-Louis – St Jean border were in place by the end of the year. This group has the task of determining the optimum technical and operational conditions for traffic circulation – including the ETCS issues of different versions used in France and Switzerland – specifying the intended phasing and ensuring the coordination of projects.
- At the end of 2011, the Dutch project relating to Corridor C is at the phase of funding for launching studies.

At the end of 2011 the TEN-T Executive agency audited the progress of the works in Luxembourg and conducted a site visit to confirm the operational implementation of ETCS between Volmerange-les-Mines and Luxembourg.

The diagram below shows the budgeted timetable (November 2011) of ETCS deployment on the different sections of the corridor:



Equipped

Figure 1: Budgeted timetable for ETCS deployment on Corridor C

5 Total Service Concept

5.1 Monitoring indicators

5.1.1 Volume of traffic

During 2011, the scope of Corridor C was enlarged by the incorporation of the Rotterdam – Antwerp and Antwerp – Lille traffic. The volume of international traffic has increased substantially.

The volume of traffic remained relatively high throughout 2011 (117 international movements per day).

The traffic monitoring data is provided by TIS (Train information System). This data is extracted monthly in order to monitor changes in traffic in the Corridor.

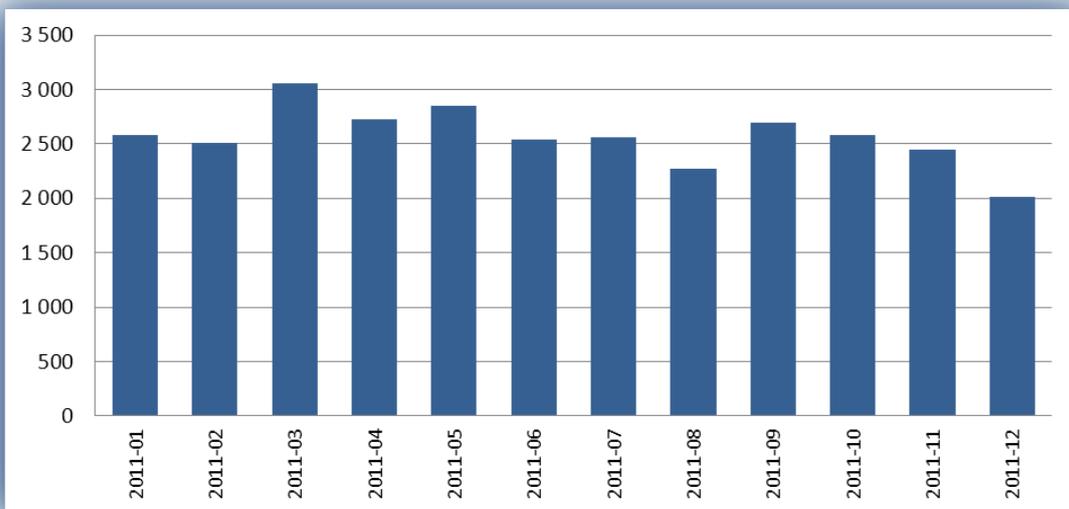
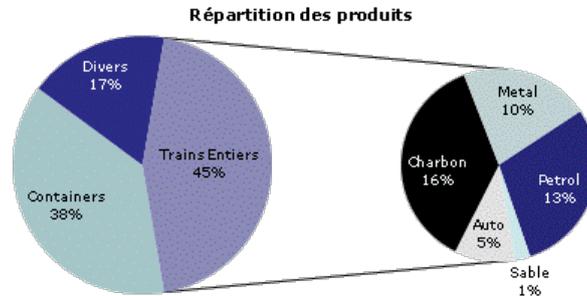


Table 3: Monthly volume of traffic in numbers of journeys in both directions

5.1.2 Types of traffic

As regards different types of traffic, 45% of trains are heavy loads (coal and oil products), 38% of rolling stock are multimodal loads (containers, flats, swap bodies).



Réparation des produits	Product spread
Divers	Various
Containers	Containers
Trains Entiers	Whole trains

Charbon	Coal
Metal	Metal
Petrol	Oil
Auto	Auto
Sable	Sand

Figure 2: Type of traffic as a percentage

5.1.3 Types of paths

The paths required are mostly short or medium distance paths along the corridor. This demand does not correspond to the real flows along the corridor but is a result of strategies specific to the railway companies using the corridor⁴.

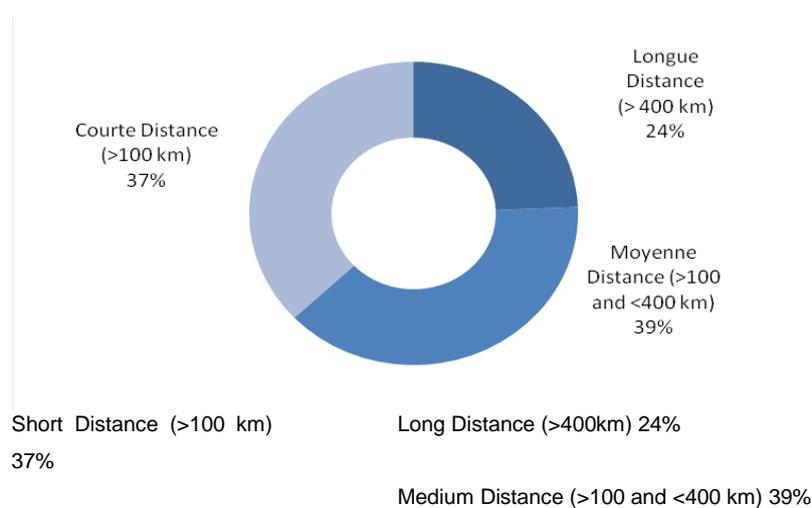


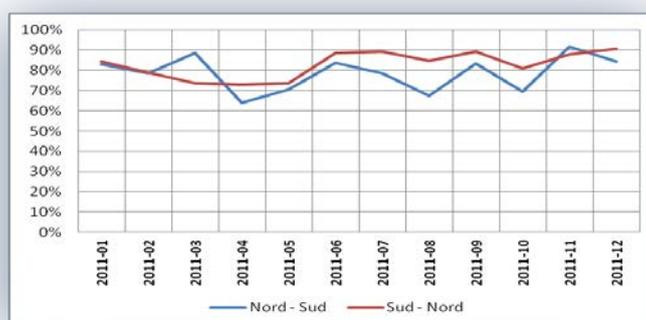
Figure 3: Types of paths used as a percentage

⁴ In fact, certain trains can take several national paths in succession and, overall, cover a long distance.

5.1.4 Punctuality of paths offered

The punctuality calculated on this stretch of the corridor is based on traffic between Belgium and Switzerland (to Italy). To ensure the quality of the TIS data, a statistical calculation is carried out monthly on the reliability of the information calculated. It was decided that a confidence level of 99% was needed for the numbers.

The average punctuality is between 73.6% and 80.4% in a North-South direction; in a South-North direction, punctuality is within the 71.6% to 78.4% range. The 2013 target is 85% of trains with a delay of less than 30 minutes.



North-South South-North

Table 5: percentage punctuality on the Antwerp-Basel route in 2011 (TIS data)

5.2 Quality & Interoperability (Q&I)

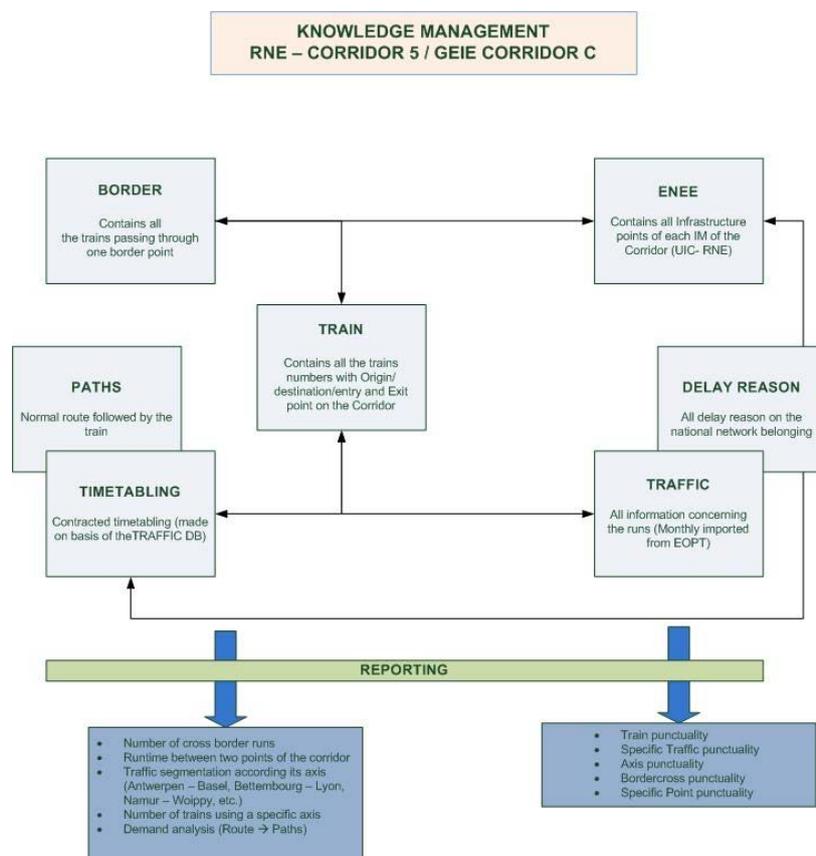
The Quality & Interoperability aspect of the ERTMS Corridor C migration project was repositioned in 2010 as compared with an initial draft prepared in 2007.

In order to avoid work redundancy, close cooperation is in fact being sought with international organisations such as RailNetEurope and the UIC. The Quality and Interoperability group's work modules seek to use this work to benefit Corridor C, insofar as it is relevant and is available within the timescales the Corridor C EEIG has set itself. They are helping Corridor C achieve its aims.

5.2.1 Implementation of a marketing watch

The implementation of a marketing watch encompasses all the actions geared to the search, centralisation and processing of information relating to Corridor C as a whole. Therefore, all the “Traffic” data for the Corridor is managed by the permanent team. A database has been set up for this purpose. Marketing analyses of the volume, type and pattern of demand are carried out periodically. The data also is also used to analyse the quality of the corridor. In this way, trains are selected for Performance Management to ensure that the sampling is as representative as possible of the corridor traffic. It is also possible to calculate the actual performance of trains with regard to journey times between different points along the corridor.

This database is coupled with other databases (Performance Management and Line Inventory).



5.2.2 Better communication between Traffic Control Centres

Within the RNE, the Corridor Manager has set up a “Paths Harmonisation 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. It essentially seeks to allocate paths within the framework of the annual and ad hoc service. To ensure the successful implementation of the procedure, a special working group has been set up between RFF (including DCF) and Infrabel.

As regards the last minute allocation of paths, a special procedure has been produced for France.

5.2.3 Communication and coordination of work zones

The impact of infrastructure works on train traffic along the corridor represents a sizeable obstacle to the smooth running of trains. Corridor C is aware of this and has launched a knowledge pooling initiative. The approach involves reviewing 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. Currently, the infrastructure managers are setting up bilateral procedures to ensure that good reciprocal information exists between them and the railway companies. In the longer term, the goal is to harmonise work zones in order to strengthen the fluidity of traffic along the corridor.

5.2.4 Monitoring quality and quality improvement system

Through its members, Corridor C participates in the European Performance Regime (EPR) Pilot Test. It is also a pilot for the RNE “Train Performance Management” Project. The “Train Performance Management” team, formed in December 2009, has been strengthened by the arrival of colleagues from Railway Companies operating on Corridor C.

Monitoring of quality and the improvement system is steered within the corridor by Infrabel.

The exhaustiveness and quality of the data now make it possible to use it for the purpose of quality improvement. To date, the results provided by TIS are not sufficiently exhaustive. To check the reliability of the results obtained, the Performance Management team uses a statistical method covering the results with a 99% confidence level.

Monthly reports and rigorous monitoring combine to improve the quality and performance of Corridor C. The current goal is to increase the quantitative and qualitative aspects of the data held in TIS. A working group is therefore being formed to monitor these positive aspects. The long term goal is to monitor all international traffic on the corridor.

6 Services

6.1 Corridor Management

Effective corridor management is designed to make international traffic more efficient and fluid. In order to concentrate the efforts and the chances of success, a pragmatic approach has been taken in order to merge certain redundant initiatives.

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

For Corridor C, close cooperation with RailNetEurope guarantees that the processes will always be in sync with a European vision.

6.2 Paths Catalogue

In order to guarantee efficient use of infrastructure capacity, the infrastructure managers are producing a catalogue of pre-constructed paths, specifically for freight traffic. These paths are produced on the basis of optimising available 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 applications for goods traffic paths. A second objective is to respect the principles of transparency and non-discrimination. The catalogue reflects the present and future needs of customers. To achieve this, a study of the existing situation was carried out by the Corridor Manager to ensure that the offer matches customer needs. The offer of “All In” paths was therefore guided by this study.

With regard to Corridor C objectives, the paths catalogue prepared in 2011 for the 2013 service includes a significant improvement: the use of PCS (Path Coordination System). The pre-constructed paths are now in the PCS system and available to customers. The use of PCS as an international command tool falls within the corridor’s objective of making full use of RNE software and processes.

To adhere as closely as possible to the actual flows measured along the corridor, corridor SA 2013 covers the following stretches:

- Antwerp - Bettembourg (6 pairs of paths/day with a journey time of 5 hr 29 min)
- Namur - Basel via Bettembourg (6 pairs of paths/day, with a journey time of between 5 hr 57 min and 7 hr 49 min)
- Antwerp - Lille (6 pairs of paths/day, with a journey time of between 3 hr 12 min and 3 hr 32 min)
- Antwerp - Rotterdam (6 pairs of paths/day with a journey time of 1 hr 28 min)

- Bettembourg – Lyon Sibelin (6 pairs of paths/day, with a journey time of between 7 hr 41 min and 8 hr 57 min)

In 2013, the journey time between Antwerp and Basel-St-Johann is therefore between 11 hr 26 min and 13 hr 18 min on pre-constructed paths.

Lastly, with regard to communication with customers, the paths catalogue is available on the RailNetEurope website and in PCS.

6.3 One Stop Shop (OSS)

The One Stop Shop concept represents the wish of the infrastructure managers to make rail traffic more accessible to customers (EFs). Its aim is to simplify exchanges with them, regarding both applications for international paths and general and operational issues 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 offered by the Corridor infrastructure managers
- supply of all the data needed to access the infrastructures of the various infrastructure managers within the RNE
- satisfactory processing of applications for international paths
- a guarantee that applications for the next period are taken into account in the annual timetable process
- control of paths over the whole journey

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

The Corridor C OSS network is provided by ProRail in the Netherlands, Infrabel in Belgium, ACF (Administration des Chemins de Fer) in Luxembourg, RFF in France, and 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 Border” operations, based on transparent, confidential and non-discriminatory procedures.

Since Regulation 913/2010 came into force on 9 November 2010, Corridor C has been working on the implementation of the new “one stop shop” as defined by the regulation. The Corridor OSS should not be confused with national OSSs which have been in place until today. This OSS will be a single body responsible for the whole corridor and will provide information on available capacity. It will then allocate capacity to customers.

6.4 Characteristics of the Corridor

Corridor C made an inventory of the logistical and operational structures across the corridor.

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

With the support of member GIs, approximately thirty Railway Companies and around fifty Terminals capable of operating international traffic on the Corridor C tracks were surveyed.

Lastly, the routes taken by Corridor C were also subject to an exhaustive inventory and updating.

6.5 PCS (Path Coordination System)

PCS is a web application provided by RNE to infrastructure managers, capacity allocation bodies and railway companies. This application manages applications and responses for international train paths.

Although PCS is used frequently in relation to the “Passenger” service, it has been little used for “Freight” in view of the working methods inherent in this activity. In fact, applications made in connection with the annual freight service are too often subject to modification. PCS should evolve in order to respond to these numerous modifications. The number of applications for “ad hoc” paths is much greater than the number of paths requested for the annual service.

The most notable new features are the possibility of using this tool for ad hoc orders and greater integration with existing systems. We should emphasise that an integration platform has been developed by RNE in order to open up PCS to the various national ordering systems.

6.6 TIS (Train Information System)

TIS permits “track and tracing” of international trains in real time, in particular those running on the corridor. In 2009, TIS was combined with a reporting module, “Oracle Discover”. This produces traffic punctuality reports. Discrepancies in relation to the timetable and the reasons for them are the basis for the problem reporting and identification system. Since 2011, the Corridor C infrastructure managers have sent details of discrepancies with the contractual timetable and the reasons for delay.

RNE has also put in place a series of “standard” reports to monitor punctuality. RNE and Corridor C are contributing to the improvement in the quality of data entered on TIS and reports produced as a result. These improvements concern in particular the renumbering of trains in France and transfers of information between national systems and TIS.

7 Investments

The infrastructure projects identified throughout the corridor require significant investments. After identifying these projects and the resources needed to carry them out, the infrastructure managers implement them.

Each corridor infrastructure manager includes the amounts to be allocated to the projects in its national budgets. It is imperative to maintain the consistency of these national budgets in order to enable the projects to be implemented on time.

All of the investments planned, studied and/or envisaged between now and 2020, represent a package estimated at 2.2 billion Euros to go towards:

- 1- Setting up ETCS,
- 2- Eliminating bottlenecks,
- 3- Measures permitting the running of 750m trains; the necessary investments essentially concerning Belgium. They will enable the running of 750m trains by 2016. As of today, **three 750m train paths are planned during the night between Bettembourg and Antwerp,**
- 4- Development and modernisation of national networks.

These investments involve all the infrastructure managers that are members of Corridor C.

The number and extent of these investments require precise coordination between infrastructure managers, as regards both national multi-annual investment budgets and financial aid granted by the European Commission.

8 Communication

Whether through its website or its publications (brochures, Fact sheet), Corridor C concentrates on presenting its activities and ambitions and its links with RailNetEurope and the European Commission.

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.

In 2011, Corridor C had the opportunity to present its activities and range of services at several major conferences, including the Antwerp conference organised by the Belgian authorities and Infrabel on 27 June 2011 and the conferences organised by RNE in Frankfurt on 6 May 2011 and in Vienna on 1 December 2011.

Lastly, Corridor C was able to present its activities and project to create a “terminals advisory group” to a panel of Belgian terminal managers at a seminar organised on 7 November 2011 by the Belgian Federal Public Service Mobility and Transport.

9 Finance

The financial resources available to the Corridor C EEIG come from contributions from members (RFF, Infrabel and CFL) and European subsidies received in connection with the multi-annual call for 2007-2013.

The Corridor C EEIG has also submitted its application for the 2011 annual call and should benefit from European subsidies in 2012 in connection with the market study (see point 3.5.1).

The detailed figures can be seen in the annual accounts.

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