

Easier, faster, safer



GEIE RFC 2 2013 ANNUAL REPORT



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Message from the President



2013 was an important year in the life of the corridor.

After six years of existence, the European Economic Interest Grouping (EEIG) of the corridor has come to a turning point: the Corridor has been successfully launched on 10 November 2013 in order to comply with Regulation (EU) 913/2010.

The successful start of the operational activities of the corridor is certainly due to the considerable work which has been achieved up until now leading to the increasing efficiency of the corridor.

I would like to start by thanking everyone who has contributed to the creation and development of this major ambitious European project and first of all our customers, the railway undertakings, for the good cooperation we have had with them up to now. This will lead to an efficient network close to market needs. My thanks also go to terminal owners and managers with whom our fruitful dialogue will enable even better interconnections between the corridor and terminals, which is so important to maximise the attractiveness of rail transport.

The implication of the Executive board in the creation of the corridor has been a key element for the results we have achieved again this year, and the members who compose it have all my gratitude. The same gratitude goes to the European commission whose contribution to the development of the corridor through its financial support as well as by facilitating the coordination between corridors is so much appreciated.

Last but not least, I would like to thank the high commitment of infrastructure managers and allocation bodies that form the Management board of the corridor. The numerous accomplishments of the ten working groups in 2013 show this commitment. Also, the new governing structure, created on 21 March 2013 to suit the new corridor responsibilities has proved to be successful.

Many tasks were completed by November 2013: the implementation plan and transport market study were finalised, the corridor one-stop shop set-up, a catalogue of reserve capacity pre-arranged paths for the 2014 timetable was supplied to the market, the Corridor Information Document as well as a list of works reducing capacity published and a new website was launched.

All these efforts have contributed to increase the efficiency of the corridor, but some challenges still remain. Even though the opening of the rail freight market has led to better cooperation between national networks and has therefore reduced obstacles for the development of international freight traffic, too many barriers for the crossing of borders still exist.

The ambitious aim of the corridor is to enable rail freight transport to be more competitive and win market shares from road transport. I am convinced that rail freight traffic will grow if we develop international freight traffic because it is mainly on medium and long distances that its competitiveness is more relevant in comparison to road. So let's continue to work together in order to achieve this goal.

Brussels, May 2014
President of GEIE Rail Freight Corridor 2 Assembly,

Ann BILLIAU

A handwritten signature in black ink, appearing to be 'Ann Billiau', written over a horizontal line.

A European corridor

Main characteristics of the corridor

Rail Freight Corridor 2 (RFC 2) 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 corridor is 3047 km long, with:

- 180 km in the Netherlands
- 924 km in Belgium
- 1785 km in France
- 129 km in Luxembourg
- 28 km in Switzerland

The corridor

- is fast, efficient, reliable and punctual;
- falls within the framework of sustainable development;
- improves interoperability thanks to uniform signalling (ERTMS).

RFC 2 is one of the most promising rail corridors in Europe, with already more than 30000 trains per year, carrying more than 20 million tons on international relations.



○ London

○ Paris

○ Bern



A European corridor

RFC 2 part of a European rail network

The European Commission wants to promote rail freight transport and increase its modal share, hence promoting the transfer from road to rail. This modal share offers significant socio-economic and environmental benefits and will actively contribute to the vision foreseen in the 2011 EC White Paper “Roadmap to a Single Transport Area – Towards a competitive and resource efficient transport system”

On 9 November 2010, Regulation (EU) 913/2010 of 22 September concerning a European rail network for competitive freight entered into force. The purpose of this Regulation is to create a European rail network composed of international freight corridors with a high level of performance. It addresses topics such as governance, investment planning, capacity allocation, traffic management and quality of service and creates the concept of Corridor - one-stop shop.

In the Annex of the Regulation, nine initial corridors were defined, including RFC 2 (Rotterdam – Antwerp – Luxembourg – Metz – Dijon – Lyon / Basel). This Corridor corresponds to the ERTMScorridorCextended to Rotterdam, following the Rotterdam Declaration of 14 June 2010. Six of these nine initial corridors, including RFC 2, had to be operational by 10 November 2013; the remaining three will have to be operational by 10 November 2015.



On 11 December 2013, Regulation (EU) 1316/2013 establishing the Connecting Europe Facility modified the annex of Regulation (EU) 913/2010. RFC 2 becomes the “North Sea – Mediterranean” Corridor and will be extended in three phases:

- the first phase is the extension of the corridor in January 2015, at the date of the 2016 timetable pre-arranged paths publication. The corridor will be extended to Dunkirk, Calais, Liège (Montzen) and Paris;
- a second phase concerns the extension of the corridor in November 2016 towards London, Zeebrugge, Amsterdam and Marseille;
- a third phase concerns the extension of the corridor in November 2018 towards Glasgow, Edinburgh, Southampton and Felixstowe ⁽¹⁾.

RFC 2 is connected to four other rail freight corridors:

- In Rotterdam, Antwerp, Ghent and Basel with Corridor 1;
- In Metz (November 2013) and Paris (November 2015) with Corridor 4;
- In Lyon and Ambérieu with Corridor 6;
- In Rotterdam and Antwerp with Corridor 8 (at the latest in November 2015).

(1) The United Kingdom has challenged the validity of article 29 and Annex 2 of Regulation (EU) 1316/2013, insofar as they extend beyond London what was Corridor 2 in the original Annex to Regulation (EU) 913/2010 (action brought on 12 March 2014, case C-121/14).



An operational corridor

The main achievement of RFC 2 in 2013 was its successful establishment on 10 November in accordance with Regulation (EU) 913/2010. The operational launch of RFC 2 leads to services improved for railway undertakings and other applicants with mainly the implementation of a corridor - one-stop shop and the supply of international paths, coordinated works made public and further transparency and cooperation with railway undertakings and terminals.

Corridor – one-stop shop

2013 saw the birth of the Corridor - one-stop shop (C-OSS), one of the major changes requested by Regulation (EU) 913/2010. The C-OSS simplifies the access to international rail freight as it is a unique contact point for capacity allocation. For example, for a railway undertaking that wants to run a train for example between Rotterdam and Basel, via Belgium, Luxembourg and France, only one request of capacity will be made and the C-OSS will provide a single answer – not five – to this request. RFC 2 uses standardised processes and the European tool Path Coordination System (PCS) developed by RailNetEurope to handle capacity requests. On top of that, the C-OSS also coordinates with the C-OSSs of other rail freight corridors to enable capacity allocation on several corridors to be performed in one operation.

The procedures to be applied by the C-OSS are defined in book IV of the Corridor Information Document (available at www.rfc2.eu).

Capacity allocation

On 10 November 2013, the corridor published its first pre-arranged paths (PaPs) Catalogue according to Regulation (EU) 913/2010.

This catalogue is the reserve capacity for the 2014 timetable. The capacity takes the form of PaPs that are kept available during the running timetable period for ad-hoc market needs, until 21 days before the train run. An excel-file is available for download on www.rfc2.eu, and the paths can be ordered via the tool PCS (<http://pcs.rne.eu>).

With the offering of PaPs, a major change has come to the international rail freight business as these paths benefit from a specific legal protection.

Indeed, published pre-arranged paths (including the reserve capacity pre-arranged paths) are protected from cancellation risk in the last 60 days before the running day. Also, in case of disturbances, a train running on a pre-arranged path 'on-time' should remain 'on time' as far as possible.

Coordination of works

The impact of infrastructure works on traffic along the Corridor represents a sizeable obstacle to the smooth running of trains. RFC 2, being aware of this, launched the coordination of the planning of works corridor-wise. The intention is that a railway undertaking wanting to run a train from country A to country B will no longer be in a situation where infrastructure works are at the same time being carried out on the main line in country A and on the alternative line in country B. On 20 September 2013, for the first time on RFC 2, managers in charge of works planning from the Netherlands, Belgium, France, Luxembourg and Switzerland got all together to start coordinating the schedule of works. From now on, they will meet twice a year, at times which are optimal for planning processes. In order to be completely transparent towards applicants, RFC 2 published on 10 November 2013, the location and dates of planned works for the next two years. This information will be updated every half-year.

Processes of coordination of works are described in Book IV of the Corridor Information Document (available at www.rfc2.eu).

Quality of service

Throughout 2013, RFC 2 intensified its train performance management. A project started in 2009 to monitor the punctuality. Now, a regular monitoring, analysing and improving of the train performance is performed on the corridor for designated traffic. The common IT-system Train Information System (TIS) is used to measure, analyse and manage international train performance. TIS permits real time monitoring of international trains, in particular those running on the corridor. The TIS database allows a qualitative analysis of trains running on the Corridor.

It is the goal of RailNetEurope and the corridor, to open the tool to new customers, such as terminals or other applicants.

The reliability of the results is crucial for the success of quality monitoring on the corridor. Therefore, a statistical method is used in order to provide 99% confidence rate.

An operational corridor

Traffic management

Traffic management is also concerned by the setting up of the corridors. One of the main changes concerns priority rules, as each IM will have to make sure that it gives sufficient priority to international freight trains. In other words, an international freight train that is on time should remain as far as possible on its path in case of disturbances. Until now, four countries out of five have adopted this rule.

Corridor Information Document

RFC 2 published on its website on 8 November 2013 a Corridor Information Document (CID) which provides all necessary information on the corridor's conditions of use. This document gives corridor-scale information on:

- capacity allocation (C-OSS operational procedures) and traffic management, also in the event of disturbance;
- a collection of all the national network statements of the countries of the corridor, per subject;
- the corridor terminals;
- the characteristics of the corridor;
- the essential elements of the transport market study;
- the objectives for the corridor:
- the investment plan;
- the measures the corridor takes to implement the co-ordination of works, capacity allocation (C-OSS), traffic management, etc.



This first version of the CID relates to 2014 (on 10 January 2014, a slightly modified version was published for timetable 2015). The CID is available on the corridor website www.rfc2.eu and contains five books:

- Book I – Generalities
- Book II – Network Statement Excerpts
- Book III – Terminal Description
- Book IV – Procedures for Capacity and Traffic Management
- Book V – Implementation Plan

The CID follows to a large extent the common structure suggested by RailNetEurope, which gives the possibility to each corridor to presents its information in a similar structure.



An operational corridor

Implementation plan

An implementation plan was published on the website of RFC 2, as book V of the CID, on 8 November 2013. It includes, among other things, a description of the characteristics of the corridor, a summary of the transport market study, an investment plan and the measures taken to implement articles 12 to 19 of the Regulation (EU) 913/2010.

Prior to its publication, the Implementation Plan was submitted to consultation between 15 and 29 April 2013.

Transport market study

A transport market study, launched in May 2012, was finalised in October 2013. This study defines the changes in the traffic on the corridor, covering the different types of traffic, freight and passenger due to the establishment of the corridor. The study also reviews, where necessary, the socio-economic costs and benefits stemming from the establishment of the corridor.

The study assesses expected changes in volume, composition, modal split and routing of future transport flows that may result as a consequence of the development of the corridor, as well as customer needs. It presents the main market elements of the corridor and contributes to defining the setting-up of objectives, the selection of the corridor routes, the investment plan and the characteristics of pre-arranged paths.

The main elements of the transport market study can be found in Book V of the CID.

Investment plan

The investment plan was published on 8 November 2013, as part of the Book V of the CID. It provides the complete list of 62 investments which will be implemented within the next ten years for a total cost of approximately 6 billion euros, and gives information on each of these investments, such as the benefits for the corridor, the start and end dates of the works and the cost estimation.

These investments are split according to the following categories: renewal of tracks / signalling system, electrification, construction of sidings / passing tracks / extra tracks, adjustment of gauge, track / signalling enhancement, level crossings and others. It enables inter alia the identification of the main bottleneck removal projects.

This means that for the first time, infrastructure managers exchange information on investments with neighbouring infrastructure managers, thus facilitating the coordination of these investments at European level. To ease this process, RFC 2 defined a format of exchange which can be used by other corridors.

ERTMS

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 Corridor C, now RFC 2. This European train control-command system is designed to eventually replace national systems, imposing specific equipment on engines running on several networks.

Equipping the corridor with ETCS depends on national projects incorporated into national ETCS deployment strategies, which are part of the European Deployment Plan.

- **Luxembourg:** all the sections of the Corridor are now equipped, except for the Luxembourg-Belgium border section (alternative route) which is scheduled to be ready by 2014. ETCS equipped CFL trains run every day in ETCS mode under a “commercial test” agreement; the complete homologation is scheduled for mid-2015;
- **Belgium:** ETCS has been put in service on the following sections, with a total of 167 km of double track:
 - Line 5: 15km between Leuven and Mechelen
 - Line 25-27: 27 km to Duffel
 - Line 139: 13km between Ottignies and Pecrot
 - Line 265: 44 km between Bertrix and Virton
 - Line 166: 68 km between Bertrix and Gendron-Celles
- **France:** civil works have begun on the two pilot sites located at the border with Luxembourg and Belgium;
- **Switzerland:** the first phase of the transition to ETCS has been put into service, with eurobalises including P44 to handle ZUB and SIGNUM;
- **Netherlands:** ProRail continued to work with the Dutch ministry to define under which technical and financial conditions the deployment will be done in the country, including the Antwerp-Rotterdam route.

About GEIE RFC 2

Mission and vision

Mission

GEIE RFC 2 is a European Economic Interest Grouping (EEIG) whose mission is to increase the market share of rail freight mode by promoting measures to improve its efficiency.

Specifically, the EEIG has the following missions:

- to allocate capacity on behalf of its members;
- to improve interoperability, inter alia by the deployment of ERTMS on the corridor;
- to improve quality of service on the corridor;
- to coordinate and monitor applications for financial support relating to the corridor;
- to coordinate the corridor 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.

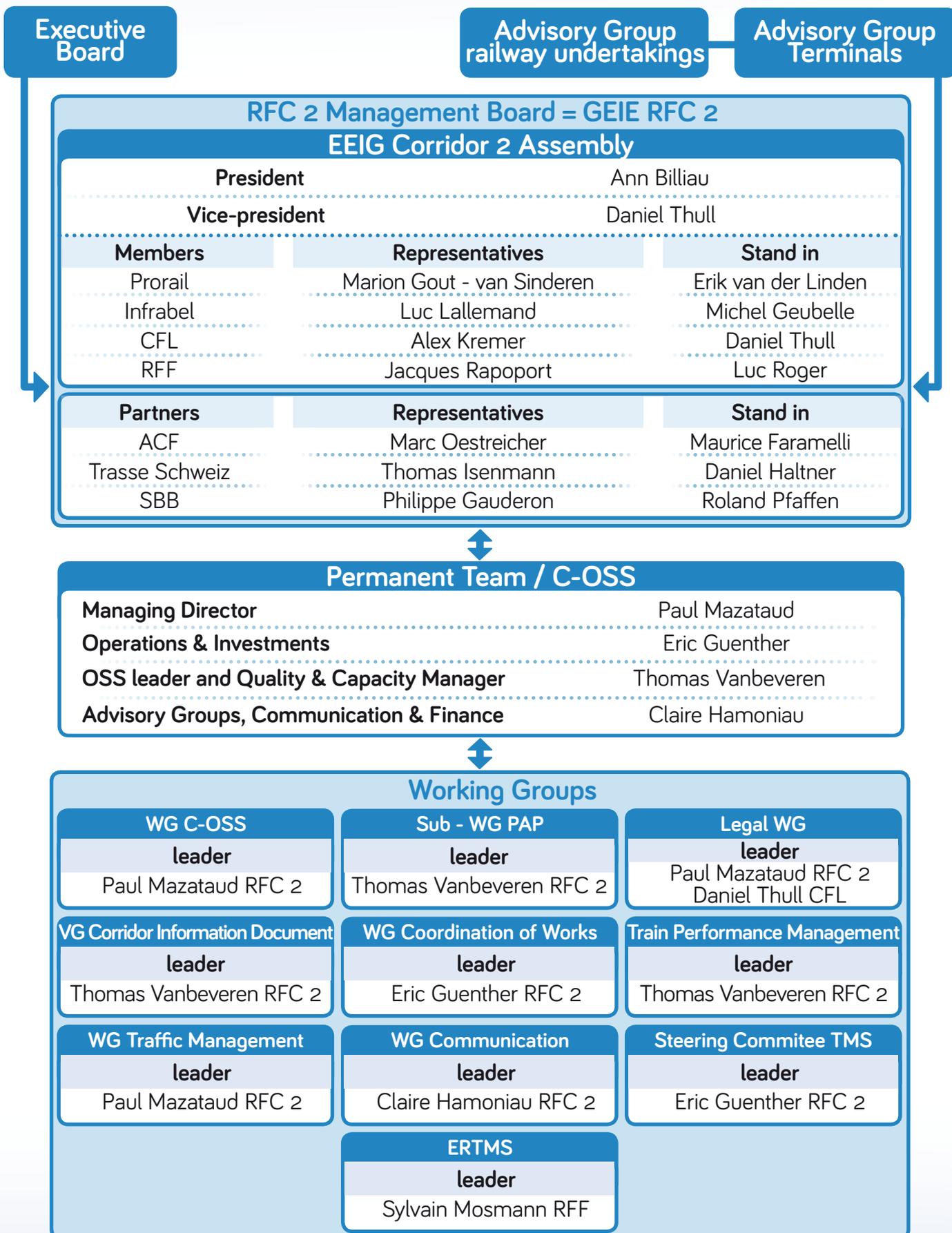
Vision

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

Governance of GEIE RFC 2

The EEIG was created on March 16, 2007 under the name of GEIE Corridor C. On March 21st, 2013, the name, scope and governance of the EEIG were modified. The EEIG name has become Groupement Européen d'Intérêt Economique Rail Freight Corridor 2, (in short GEIE RFC 2) and the scope was extended to include all tasks entrusted to the Management board as described by Regulation (EU) 913/2010.

GEIE RFC 2 ORGANISATION CHART



About GEIE RFC 2

Members and partners

The seven entities which participate in the activities of the Management board are either members of the EEIG or partners of the EEIG.

- ProRail, Infrabel, CFL and RFF are members of the EEIG;
- SBB, Trasse Schweiz and ACF are partners of the EEIG.

Assemblies

The following attend the Assemblies, chaired by Ann Billiau, President of GEIE RFC 2 Assembly:

- Members, with voting rights:
 - **CFL**
Alex Kremer, General Director
Daniel Thull, Head of External relations at the Infrastructure management Department (stands-in)
 - **RFF**
Jacques Rapoport, President
Luc Roger, Director of European and international affairs (stands-in)
 - **Infrabel**
Luc Lallemand, Chief Executive Officer
Michel Geubelle, Head of Corridor department (stands-in)
 - **ProRail**
Marion Gout-van Sinderen, President Director
Erik van der Linden, OSS and timetable Manager (stands-in)
- Partners, with advisory votes:
 - **SBB**
Philippe Gauderon, Head of SBB Infrastructure
Roland Pfaffen, Chief of Customer & Products Management Assistance of SBB Infrastructure (stands-in)
 - **Trasse Schweiz**
Thomas Isenmann, Managing Director
Daniel Haltner, Head of Path Capacity (stands-in)
 - **ACF**
Marc Oestreicher, Director
Maurice Faramelli, Head of Path division (stands-in)

Also participate in the Assembly:

- the Managing Director of GEIE RFC 2;
- the ERTMS/ETCS Committee coordinator;
- the Permanent team.

The Assembly members make decisions on the strategy of the Corridor, its objectives, its actions and the results of the EEIG. As the Assembly is the sole governance body of the EEIG, any administrative and financial issues of importance are also handled at this level.

ASSEMBLY REPRESENTATIVES



Marion Gout -
van Sinderen
ProRail



Luc Lallemand
Infrabel



Jacques Rapoport
RFF



Alex Kremer
CFL



Marc Oestreicher
ACF



Philippe Gauderon
SBB



Thomas Isenmann
Trasse Schweiz

About GEIE RFC 2

STAND-IN REPRESENTATIVES



Eric van der Linden
ProRail



Michel Geubelle
Infrabel



Luc Roger
RFF



Daniel Thull
CFL



Maurice Faramelli
ACF



Roland Pfaffen
SBB



Daniel Haltner
Trasse Schweiz

THE PERMANENT TEAM



Paul Mazataud
Managing Director



Thomas Vanbeveren
*One-stop shop leader
Quality & Capacity
Manager*



Eric Guenther
*Operations & Invest-
ments
Manager*



Claire Hamoniau
*Communication &
Finance Manager
advisory groups*

The Corridor has a Permanent team which has been set up gradually since 2009. It consists of three people under the authority of the Managing Director:

The **Managing Director** ensures the performance of the tasks entrusted to the EEIG.

The **One-stop shop Leader and Quality and Capacity Manager** is responsible for all matters related to train performance along the Corridor as well as capacity allocation issues. Since 10 November 2013, he is the Corridor - one-stop shop leader, in charge of capacity allocation on the corridor.

The **Operations and Investments Manager** concentrates his actions on operational matters and, in accordance with the national infrastructure managers, defines the measures intended to eliminate bottlenecks along the Corridor or improve operational aspects of traffic and contributes to the coordination of works.

The **Communication and Finance Manager** is responsible, among other things, for all tasks related to the management of European subsidies, the financial aspects of the management of the EEIG and the promotion of RFC 2 to stakeholders. She is also in charge of the relationship with the advisory groups.

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

An operational corridor

Working groups and Committees

RFC 2 has implemented its own working groups, which are composed of members from the permanent team and experts from the infrastructure managers and allocation bodies that form RFC 2. Ten working groups were active in 2013. Some have been set up for an ad hoc mission; others are expected to have a permanent mission.

ERTMS/ETCS Committee



Sylvain Mosmann
ERTMS/ETCS
Committee
coordinator

The mission of the ERTMS/ETCS Committee is to coordinate 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 on the corridor and ensure that national implementations of the system, at a technical and operational level, provide interoperability without creating any unacceptable constraints for any of those involved (infrastructure managers or railway undertakings).

- 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 relevant field, 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 represented in the corridor and the railway undertakings which use the corridor;
- to be a place for exchange and coordination between the national ETCS projects of the corridor members and partners.

In 2013, the Committee focused on finalising the position document about on-board data entry and exchanging technical information about the national implementation and projects planning.

The members of the ERTMS/ETCS Committee and its technical working groups are representatives and experts commissioned by the infrastructure managers and railway undertakings active on the corridor or potential users. Their work is carried out with the regular participation of representatives of the EEIG ERTMS Users Group, with the aim of ensuring coherence with other corridors as far upstream as possible.

Legal working group

The Legal working group is consulted on all legal aspects concerning the corridor. In 2013, this group worked on all legal documents which were needed for making the corridor operational:

- the new by-laws in order to adapt the governance structure of the EEIG;
- the funding agreements;
- the partnership agreements;
- the cooperation agreement on the C-OSS;
- the general terms and conditions for requesting freight train paths through the C-OSS.

Corridor - one-stop shop working group

This working group was created to prepare the framework and procedures needed to comply with Regulation (EU) 913/2010, most notably the setting-up of the Corridor - one-stop shop (C-OSS) and the allocation of capacity by this C-OSS via pre-arranged paths. It also supervises the work done by the sub-working group Pre-arranged paths. The working group consists of allocation specialists of all infrastructure managers or allocation bodies of the corridor. This group met six times in 2013 and most specifically worked on the C-OSS rules and the Book IV of the Corridor Information Document.

An operational corridor

Pre-arranged paths sub-working group

The sub-working group Pre-arranged paths worked on the concrete set-up of the yearly corridor timetable catalogue. This group consists of timetable specialists from the involved infrastructure managers and allocation bodies, who work on the harmonisation of train paths at the borders, thus reducing waiting times to a bare minimum. The people in the working group meet frequently to discuss on concrete bilateral or multilateral issues in order to deliver a complete and coherent path catalogue. The whole group met on 25 September in order to define needs and processes for the establishment of the 2015 timetable PaP catalogue.

Transport market study Steering committee

This committee steered the transport market study, which was carried out by a consortium composed of companies from the Netherlands, Belgium and France.

It is composed of people from the Permanent team and members from infrastructure managers. The committee met regularly in 2013.

Corridor Information Document working group

This working group consists of national Network Statement specialists of all involved infrastructure managers and allocation bodies. The main purpose of this working group is to manage the needed references between the Corridor Information Document (CID) and the national Network Statements and vice versa. This working group also serves as a soundboard for the structure and content of the CID, prepared by the permanent team. Since July 2012, working group members have been meeting regularly, mainly during bilateral meetings.

Coordination of works working group

The aim of this group, which is composed of people from the permanent team and members of the infrastructure managers, is to coordinate the works along the corridor. The group met twice in 2013, on 4 July as well as on 20 September in order to coordinate the planning of works. This group will also have the task to solve works conflicts, when requested by infrastructure managers.

Train Performance Management working group

This working group monitors, analyses and improves the train performance for designated international freight traffic. It also helps improving the international train data, issued by the Train Information System (TIS), to be able to create high quality reports. Members of the five corridor infrastructure managers meet every two months and for half of these meetings, railway undertaking representatives are invited to share their opinions.

During the year 2013, RFC 1 and RFC 2 jointly worked on a Train Performance Management handbook. The core of this document was published in the Implementation Plan. This document describes the common rules and procedures which RFC 1 and RFC 2 will follow to continue and enlarge the project that was started by RailNetEurope.

Traffic management working group

The first task of this group is to analyse how the requirements of Regulation (EU) 913/2010 can be fulfilled as regards traffic management, in particular priority rules in case of disturbances.

In 2013, the group met five times. The main achievement of this group where the adoption by all infrastructure managers of a unique pattern for bilateral agreements and border instructions. Also, the working group started in 2013 a tour to visit a traffic control center of each of its members in order to identify and share best practices.

Communication working group

The main task of this group, which was launched in 2013, was the creation of the new website, which went live on 8 November 2013. The Communication group was also involved in the relations of the corridor with the press (press conference, press releases).

An operational corridor

Stakeholders

The European Commission

The European Commission plays a major role in the corridor. It has, up till now, contributed to the development of the corridor through its financial support (see chapter Finance). It also facilitates the coordination between corridors.

The European Commission organises two groups to facilitate coordination between the different Corridors:

- the Corridor Group under the chairmanship of Mr Karel Vinck. In this platform, the Management boards of Rail Freight Corridors can exchange experience and discuss issues regarding the implementation of ERTMS and other issues related to the corridors. The review of progress with the implementation of these corridors is the priority of the Group. For GEIE RFC 2, the representatives are Sylvain Mosmann, Paul Mazataud and a member of the Assembly;
- the Rail Freight Corridors Working Group, the creation of which was requested by the members of the Developing European Railway Committee (DERC, renamed into SERAC). It is a joint ad-hoc group composed of representatives of all member States, regulatory bodies and infrastructure managers/allocation bodies participating in a rail freight corridor.

The Executive board

The Executive board is composed of representatives of the authorities of the Member States involved in RFC 2. They make their decisions at the Executive board level. This is the governance body of RFC 2 to which GEIE RFC 2 reports.

The mission of the Executive Board is to accomplish all the tasks entrusted to it under Regulation 913/2010. Its role is defined in the Mission statement which was signed on 27 June 2011 in Antwerp. In order to be able to provide the Ministries with the best information, the EEIG members report regularly. Main issues on which the EEIG reported on in 2013 are the following: general achievements of the EEIG, European subsidies, achievements of the working groups, the Corridor key performance indicators (KPIs) and progress on the implementation of the Regulation.

By a decision taken on 12 December 2013, it decided to make RFC 2 operational. This decision can be found at www.rfc2.eu/pages/corridor-information-document

Advisory groups

The Railway undertaking Advisory Group (RAG) and the Terminal Advisory Group (TAG) were created in 2012 in order to comply with the Regulation (EU) 913/2010. These groups can issue an opinion on any proposal by the Management board which have consequences for them. They may also issue own-initiative opinions, which must be taken into account by the Management board.

Railway Advisory Group

All Railway undertakings interested in the use of the corridor as well as two railway sector organisations, CER (Community of European Railway and Infrastructure Companies) and ERFA (European Rail Freight Association), are welcome to the meetings of this group.

The RAG is chaired by a representative of a railway undertaking. A vice-chairman replaces him in case of impeachment. In May 2013, the RAG chose M. Régis Vircondelet (Fret SNCF) as chairman and Eric Lambert (CFL Cargo) as vice-chairman.

Within the RAG, four working groups were created in 2013 to work on subjects requested by the railway undertaking:

- Infrastructure upgrade (starting with loading gauge);
- Coordination of works;
- Infrastructure charges and RU costs;
- Cross border acceptance to border stations.

The two first groups met on 3 December 2013. In the Infrastructure upgrade working group, markets needs were further defined and the Coordination of works working group exchanged information on the coordination processes.

Terminal Advisory Group

As for the RAG, RFC 2 set up its TAG to enable a fruitful dialogue with terminals on all topics related to RFC 2. All terminals which belong to the corridor are invited to the TAG meetings. They can be the Infrastructure Managers' marshalling yards and sidings which are necessary for rail system operations such as train formation operations.

An operational corridor

They can also be many other entry points of the various transportation systems in the commercial zone of influence of the corridor:

- combined transport terminals;
- river ports;
- multimodal platforms;
- maritime ports.

Meetings of the RAG and the TAG in 2013 are described in “Facts and Figures in 2013”. The full list of RAG and TAG members is available at www.rfc2.eu (see Corridor Information Document, Book V).

National Safety Authorities

Close links and excellent cooperation with National Safety Authorities (NSAs) mean that progress can be made in respect of the approvals, checks and authorisation of the ERTMS safety system at both ground and on-board level.

Regulatory bodies

Regulatory bodies are also involved in the development of RFC 2. They have participated in RAG and TAG meetings in 2013. The EEIG attaches great importance to the constructive and transparent relation with regulatory bodies.

RailNetEurope



RailNetEurope (RNE) is an association founded in 2004 and composed of 35 rail infrastructure managers and allocation bodies in Europe. The association has a purely operational objective and is designed to improve the international timetabling planning procedure and provide access to international freight train path catalogues in order to speed up the process of international applications.

RNE develops processes as well as capacity allocation and operation methods at a European level and provides infrastructure managers, allocation bodies, railway undertakings and terminals with software tools.

RFC 2 uses RNE tools, services and guidelines. It also actively participates in RNE Rail Freight Corridor meetings and in the RNE working groups on the implementation of the Regulation (EU) 913/2010.

These working groups in which RFC 2 participated and the areas they address are:

Corridor Management	Interactions between RNE and corridor organisations
Sales & Timetabling	Corridor - one-stop shop Pre-arranged paths Coordination of works between infrastructure managers Development of PCS (Path Coordination System)
Operations & After Sales	Punctuality targets Development of TIS (Train Information System) Traffic Management Priority rules in operation
Network statement	Creation of the Corridor Information Document

PCS and TIS are RNE tools used by RFC 2.

PCS (Path Coordination System)

PCS is a web application provided by RNE to the corridor organisations, infrastructure managers, allocation bodies and railway undertakings. This application manages requests and responses for international train paths. Even though in the past it has been primarily used for passenger traffic, this tool is now modified to fit the needs of freight traffic. Moreover, PCS will be the sole platform via which pre-arranged paths are available.

TIS (Train Information System)

TIS permits “tracking and tracing” of international trains in real time, in particular those running on the Corridor. The TIS database allows a qualitative analysis of trains running on the Corridor, via the use of a reporting tool.

RNE has also put in place a series of “standard” reports to monitor punctuality. RNE and RFC 2 contribute to the improvement in the quality of data entered in TIS and reports produced as a result.

Cooperation with other corridors

GEIE RFC 2 attaches great importance to the quality of its cooperation with other rail freight corridors. In 2013, besides the cooperation which took place within the European Commission groups and within RNE, RFC 2 worked in close collaboration with RFC 1 to allow for exchange of best practices and assuring coherence of the procedures set up in the interest of the quality of service offered to customers.

Facts and figures in 2013

Main dates

- 17 January • 48th Assembly
- 18 January • RAG meeting
- 14 February • Executive board meeting
- 6 March • 49th Assembly
- 7 March • TAG meeting
- 21 March • 50th Assembly which was a General Assembly
51st Assembly
Signature of new bylaws, partnership and funding agreements
Press conference
- 10 April • 52nd Assembly
- 15 to 29 April • Consultation of the railway undertakings and terminals on the Implementation plan
- 18 April • Executive board meeting
- 6 May • 53rd Assembly
- 29 May • RAG meeting
- 2 June • 54th Assembly
- 21 June • Executive board meeting
- 12 July • 55th Assembly
- 11 September • 56th Assembly
- 20 September • First RFC 2 meeting on coordination of works
- 2 October • RAG meeting in Paris
- 9 October • TAG meeting in Rotterdam
- 10 October • Executive board meeting
- 23 October • 57th Assembly
- 8 November • Publication of the Corridor Information Document on the website
Publication of the first catalogue for the 2014 timetable reserve capacity
Launch of the new website
- 10 November • **Operational launch of the corridor**
- 5 December • RNE Business conference
- 11 December • 58th Assembly
- 12 December • Executive board meeting

Main events

RAG meeting in Paris on 18 January

Representatives of the railway undertakings Fret SNCF, CFL Cargo, of Sibelit and the railway associations ERFA and CER, the Executive board and the Management board exchanged views on the establishment of the corridor, the consultation of the implementation plan, the pre-arranged paths for timetable 2014, ERTMS, the investment plan and the progress of the transport market study.



TAG meeting in Paris on 7 March

In this advisory group meeting, the focus was put on the presentation of the investment plan, the progress of the transport market study and mainly the coordination between rail infrastructure and terminal operations and the gathering of information for the Corridor Information Document.

Participated in this meeting, representatives of the ports of Dunkirk, the Havre, Strasbourg and Calais, the terminals managed by IFB, PSA Antwerp, Terminal Container Athus, Logistics in Wallonia, SNCF and RFF, the Executive board and the Management board.



Facts and figures in 2013

Creation of the new EEIG of RFC 2 and press conference in Luxembourg on 21 March

On 21 March 2013, the infrastructure managers and allocation bodies of the seven members and partners of RFC 2 created the governance structure of this rail freight corridor. On this occasion, their CEOs all met in Luxembourg. That same day, GEIE Corridor C became GEIE RFC 2.



From left to right: Marc Roman (Belgian Ministry), Marc Oestreicher (ACF), Ann Billiau (President of the EEIG RFC 2 Assembly), Luc Lallemand (Infrabel), Alex Kremer (CFL), Marion Gout - van Sinderen (ProRail), Alain Quinet (RFF), Philippe Gauderon (SBB) and Thomas Isenmann (Trasse Schweiz)



A press conference was held and a press release was issued to the press.

RAG meeting in Brussels on 29 May

This meeting had its main focus on the implementation plan, following the consultation phase, on the processes for capacity allocation and on the organisation of the four new working groups created.

Besides the representatives from SNCB-Logistics, CFL Cargo, Sibelit, Fret SNCF, Europorte, ERFA, CER and the Executive board, the Management board also welcomed a representative from the EU Commission and the Belgium regulatory body.



Facts and figures in 2013

RAG meeting in Paris on 2 October

The main topics discussed were the Corridor Information Document and reserve capacity for the 2014 timetable as well as the results of the transport market study.

Six railway undertakings, SNCB-Logistics, ECR, TX Logistik, Europorte, CFL Cargo and Fret SNCF, as well as Sibelit were represented together with ERFA and CER, the French Regulatory Body, the Executive board and the Management board.



TAG meeting in Rotterdam on 9 October

At this meeting, for the first time in Rotterdam, the Management board of RFC2 was pleased to welcome representatives of almost all the ports of the corridor: the port of Rotterdam, Amsterdam, Antwerp, Ghent, Dunkerk, and Moselle, as well as the port of Calais. Many terminals were also represented: APMT Zeebrugge, InterFerryBoat, Logistics in Wallonia, Rail Service Center Rotterdam, Continant, Terminal of Bettembourg, Hupac Intermodal NV and Naviland Cargo.

The regulatory bodies of the corridor were represented by the Dutch Authority for Consumers and Markets (ACM).

Apart from the results of the transport market study and the Corridor Information Document (CID), focus was put on the access of terminals to TIS (Train Information System) and information from terminals to be included in the CID.



RNE Business conference in Vienna on 5 December

RFC 2 was invited to participate in a panel discussion “Rail Freight Corridors, the beginning of a success story” and to present its activities in the exhibition part of the conference.

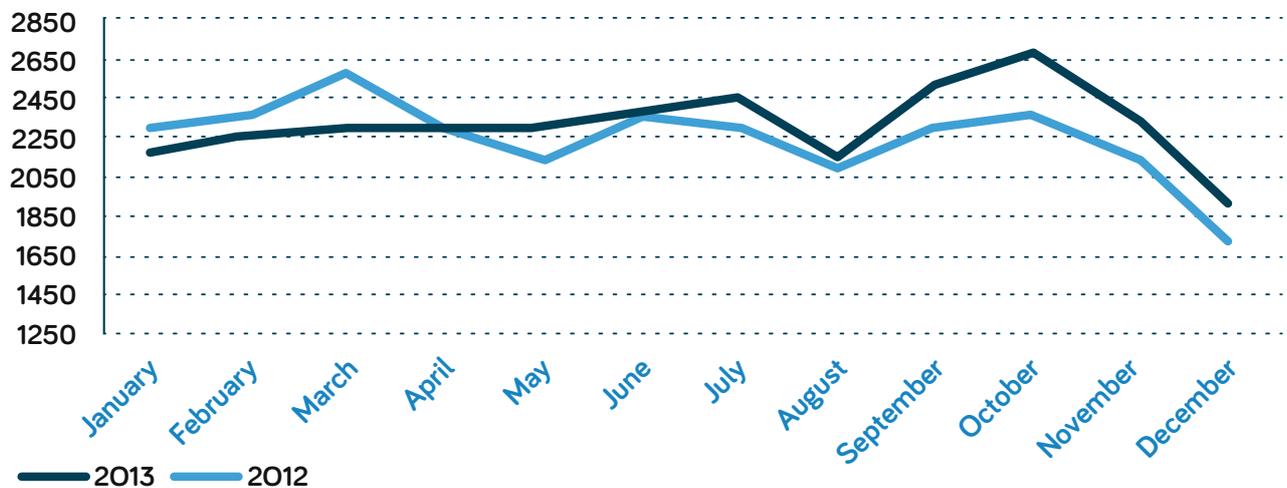


Traffic

Volume of traffic

During 2013, the Corridor saw an increase of corridor traffic by 3% compared to last year. Especially in September and October, the increase was considerable. In this statistic, all trains running at least 70 kilometres on the corridor, and crossing at least one border of the corridor are included.

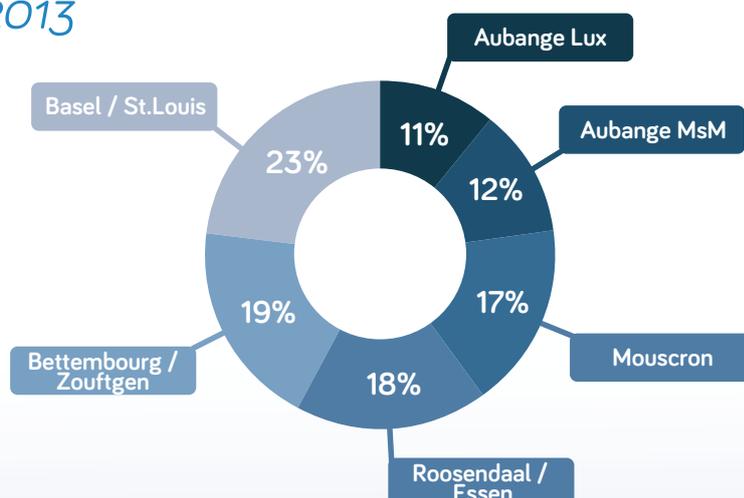
Monthly volume of international traffic, in train runs, in 2012 and 2013, in all directions



Share of traffic per corridor border

RFC 2 has six border crossings. The table hereafter gives an overview on the volume of international freight trains passing each border compared to the total amount of corridor trains.

Share of corridor trains per month, in train runs, per corridor border in 2013

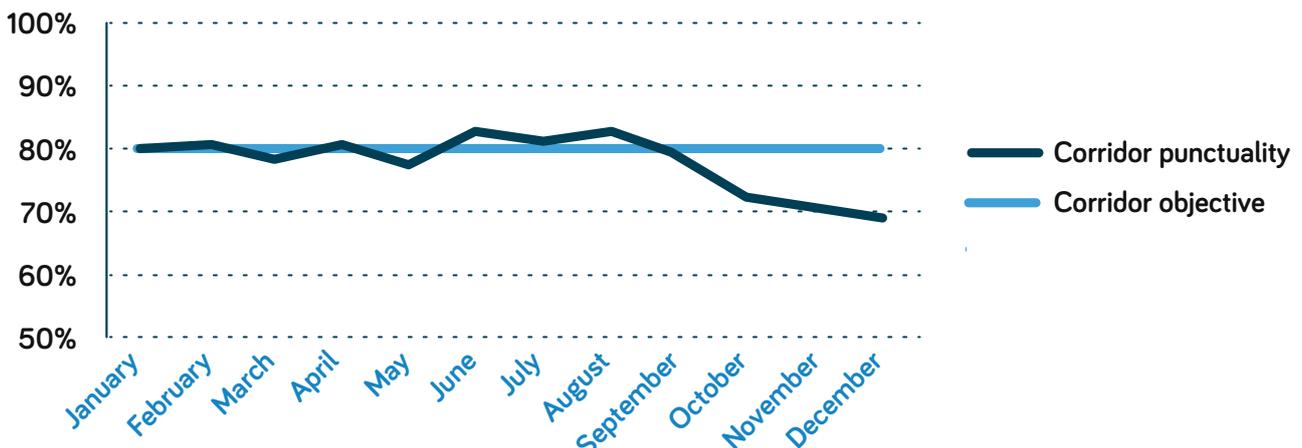


Punctuality

The punctuality for 2013 is calculated on the international traffic on the five main corridor axes. This information is based on information coming from TIS (Train Information System) which monitors international train runs in real time. To ensure the quality of the TIS data, the corridor constantly monitors its reliability.

In 2013, a much larger amount of trains were monitored compared to the previous years. Unfortunately, a lower average punctuality on the corridor was recorded. The corridor has set an ambitious goal of 80 percent for corridor wide punctuality (30 minutes or less delay = on time). For 2013, the corridor came close to reaching this goal with an average punctuality of 77.9%. This means a decrease in punctuality by 4 percent.

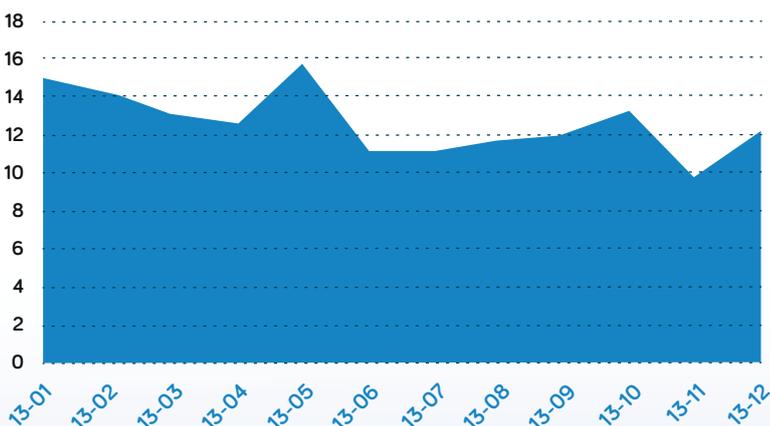
Percentage of punctual trains on the main corridor axes



Average delay

The average delay per train running on the corridor can be expressed in lost minutes. The evolution throughout 2013 is shown on the following table.

Average delay of corridor trains, in lost minutes



Capacity

In February 2013, the RNE Corridor 5 catalogue for the 2014 timetable, which served as the final test case for the first rail freight corridor PaP catalogue, was published. This catalogue consisted of a market oriented offer on ten different corridor sections:

2014 timetable paths

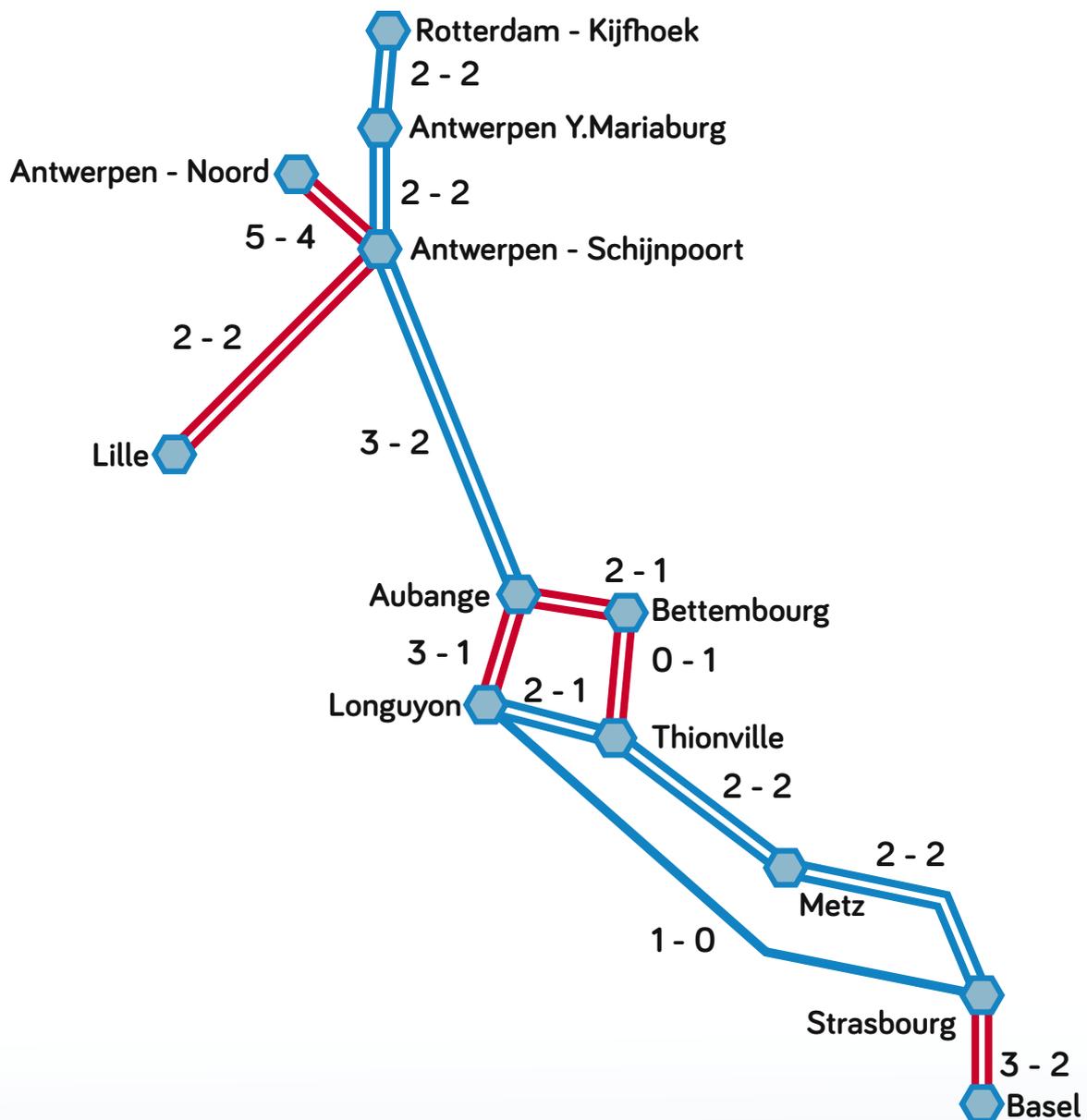
Start	End	NS / SN
Antwerpen	Aubange	19 / 11
Aubange (Lux)	Bettembourg	10 / 6
Aubange (Fr)	Thionville	15 / 9
Bettembourg	Thionville	3 / 3
Thionville	Basel SBB RB	18 / 18
Antwerpen	Lille Délivrance	4 / 6
Antwerpen	Rotterdam	18 / 18
Lille Délivrance	Lyon	1 / 1
Lille Délivrance	Strasbourg	1 / 1
Lille Délivrance	Basel SBB RB	1 / 2

On 8 November 2013, RFC 2 published its first catalogue of pre-arranged paths: the catalogue for the 2014 timetable reserve capacity.

These paths connect the Port of Rotterdam with Basel and Lille via fluent harmonised paths on the corridor. Some pass through heavily congested areas like Antwerp, Metz/Thionville and Strasbourg. An extra route through the Lorraine area in France enables to avoid the Metz/Thionville bottleneck.

A graphical overview on the reserve capacity published can be seen here:

RFC 2 reserve capacity path catalogue for the 2014 timetable - paths per section



Finance

The financial resources available to GEIE RFC 2 come from contributions from its members and partners (RFF, Infrabel, CFL, ProRail, SBB, ACF and TS) and European subsidies received.

Since its creation, RFC 2 has been granted five subsidies. All these subsidies financed the activities of RFC 2 in 2013.

On 9 December 2013, GEIE RFC 2 and two of its members were granted a subsidy totalling 1.6 million €, which will cover 50% of the costs of “Studies and activities for further developments of Rail Freight Corridor 2, its promotion and the upgrade of its infrastructure”. The following activities are concerned:

- Activity 1: Corridor performance management;
- Activity 2: Review of Corridor Information Document, including review of capacity allocation, coordination of works and traffic management procedures;
- Activity 3: Development of cooperation with railway undertakings and terminals and promotion of Rail Freight Corridor 2;
- Activity 4: Geographical Information System (GIS);
- Activity 5: Loading gauge enhancement studies.

This subsidy covers the period March 2013 – end of 2015.

The other subsidies which finance the activities of RFC 2 are:

- Subsidy for an amount of 88.3 million euros to the EEIG Corridor C and the other beneficiaries: RFF, CFL infrastructure manager, Infrabel, CFL railway undertaking (decision of the EU Commission of 10 December 2008, amended on 13 January 2010). This subsidy covers up to 50% of the cost for the ground equipment and up to 50% for the on-board equipment.
- Subsidy for an amount of 11.62 million euros, to EEIG Corridor C, SNCB, SNCF and CFL railway undertaking (decision of the European Commission on 24 August 2010).
- Subsidy granted to the beneficiaries Corridor A & C (decision of 14 September 2012). Corridor C is concerned by its transport market study, for which it receives 50% of its total costs estimated at 500 k€.
- Subsidy for an amount of 1,3 million euros, covering 50% of the total costs (decision of 6 November 2012 of the EU Commission). The project covers five activities related to the establishment of RFC 2 through the steering of studies and the implementation of managerial structures and activities as required by Regulation (EU) 913/2010.

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Design: www.grafizm.eu - Pictures: J. Rapoport ; Georges Carillo and M. Geubelle; Infrabel - Frédéric Sablon