



*Easier, faster, safer*



# RFC NORTH SEA - MED 2015 ANNUAL REPORT



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# *Message from the Presidents and Managing Director*



*2015 has been a year of expansion and visible success for Rail Freight Corridor North Sea -Mediterranean.*

First of all, the corridor saw its first extension go live in January 2015, with 1400 kilometres of new lines going to Dunkirk, Calais, Liège (Montzen) and Paris. Moreover, due to the second extension of the corridor which will reach London in January 2016, the Management board officially welcomed two new members, Network Rail and Eurotunnel, during a signing ceremony which took place on 20 October 2015.

2015 was also a year of success in terms of traffic and capacity. On the corridor lines of 2013, the amount of corridor-trains rose by 9% and the amount of ton-kilometres transported rose by 13% compared to 2013. The evolution of capacity was also positive as the capacity offered in 2015, for timetable 2016, was 12 % higher than in 2013 and the demand of pre-arranged paths was twice as high as in 2014.

Finally, the deployment of ERTMS on the main lines of the former Corridor C was finalised in Belgium and Switzerland in 2015. Two and a half years after the operational start of the corridor, we therefore see that the commitment of the corridor's stakeholders to develop the corridor has started to bear fruit.

We therefore thank all those who have contributed to this success, and first of all, our advisory groups. We have had again in 2015 good cooperation with our customers who help us build an efficient network catering to market needs. We also had fruitful discussions with the terminal owners and managers of the corridor, which will enable even better interconnections between the corridor and terminals. The same gratitude also goes to the European Commission, who again in 2015, has decided to support the corridor financially.

2016 has started with a further increase of the capacity offer and demand. This further success suggests promising prospects for the corridor, which now has to be seen as a key enabler of international rail freight.

We wish you a pleasant reading of the numerous achievements we reached in 2015 and hope that, in 2016, we will continue to work closely together towards the successful development of the corridor.

**Valérie Verzele**  
President  
Executive board

**Ann Billiau**  
President of the Assembly  
RFC North Sea – Med

**Guillaume Confais-Morieux**  
Managing Director  
RFC North Sea - Med



# 1. About the corridor

## 1.1. A major European rail freight route

Rail Freight Corridor North Sea – Mediterranean (RFC North Sea – Med) is a freight-oriented route connecting the Netherlands, Belgium, the Grand Duchy of Luxembourg, the United Kingdom, France and Switzerland. Since January 2016, it links main European ports (Amsterdam, Rotterdam, Antwerp, Zeebrugge, Dunkirk, and Marseille) to the industrial zones of Western Europe and to the gateways of Southern Europe, with 5300 kilometres of lines.

The corridor is also a gateway to the rest of Europe, being connected to the RFCs Rhine – Alpine, Atlantic, Mediterranean and North Sea – Baltic and building together with all corridors a European network of rail freight corridors.

**Rail Freight Corridors (RFCs) map 2016**

Including extensions expected in 2017 as indicated by the RFCs\*

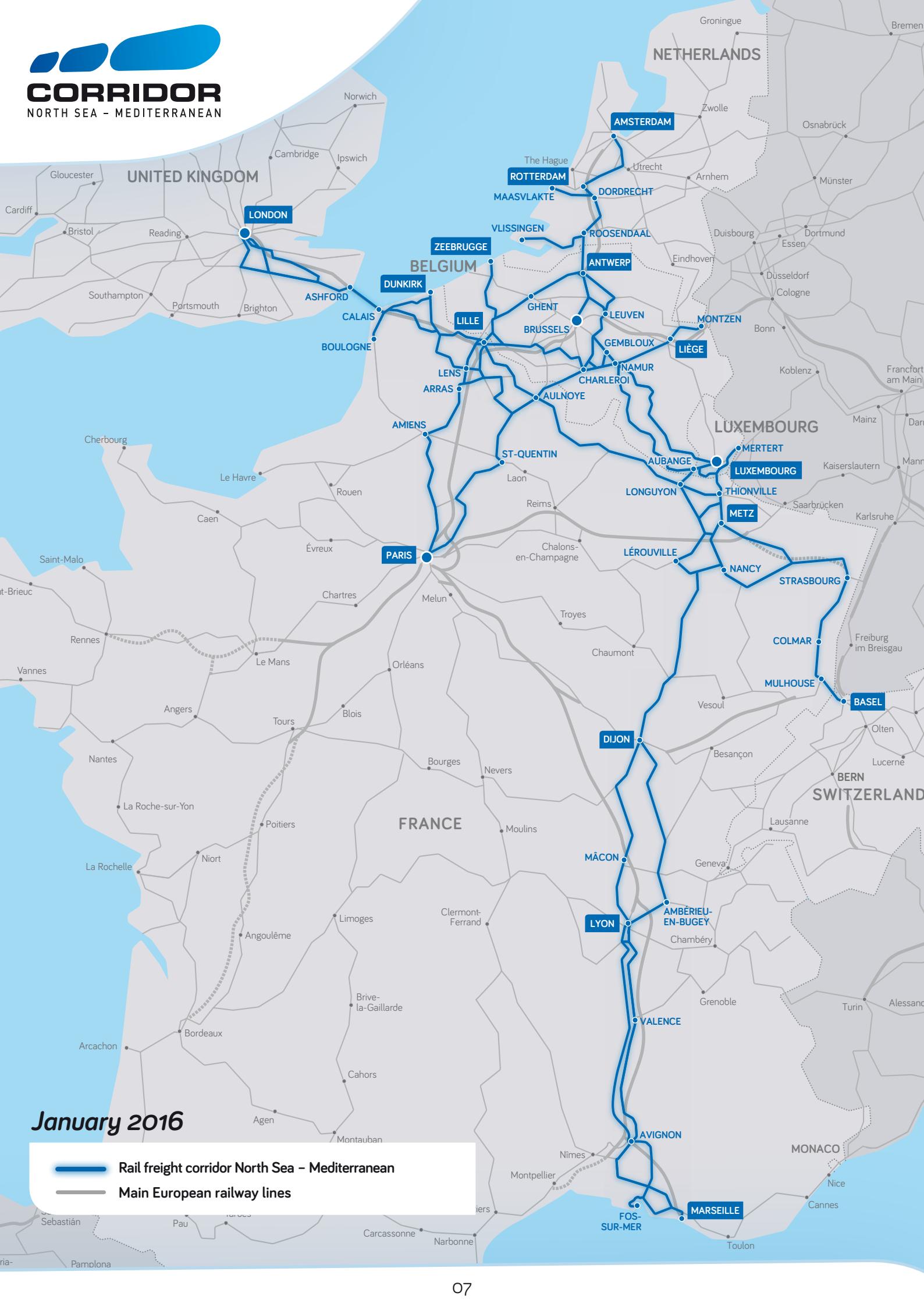


Based on Regulation (EU) No 913/2010, this map was created by RNE and agreed upon with all RFCs. Any use without modifications of this map in electronic or printed publications is permitted with the explicit reference to RNE as the author and holder of the copyright.

\*Extensions indicated in the United Kingdom are planned in 2018.

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RFC North Sea – Med is one of the most promising rail corridors in Europe, with already 33 000 trains per year, carrying 38 million ton-kilometres on international journeys.



## 1.2. Easier, Faster, Safer

### **Easier: with a single counter for the supply of quality paths**

Railway undertakings and other entities, such as shippers, freight forwarders and combined transport operators, can request capacity for international rail freight traffic, through the corridor one-stop shop and by using the international booking system Path Coordination System (PCS).

This capacity takes the form of “off the shelf” paths, called prearranged paths, reserved for international freight and that can either be requested for the next annual timetable or, for more flexibility, at short term notice.

These paths benefit from a high quality, because:

- they are defined after the yearly consultation of all our customers;
- they are reserved for international freight traffic ahead of booking time and benefit from a specific legal protection against cancellation;
- they are built on the basis of coordinated works along the corridor;
- they are coordinated with the paths of other rail freight corridors.

### **Faster, with a high level of performance**

In order to increase punctuality on the corridor, train performance is measured and analysed. When a train deviates from its planned schedule, the European IT tool Train Information System (TIS) provides the relevant information on the delay. Railway undertakings therefore benefit from an international view of the punctuality of their trains, summarised in monthly reports they receive from the one-stop shop.

### **Safer, with an optimised network**

By improving interoperability and exchanging information on investments across borders, the lines of the corridor are optimised for international traffic.

RFC North Sea - Med is currently deploying the European Rail Traffic Management System (ERTMS) on all principal lines of the Corridor C. This system is designed to eventually replace national ones, which impose specific equipment on engines running on several networks.

# *1.3. An initiative from the European Commission*

## *The Rail Freight Corridors*

In order to promote rail freight transport and increase its modal share, the European Parliament and Council adopted Regulation (EU) 913/2010 concerning a European rail network for competitive freight, which entered into force on 9 November 2010. This Regulation created a European rail network composed of nine international rail freight corridors. RFC North Sea – Med was one of the six corridors which had to be operational by 10 November 2013, the remaining three had to be operational by 10 November 2015.

## *The Core Network Corridors*

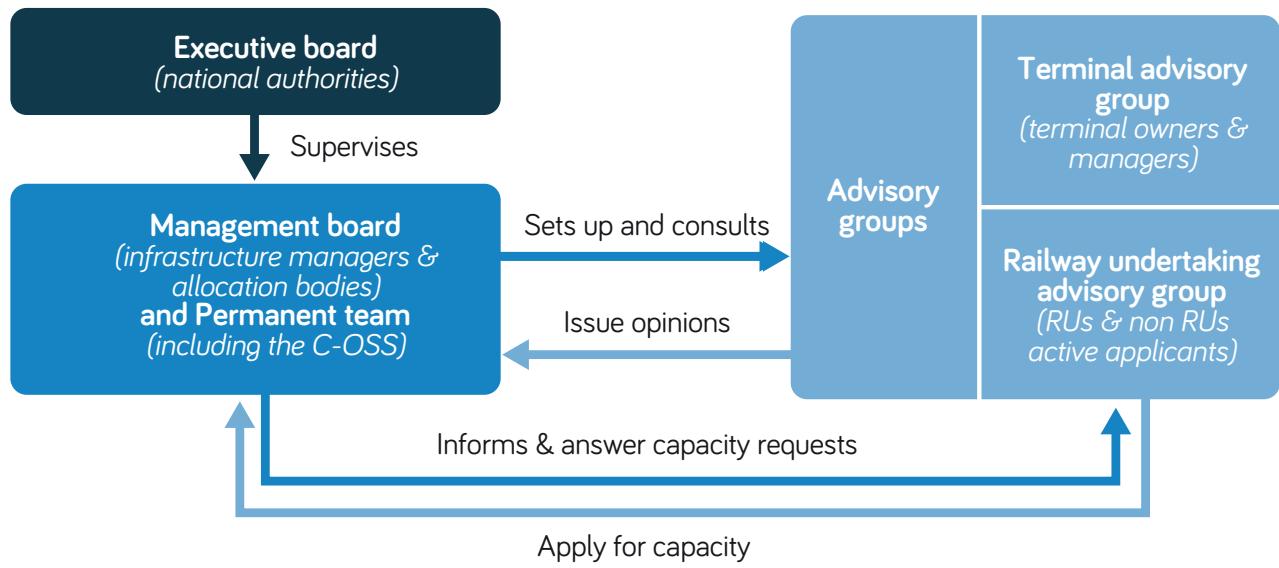
Regulation (EU) 1315/2013 on Union guidelines for the development of the Trans-European Transport Network and Regulation (EU) 1316/2013 establishing the Connecting Europe Facility, both adopted on 11 December 2013, have brought new challenges for the rail freight corridors. The first Regulation created nine multimodal Core Network Corridors (CNC). They are coordinated by nine European Coordinators and two horizontal coordinators: one for ERTMS and one for the Motorways of the Sea.

The second Regulation renamed the rail freight corridors and extended their field. Rail Freight Corridor n°2 became Rail Freight Corridor North Sea - Mediterranean and is to be extended in three phases:

- 1.** to Dunkirk, Calais, Liège (Montzen) and Paris, in January 2015 (at the date of the publication of the 2016 timetable catalogue);
- 2.** to London, Zeebrugge, Amsterdam and Marseille in January 2016 (at the date of the publication of the 2017 timetable catalogue) ;
- 3.** to Glasgow, Edinburgh, Southampton and Felixstowe in November 2018.

## 2. The governance of the corridor, an ambitious collaborative approach

The governance of the rail freight corridors includes an Executive board, a Management board and two advisory groups. The coordination between these entities is shown in the chart below:



## 2.1. The Executive board

### Mission and vision

The Executive board, through its cooperation at the level of the Ministries of Transport has the objective of improving the conditions for international rail freight transport. It has the general responsibility to implement Regulation (EU) No 913/2010 with regard to RFC North Sea - Med, and the equivalent Swiss measures.

It has the following main responsibilities:

- to ask the Management board to report on any matter relating to the smooth functioning of the corridor;
- to ensure that the extensions of the RFC North Sea - Med are duly established;
- to take decisions on general matters of common interest concerning the internal functioning of the RFC North Sea - Med without prejudice to the competence of Member States and Switzerland regarding the planning and funding of rail infrastructure;
- to adopt the Framework for Capacity Allocation (FCA);
- to consider, and where appropriate to support, the requests of the Management board for European subsidies;
- to support the Management board's work, in particular if the latter encounters any difficulties in fulfilling its tasks.

It has the following cooperation responsibilities:

- to ensure, as far as it can, that the development and implementation of RFC North Sea - Med are conducted in a manner consistent with those of ERTMS Corridor C;
- to work together where necessary with the European institutions and organisations, the national railway safety authorities, and the regulatory bodies of its members;
- to strive for good collaboration between rail freight corridors;
- coordinate the work of the RFC North Sea - Med and CNC North Sea-Med with the European coordinator and national authorities.

The Executive board of RFC North Sea - Med also assumes the responsibilities of the Executive board created by the Letter of Intent for the deployment of ERTMS on Corridor C "Antwerp – Basel/ Lyon" signed on 6 June 2006 by the Ministers of Belgium, France, Luxembourg and Switzerland<sup>1</sup>.

<sup>1</sup>For the purposes of the exercise of the functions of the Board under the above Letter of Intent relating to ERTMS Corridor C, the representative of the United Kingdom of Great Britain and Northern Ireland is not considered to be a member of the Board.

## *2.1. The Executive board*

The functions of the Board under this Letter of Intent include:

- the coordination of deployment of ERTMS along ERTMS Corridor C and ERTMS coordination along the corridor in accordance with national deployment plans, as well as coordination of decommissioning of national systems in order to foster the implementation of ERTMS on Corridor C.

### **Organisation**

The Board is constituted on the basis of an international Agreement which was signed on 8 October 2014 by the Ministers of Transport of Belgium, France, Luxembourg, The Netherlands, Switzerland and the United Kingdom.

It is composed of representatives of the authorities of the Member States concerned and Switzerland. The Board takes decisions, which are provided for by Regulation (EU) 913/2010, on the basis of mutual consent. These decisions, signed by all the members of the Board and published, are legally binding on their addressees.

The members of the Executive board meet four times a year. The following have a standing invitation to attend the meetings of the Board:

- the representatives of the Management board;
- the representatives of the European Commission and of the Innovation & Networks Executive Agency (INEA);
- a representative of the Regulatory Bodies for the railway sector in the countries concerned.

And on invitation:

- the European coordinators for TEN-T;
- the representative(s) of the National Safety Authorities of the countries concerned;
- the representative(s) of the European Railway Agency;
- the spokesperson of the advisory groups.

The Executive board is chaired by the Belgian Ministry of Transport. The chair is responsible for the secretariat, which provides the appropriate administrative support to enable the Board to carry out its work. It ensures that the tasks of the Board are properly coordinated and organises all other associated aspects of the work.

The activities of the Executive board are described in Chapter 4 - Results.

## FULL REPRESENTATIVES



**Joannes Peeters**  
Director Rail Policy  
Federal Public  
Service Mobility  
and Transport  
of Belgium  
(until November  
2015)



**Valérie Verzele**  
Director-General  
Federal Public  
service Mobility  
and Transports  
of Belgium  
(as from December  
2015)



**Jeannot Poeker**  
Principal Inspector  
Federal  
Ministry of  
Transport of  
Luxembourg



**Pierre-André Meyrat**  
Deputy Director  
Federal Office of  
Transport of  
Switzerland



**Robin Groth**  
Director of Rail  
Strategy  
Department  
for Transport  
of the United  
Kingdom



**Hinne Groot**  
Coordinator  
international affairs  
Ministry of  
Infrastructure and  
the Environment of  
The Netherlands



**Guillaume Brodard**  
Head of unit  
National railway  
network unit  
Ministry for Ecology,  
Sustainable  
Development and  
Energy of  
France

## 2.1. The Executive board

### STAND-IN REPRESENTATIVES



**Brigitte Jacquemont**  
Ministry for Ecology,  
Sustainable  
Development and  
Energy of France



**Deborah Phelan**  
Department  
for Transport  
of the United  
Kingdom



**Julie Buy**  
Federal Public  
Service of Mobility  
and Transports  
of Belgium  
(until November  
2015)



**Peter Geens**  
Federal Public  
service Mobility  
and Transports  
of Belgium  
(as from December  
2015)



**Rolf Zimmermann**  
Federal Office of  
Transport of  
Switzerland



**André Bissen**  
For the Ministry  
of Transport of  
Luxembourg



**Peter Brugts**  
Ministry of  
Infrastructure and  
the Environment of  
The Netherlands

## *2.2. The Management board*

### *Mission and vision*

The mission of the Management board is to increase the market share of rail freight by promoting measures to improve its efficiency, and more specifically:

- to allocate capacity on behalf of its members;
- to improve interoperability, *inter alia* by the deployment of ERTMS on the lines of the former Corridor C ;
- 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 the other RFCs;
- to check and evaluate the results obtained, with a view to implement further developments to progressively improve the quality offered. Its vision is to make rail freight transport progressively more reliable, more accessible, faster and safer.

### *Organisation*

#### *The EEIG*

The Management board takes the form of a European Economic Interest Grouping (EEIG), named Rail Freight Corridor North Sea – Mediterranean (in short RFC North Sea – Med). Its head office is located in Luxembourg and the office of its one-stop shop in Brussels. It is composed of the infrastructure managers and allocation bodies of the corridor, which either have the status of member or partner.

In 2015, due to the extension of the corridor to London, Network Rail and Eurotunnel joined the EEIG as members.

## 2.2. The Management board

### Members

The Netherlands:  
**ProRail**



Belgium:  
**Infrabel**



France:  
**SNCF Réseau**



Luxembourg:  
**CFL**



United Kingdom:  
**NetworkRail**



France / United Kingdom:  
**Eurotunnel**



### Partners

Luxembourg:  
**ACF**



Switzerland:  
**Trasse Schweiz, SBB**



## **Network Rail and Eurotunnel, the new members of the Management board**

In preparation for the extension of the corridor to London, the Management board officially welcomed two new members: Network Rail and Eurotunnel. A signing ceremony was therefore held on 20 October 2015, in Luxembourg, in order to adopt the new bylaws of the board, and the press sector was then informed by a release published by the Management board.

Paul McMahon, Network Rail's Freight Director said: "I am delighted to have now formally joined the North Sea - Mediterranean Corridor. We have been preparing for this for the last few years and I now look forward to working with our partners in the corridor and freight operators to support the growth of rail freight between continental Europe and Great Britain."

On this occasion, David Marteau, Eurotunnel's Head of European Affairs, declared: "Eurotunnel is glad to integrate RFC North Sea – Med in order to offer rail freight operators a seamless service on long distances. This integration is an opportunity for Eurotunnel, considering its natural cross-border transport system, to recall its full support to the development of a European rail traffic and to welcome the work already achieved on the corridor".



Paul McMahon, the notary, Michel Geubelle and Guillaume Confais-Morieux during the signing ceremony of the EEIG's by-laws

## 2.2. The Management board

### The Assembly



**Ann Billiau**  
President of the Assembly

Decisions on the strategy of the corridor, its objectives, actions and any administrative and financial issues of importance are taken at the Assemblies, with mutual consent.

The Assembly is chaired by Ann Billiau and the Vice-President of the Assembly is Daniel Thull. The representative or stand-in representative of each member and partner, the Managing Director of the EEIG, the ERTMS technical advisor and the permanent team attend the Assemblies. The Assembly meets on average six times per year.

## ASSEMBLY REPRESENTATIVES



**Patrick Buck**  
President Director  
ProRail  
(until March 2015)



**Pier Eringa**  
President Director  
ProRail  
(from April 2015)



**Luc Lallemand**  
CEO,  
Infrabel



**Jacques Rapoport**  
President,  
SNCF Réseau



**Marc Wengler**  
General Director,  
CFL



**Marc Oestreicher**  
Director,  
ACF



**Philippe Gauderon**  
Head of SBB  
Infrastructure



**Jacques Gounon**  
Chairman and Chief  
Executive Officer  
Eurotunnel



**Thomas Isenmann**  
Managing Director,  
Trasse Schweiz



**Mark Carne**  
CEO,  
Network Rail

## 2.2. The Management board

### STAND-IN REPRESENTATIVES



**Eric van der Linden**  
OSS and timetabling  
manager, ProRail  
(until January 2015)



**Guus de Mol**  
Head International  
Logistic Affairs  
ProRail (as from  
February 2015)



**Luc Roger**  
Director of European  
and international  
affairs, SNCF Réseau  
(until January 2015)



**Paul Mazataud**  
Director Europe  
SNCF Réseau  
(as from February  
2015)



**Michel Geubelle**  
Head of corridor  
department,  
Infrabel



**Daniel Thull**  
Head of external  
affairs, Infrastructure  
management  
department, CFL



**Maurice Faramelli**  
Head of Path Division,  
ACF



**Roland Pfaffen**  
Chief of Customer &  
Products Management  
Assistance, SBB  
Infrastructure  
(until August 2015)



**Rudi Achermann**  
Program Manager  
SBB Infrastructure  
(as from September  
2015)



**Daniel Haltner**  
Head of Path  
Capacity,  
Trasse Schweiz



**Bryan Ahthew**  
Senior Route Freight  
Manager Network  
Rail (until December  
2015)



**David Marteau**  
Head of  
European affairs  
Eurotunnel



**Steve Rhymes**  
Head of Freight  
Network Manage-  
ment Network Rail  
(as from December  
2015)

## *The permanent team*



**Paul Mazataud**  
Managing Director  
(until January 2015)



**Guillaume Confais-Morieux**  
Managing Director  
(as from February 2015)



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



**Eric Guenther**  
Operations &  
Investments  
Manager (until  
November 2015)



**Mohamed Salimène**  
Operation & Invest-  
ments manager  
ERTMS coordinator  
(as from December  
2015)



**Claire Hamonieu**  
Communication &  
Finance Manager  
advisory groups

The Management board has a permanent team which is responsible for the day-to-day business and the chairing of working groups. It consists of four people, all coming from the members of the EEIG.

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

## 2.2. The Management board

### Working groups and Committees

RFC North Sea - Med has implemented working groups and committees, which are composed of experts from the members and partners of the EEIG, as well as for some working groups, representatives from railway undertakings.

Working Groups and committees			
<b>C-OSS WG</b> <b>leader</b> Thomas Vanbeveren <i>RFC NSM</i>	<b>Coordination of Works WG</b> <b>leader</b> Mohamed Salimène <i>RFN SM</i>	<b>Train Performance Management WG</b> <b>leader</b> Thomas Vanbeveren <i>RFC NSM</i> Mohamed Salimène <i>RFC NSM</i>	
<b>Traffic Management WG</b> <b>leader</b> Mohamed Salimène <i>RFC NSM</i>	<b>Corridor Information Document WG</b> <b>leader</b> Thomas Vanbeveren <i>RFC NSM</i>	<b>Legal WG</b> <b>leader</b> Guillaume Confais <i>RFC NSM</i> Daniel Thull <i>CFL</i>	
<b>Communication WG</b> <b>leader</b> Claire Hamonieu <i>RFC NSM</i>	<b>GIS WG</b> <b>leader</b> Claire Hamonieu <i>RFC NSM</i>	<b>Transport market study Committee</b> <b>leader</b> Mohamed Salimène <i>RFC NSM</i>	
	<b>ERTMS Committee</b> <b>leader</b> Mohamed Salimène <i>RFC NSM</i>	<b>ERTMS harmonisation WG</b> <b>leader</b> Alain Quéval <i>SNCF Réseau</i>	

The activities of the Management board, including the permanent team and the working groups and committees are described in Chapter 4 - Results.

## 2.3. The 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 are to be taken into account by the Management board.

### ***The Railway undertaking Advisory Group (RAG)***

The RAG is composed of all railway undertakings interested in the use of the corridor. The following are also invited to take part in activities of the RAG:

- four railway sector organisations: CER (Community of European Railway and Infrastructure Companies), ERFA (European Rail Freight Association), RFG (Rail Freight Group) and KNV (Royal Dutch transport federation);
- applicants which are active on the corridor, but which are not railway undertakings.

The full list of RAG members is available in the Corridor Information Document, Book V.

The RAG is chaired by Régis Vircondelet (Fret SNCF). If he is unavailable, Eric Lambert (CFL Cargo) replaces him.



*“The spirit of a nice cooperation between railway undertakings and infrastructure managers is there since the first day, we must now quickly go further to get more concrete visible results”*  
Régis Vircondelet, Chairman of the RAG

## 2.3. The Advisory Groups

Two RAG meetings were organised in 2015, which were each preceded by a pre-RAG meeting between railway undertakings:

- On 27 May 2015 in Paris, where the main issues discussed concerned the results of the 2014 customer satisfaction survey and performance report, the loading gauge enhancement studies, ERTMS, capacity allocation and the 2016 timetable CID. 29 people participated in that meeting, including representatives from B Logistics, Naviland Cargo, DB Schenker Rail AG, CFL Cargo, Europorte, Sibelit, Fret SNCF, the European Commission, the French regulatory body, the Executive board and the Management board.



- On 26 November 2015 in Brussels. This meeting focussed on railway undertakings' expectations for the corridor, as well as capacity allocation for the 2017 timetable, the ERTMS deployment plan and the capacity impact of the loading gauge studies in France. 19 people, representing CFL Cargo, Europorte, GB Rail freight, B- Logistics, Sibelit, SNCF Logistics, KNV, the Executive and Management boards as well as the Belgium Regulatory body, participated in the meeting.

**Outlook 2016:** Two RAG meetings are scheduled in 2016, on 24 May in London and in the beginning of November in Marseille.

## ***The Terminal Advisory Group (TAG)***

All the managers and owners of terminals - such as combined transport terminals, river ports, multimodal platforms, maritime ports or infrastructure managers' marshalling yards - which are situated on the corridor, are invited to the TAG meetings. The full list of TAG members is available in the Corridor Information Document, Book V.

A TAG meeting took place on 23 September 2015 in Paris. In this meeting, the focus was put on the expectations of the terminals towards the corridor, as well as the performance of the corridor, the articulation between capacity in terminals and prearranged paths and the connection of terminals to TIS.

21 people participated in the meeting, representing the ports of Ghent, Paris, Marseille, Strasbourg, Boulogne-Calais, Zeebrugge, Antwerp, the terminals of CFL Multimodal, APM (Zeebrugge), Combinant (Antwerp), Hupac Intermodal, DB Schenker UK and VIIA, the French regulatory body and the Executive and Management boards.



***Outlook 2016:*** The next TAG meeting, will take place in October 2016 in Amsterdam.

### 3. Cooperation with stakeholders

#### *The European Commission*

The European Commission plays a major role in the corridor. Sharing the common objective of improving the conditions for international rail freight, it acts as a facilitator for communication and coordination. It contributes also to the development of the corridor through its financial support (see chapter 6. Finance).

The European Commission organises two groups to facilitate dialogue and coordination between the rail freight corridors:

- the **Single European Railway Area Committee (SERAC) working group**, which aims at facilitating dialogue with all ministries, infrastructure managers and regulatory bodies involved in the nine rail freight corridors. The following topics were addressed in the two meetings which took place in 2015 (7th and 8th meetings):
  - the language requirements for train drivers; the cooperation framework between core network corridors and rail freight corridors;
  - the ETCS deployment plan of the European Coordinator Karel Vinck;
  - the evaluation process of Regulation (EU) 913/2010;
  - the results of the 2015 customer satisfaction survey;
  - capacity offered and requested in 2015;
  - short distance interoperability.
- the **Corridor Group** under the chairmanship of Mr Karel Vinck. In this forum, representatives of the Management boards of rail freight corridors exchange experience and discuss issues regarding the implementation of ERTMS and other issues related to the corridors. The Corridor Group, which met twice in 2015, is integrated in SERAC since May 2015.

## ***The other Rail Freight Corridors***

Given the high number of interconnections and the involvement of several countries in the different corridors, cooperation between the nine rail freight corridors is very important.

For the Executive board, this cooperation started in 2014 with the discussion on the Framework for capacity allocation. This process continued in 2015. The numerous meetings and workshops, led by the Dutch and Belgian Ministries of Transport, led to the adoption of a single Framework for Capacity Allocation by the Executive Boards of all nine rail freight corridors. From The timetable 2017 onwards, this should largely facilitate the allocation of capacity for trains running on more than a single corridor.

For the Management board, the cooperation takes place through the “RFC talks” group, the C-OSS community and RailNetEurope which serves as a coordination platform for all RFCs (see section RailNetEurope).

The Managing director and a representative of the Management board participated in six meetings of the RFC talks in 2015 mainly to discuss harmonisation between RFCs, common tools and studies and the evaluation of the Regulation.

Meetings are also organised between ECCO (Efficient Cross Corridor Organisation) which is a UIC group and the RFCs. In 2015, two meetings took place where main subjects discussed concerned the cooperation between the RFCs and the RAGs, PCS, the role of the C-OSS and the PaP concept. The C-OSS community, which is composed of the corridor’s OSS, met twice in 2015, mainly to work on PCS development and OSS best practices concerning the working procedures and catalogue publications.

## ***The Core Network Corridor***

Coordination between the core network and rail freight corridors is required by Regulation (EU) 1315/2013.

In 2015, the corridor attended the 5th and 6th fora organised by the CNC North Sea – Med’s coordinator, Pr. Peter Balász. The main subjects discussed were the KPIs, the update of the project list, the market study and the updated work plan.

### *3. Cooperation with stakeholders*

#### ***The National Safety Authorities***

With its ERTMS Corridor C remit, the Executive board has to coordinate the deployment of ERTMS along the corridor, in particular on the short term, on the section Antwerp – Luxembourg – Metz-Basel. The National Safety Authorities have to authorise ERTMS on the infrastructure and on the onboard units.

As regards the authorisation of ERTMS on the infrastructure, it is important at corridor level that the national safety authorities coordinate to have a coherent authorisation calendar, in particular on the cross-border sections. Dialogue with the infrastructure managers and the railway undertakings is really important, in particular for the harmonisation of operating rules.

The Executive board organised several workshops in order to streamline, as far as possible, authorisation procedures along the corridor. A meeting was organised on 20 March 2015 with the national safety authorities and the infrastructure managers of the corridor in order to discuss the harmonisation of operational rules and the authorisation of the infrastructure and the rolling stock. A workshop was organised on 16 April 2015 with the railway undertakings and the infrastructure managers of the corridor in order to collect information from the railway undertakings as regards the operational rules and the calendar for ERTMS deployment and authorisation of their rolling stock. Those two meetings led to the organisation of joint working groups which led to the elaboration of an in depth risk analysis and possible mitigation measures for cross-border sections equipped with ETCS which can be used as a basis by the operators.

#### ***The Regulatory bodies***

As required by Regulation (EU) 913/2010, the regulatory bodies covering the networks of the corridor coordinate in order to ensure non-discriminatory access to the corridor for international rail services. They are also the appeal body under Art 56 (1) of Directive 2012/34/EU. The Belgian Regulatory body represents all regulatory bodies at the Executive board meetings of the corridor.

Cooperation also takes place with the Management board. Two meetings were organised in 2015 between the regulatory bodies of the corridor and the Management board, to exchange views on the processes to create the catalogues and allocate capacity on the corridor.

Regulatory bodies are also invited to join the advisory group meetings. It is usually the regulatory body of the country in which the meeting takes place who participates.

*Outlook 2016: A meeting took place in February in Brussels to discuss on the corridor's capacity offer for timetable 2017.*

## RailNetEurope

RailNetEurope (RNE) is an association composed of 35 rail infrastructure managers and allocation bodies in Europe to enable fast and easy access to European rail, as well as to increase the quality and efficiency of international rail traffic.

RFC North Sea - Med, which is an associated member of RNE since May 2015, uses RNE services and guidelines as well as the RNE IT tools PCS (Path Coordination System), TIS (Train Information System) and CIP (Corridor Information Platform).

The Management board also participated in the following RNE meetings, working groups and boards in 2015:

- RNE's General Assembly (with possibility to express its views, but with no voting rights)
- RFC High level group (which proposes and follows-up projects to be coordinated by RNE),
- Capacity working group
  - TCR (Temporary Capacity Restriction) coordination PCS Next generation
- Traffic management and train performance working groups
  - Train performance management
  - Traffic management and its sub-group Corridor trains and priority rules
  - TCC Com (traffic control centre communication)
  - TIS (Train Information System)
- CID & network statement working group
- Customer satisfaction survey working group
- CIP (Customer Information Platform) Change Control Board

# 4. Results in 2015

## *Capacity and coordination of works*

### **Framework for Capacity Allocation (FCA)**

The Executive board defines and adopts the Framework for Capacity Allocation (FCA). This framework sets up the rules for the elaboration of the timetable of the rail freight corridor as well as for the allocation of train paths and reserve capacity to applicants.

In 2015, all rail freight corridors agreed for the first time on a fully harmonised FCA. The new version of the FCA was endorsed by the Executive board of RFC North Sea - Mediterranean together with the Executive boards of the eight other rail freight corridors.

The harmonised FCA aims to provide a stable set of rules for a longer period, especially for the priority rules. Therefore the Executive boards have decided to have an evaluation of the priority rules in 2018 in a structured way. The FCA itself will be applicable from timetable 2017 onwards, rail freight corridors will discuss annually their experience with the application and functioning of the FCA. In this way rail freight corridors may learn from each other's experience and may also amend the FCA in a harmonised way if urgent changes are needed.

In 2016, the rail freight corridors will among other things discuss the following issues:

- harmonised application of the monitoring system set out in annex 3 of the FCA;
- experiences with applications for requests involving multiple corridors;
- model for evaluating the functioning of the priority rule to be applied by individual rail freight corridors;
- the possibility of adding an obligation in the FCA for Management boards to supply terminals with real time traffic information using the harmonised ICT tools (TIS).

## **Capacity management**

Capacity management is the core activity of the Management board and 2015 was an important year in this field. The 2016 timetable catalogue of paths, which was published on 12 January 2015, contained for the first time paths on the sections of the 2015 extension (to Dunkirk, Calais, Liège and Paris) as well as Network PaPs.

**Network PaPs:** these paths are used to define priority in case of conflicting requests in order to protect the long distance harmonised paths, when a Network PaP is requested. In the catalogue published in January 2015, they concerned one daily return on the following sections, which are common with RFC Rhine – Alpine:

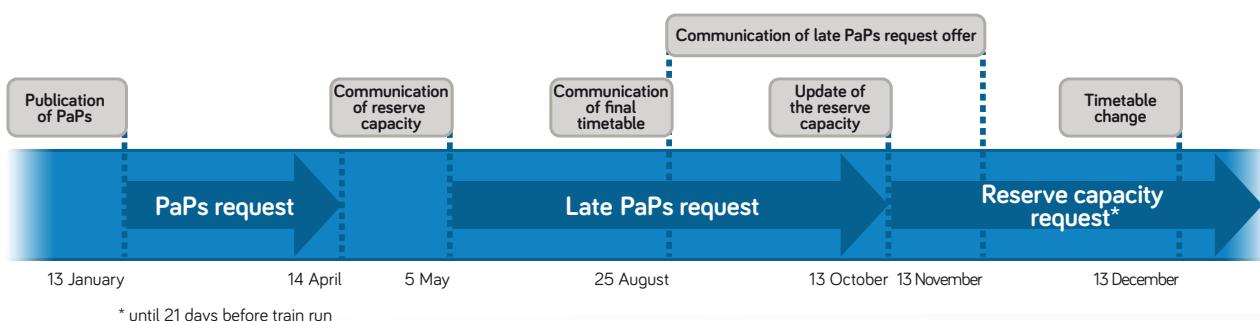
- Antwerp – Basel (Domodossola) through Mont-Saint-Martin;
- Antwerp – Basel (Chiasso) through Mont-Saint-Martin;
- Bettembourg – Basel (Chiasso).

The quantity of paths published, requested and allocated in 2015 is indicated in the corridor capacity KPIs (see chapter 4 - Performance of the corridor in 2015).

The capacity allocation work was supported by the C-OSS working group. This group, which consists of allocation specialists of all infrastructure managers or allocation bodies of the corridor, coordinated the capacity between infrastructure managers for timetable 2017, analysed the 2016 timetable requests, defined the capacity to be re-published for 2016 late path requests and coordinated capacity with Eurotunnel and Network Rail. The C-OSS coordinated a survey on the expression of needs of the (potential) customers of the RFC's North Sea - Med, Atlantic and Mediterranean, which helped the infrastructure managers build the catalogue for the 2017 timetable.

***Outlook 2016:** the catalogue of PaPs for the 2017 timetable was published on 12 January 2016. It contains paths on the sections of the 2016 extension (to Amsterdam, Zeebrugge, London and Marseille).*

## CAPACITY ALLOCATION CALENDAR IN 2015



# 4.. Results in 2015

## **Coordination of works**

Infrastructure managers along the corridor coordinate the planning of works that affects capacity along the corridor, so that a railway undertaking wanting to run a train from country A to country B is no longer in a situation where infrastructure works are at the same time being carried out on the principal line in country A and on the diversionary line in country B. The outcome of this coordination is a list of coordinated works, published on the website for customers' needs.

The infrastructure managers of the corridor coordinated the works for the 2016 and 2017 timetables in a meeting which took place on 7 May 2015

*Outlook 2016: The list of works for the 2017 and 2018 timetables was published in March 2016.*

## **Train performance and traffic management**

### **Train performance management**

This activity mainly consists in increasing the punctuality of international freight trains which run on the corridor. The Train Performance Management working group, which is composed of experts from infrastructure managers and railway undertakings, monitors, analyses and plans actions to improve train performance. They use the IT tool Train Information System (TIS), which provides real-time train data on international freight trains.

In 2015, the group mainly aimed to identify areas where the corridor can help to improve the performance of train runs. It organised a meeting with the railway undertakings to share their views. It also drafted an action plan on data quality which was approved by the Management board on 11 May 2015.

### **Traffic management**

Traffic management on the lines of the corridor consists in improving the situation both at the borders between two infrastructure managers and on the lines, in case of disturbance.

The Traffic management working group, composed of experts of all the infrastructure managers of the corridor, contributes to the improvement of traffic management on the corridor. It mainly aims at implementing TIS at all infrastructure managers of the corridor. In 2015, it also worked on the road map for 2016.

## **Implementation plan**

In 2015, the Management board updated the implementation plan, integrating among other things the extensions of the corridor to Amsterdam, London, Marseille and Zeebrugge. As in previous years, the Executive board discussed and approved the implementation plan in 2015, integrating among other things the extensions described above. This approval has a high importance, as it is in this way that the routes of the corridor, on which Regulation (EU) 913/2010 applies, are defined.

The implementation plan contains an investment plan which provides the complete indicative list of investments which are intended to be implemented within the next ten years and which are focussed on capacity management and interoperable systems deployment. This list enables infrastructure managers to exchange information on investments with neighbouring infrastructure managers, thus facilitating the coordination of these investments at corridor level. The update performed in 2015 resulted in a list of 74 investments for a total cost of approximately 6.5 billion euros. These investments take into account the project list of CNC North Sea – Mediterranean.

## **ERTMS deployment**

The implementation of ETCS (European Train Control System) on the corridor routes is one of the fundamental goals which led to the creation of ERTMS Corridor C, now integrated into RFC North Sea - Med. This system is designed to eventually replace national systems, imposing specific equipment on engines running on several networks

## **Actions of the Executive board**

In accordance with the Letter of Intent of ERTMS Corridor C, the Executive board has the responsibility for coordinating the deployment of ERTMS along the corridor. In order to keep a coherent deployment plan along the corridor, the Executive board set up an ERTMS Working Group in 2015, which met several times with a view to facilitating the harmonisation of the operational rules and the authorisation of the infrastructure and of the rolling stock.

**Outlook 2016:** *The Executive board will continue to address issues raised by the implementation of ERTMS on the corridors that may affect international rail freight, most notably on cross-border sections, through the setup of ad hoc working groups and the monitoring of the relevant follow-up actions.*

## 4.. Results in 2015

### *Actions of the Management board*



**Mohamed Salimène**  
ERTMS coordinator



**Sylvain Mosmann**  
ERTMS technical advisor

The Management board set up the ERTMS committee, composed of experts from infrastructure managers and railway undertakings, which has the mission to coordinate both the technical developments and the planning for implementing ETCS on the corridor.

In 2015, the committee worked on the subject of data entry, in order to harmonise different approaches along the corridor.



**Alain Quéval**  
Leader of the ETCS  
harmonisation working group

### *Deployment of ETCS on the corridor*

**Netherlands:** in the Netherlands, the first ETCS corridor sections will be operational on 2020 at the latest;;

**Belgium:** all the principal lines of the former Corridor C were deployed in 2015 (level 1 version 2.3.Od and level 2). Some trains are already running on these lines with ERTMS equipment;

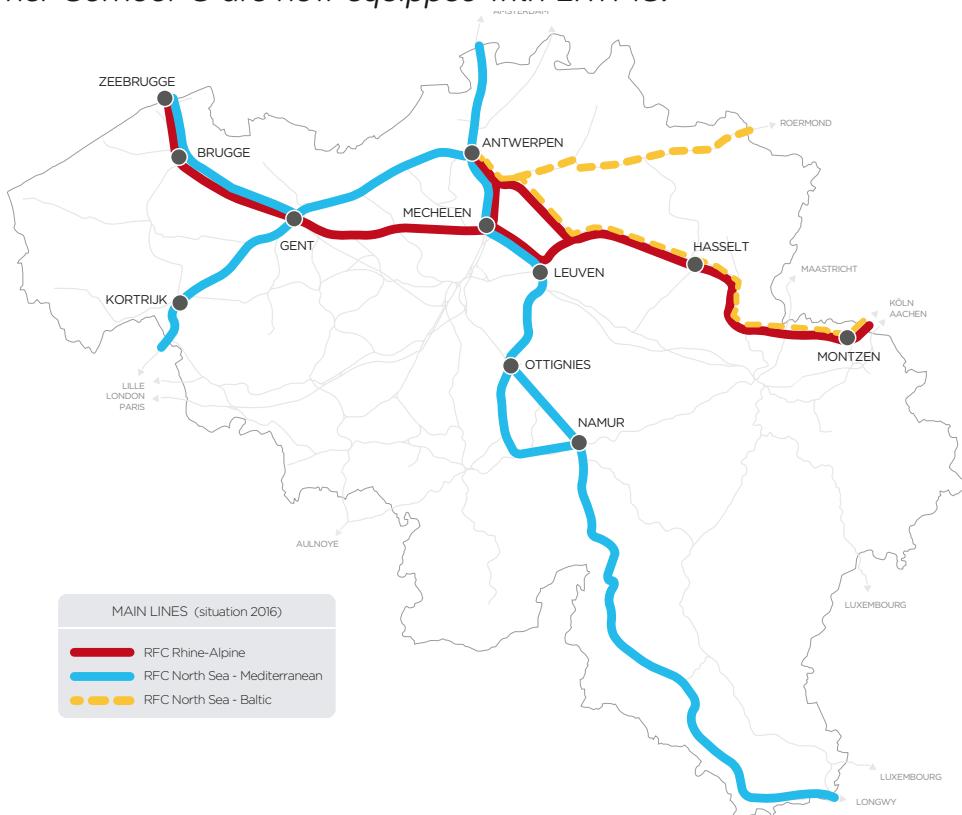
**Luxembourg:** all routes will be equipped and certified by mid-2016 (level 1 version 2.3.Od);

**France:** the deployment of ERTMS (level 1, version 2.3.Od) on the pilot sites Bettembourg - Thionville and Mont-Saint-Martin - Longuyon was finalised in 2015 and will be certified in 2016; the deployment of ERTMS on Longuyon - Basel has started in 2015 and will be operational in 2020;

**Switzerland:** ERTMS (level 1 Limited Supervision) was deployed in 2015 between the French border and Basel Marshalling Yard. By end 2016 it will officially be possible for trains equipped with ERTMS to run on this section.

## Athus – Antwerp, the longest rail section equipped with ETCS in Europe

On 22 December 2015, the longest classic rail section equipped with ETCS in Europe (429 km) was inaugurated. This section goes from Athus to Antwerp and is one of the main lines of our corridor. The last parts of this section, Antwerp and Ottignies, entered into service that day, in the presence of Luc Lallemand (CEO of Infrabel) and Karel Vinck (ERTMS European coordinator). Therefore all main Belgian lines of the former Corridor C are now equipped with ERTMS.



**Outlook 2016:** The European Deployment Plan, which sets the planning of the ERTMS deployment, is currently under revision and should be published in 2016.

## 4.. Results in 2015

### **Transport market studies**

In 2015, the Management board amended the study which had been carried out in 2012 and 2013. This update assessed the market for international rail freight in the United Kingdom and contributed to the definition of lines and to the list of terminals of the corridor. The update is based on the UK's Freight Market Study, which was published by Network Rail in October 2013 and which aims to assess the demand for rail freight over a thirty year period.

In September 2015, the Management board approved this addendum, which is published in Book V of the Corridor Information Document.

### **Legal activities**

#### **Evaluation of Regulation (EU) 913/2010**

The Executive board, jointly with the Management board, issued in 2015 a qualitative assessment as regards the corridor experience in terms of implementing Regulation (EU) 913/2010 in accordance with article 22 of the regulation. The assessment was sent to the European Commission on 25 November 2015. Also in 2015, the Management board initiated the preparation of a position paper on the evaluation of Regulation (EU) 913/2010 with all the other RFCs. This paper was then integrated in a rail sector paper signed by the RFCs and the two rail lobby organisation CER and EIM and then sent to the European Commission.

#### **Update of legal documents for the extension of the corridor to United Kingdom**

The Management board's Legal working group, which is consulted on all legal aspects concerning the corridor, finalised in 2015 the update of all legal documents which were needed in order to integrate Network Rail and Eurotunnel in the EEIG: the by-laws, funding agreement, partnership agreements and cooperation agreement on the C-OSS.

### **Communication**

The Management board strives for better communication and to work in full transparency with its stakeholders, and mainly its customers. The Corridor Information Document, the geographical information system, the website, RFC North Sea – Med brochure "Easier, Faster, Safer", the press are the main communication tools of the corridor. In 2015, the Management board also participated in a number of events (see chapter 5. Events).

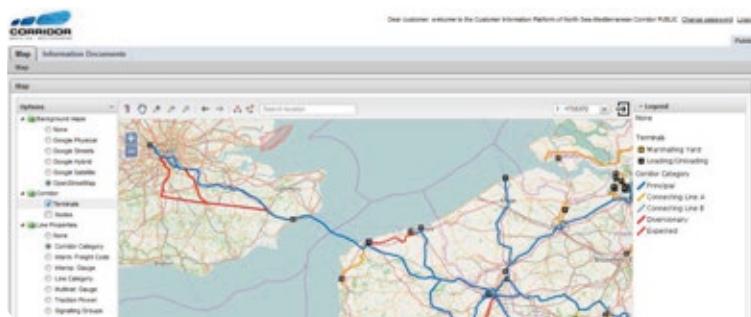
## Corridor Information Document

All necessary information to use the corridor is provided in the Corridor Information Document (CID) which is published at [www.rfc-northsea-med.eu](http://www.rfc-northsea-med.eu). This document gives corridor-scale information such as infrastructure and terminal characteristics, access conditions, capacity and traffic management procedures as well as the implementation plan of the corridor. In 2015, the Management board drafted and consulted the advisory groups on the 2017 timetable CID.

**Outlook 2016:** This CID was published on the website on 11 January 2016.

## Geographical information system (GIS)

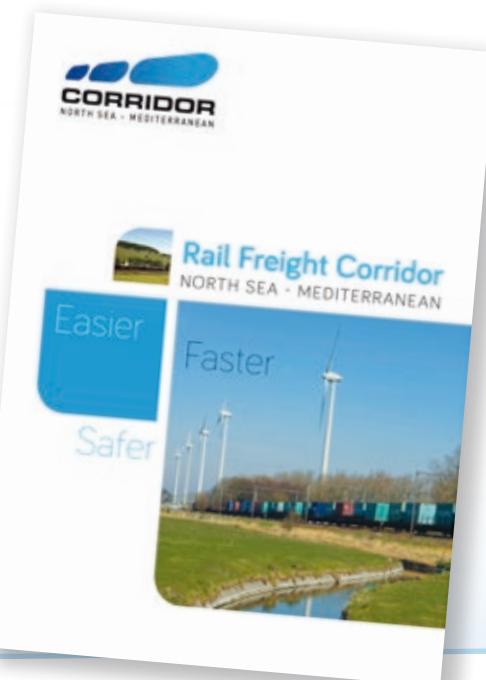
In 2015, the Management board worked with 5 other RFCs in order to implement a common GIS. RailNetEurope took over the GIS of RFC Rhine-Alpine and made it available to all RFCs. Nicolas Gatez of Infrabel was nominated implementation manager for RFC North Sea-Med. This GIS is now available on RFC North Sea – Med's website. It contains the main technical characteristics of the lines of the corridor.



**Nicolas Gatez,**  
GIS Implementation manager

## Brochure

A new brochure, which is available on the website of the corridor (about us / publications), was created in 2015. It shows the updated logo of the corridor, which dropped its “2” in 2015.



# 5. Performance of the corridor

## Performance monitoring

The monitoring of the performance of the corridor showed an increase both in traffic and capacity in 2015.

**Traffic:** the amount of corridor trains rose by 9% and the amount of ton-kilometres transported rose by 13% compared to 2013, on the “historical” lines of the corridor.

**Capacity:** the capacity offered in 2015, for timetable 2016, was 12% higher than in 2013. 6 million kilometres of paths were requested by 11 applicants<sup>2</sup> in 2015, which is twice as much as in 2014.

18 indicators were monitored in 2015 to follow and inform on the overall performance of the Corridor. They are composed of Key Performance Indicators (KPIs), which have clear objectives defined in the CID, and of Other Measurements (OM) which have not.

Traffic	Capacity
KPI O1: Total Corridor Traffic	KPI 04: Theoretical Running Time
KPI O2: Ton KM	KPI 05: PaPs per section
KPI O3: Punctuality	KPI 06: Requests for pre-arranged paths
OM O1: Cross Border Traffic	KPI 07: Allocated pre-arranged paths
OM O2: Delay Reason	KPI 08: Reserve Capacity
OM O3: Top Corridor Flows	KPI 09: Allocated Reserve Capacity
OM O4: Users	OM O7: Allocated pre-arranged paths in active timetable
OM O5: Lost Minutes	OM O8: Double Bookings
OM O6: Cancelled trains	OM O9: Allocated pre-arranged paths for reserve capacity in active timetable

The complete Performance Monitoring Report is published, since 10 March 2016, on the corridor’s website (about us / facts and figures).

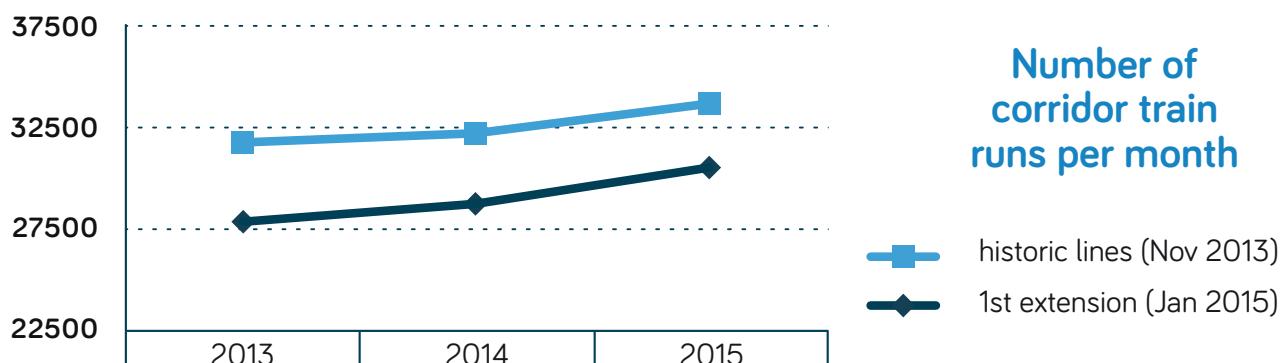
<sup>2</sup> The applicants in 2015 are : B-Logistics, SIBELIT, Fret SNCF, CFL-Cargo, DB Schenker Rail (NL, FR et CH), Crossrail Benelux, BLS-Cargo, SBB Cargo (International et AG)

## Traffic on the corridor

For the traffic indicators, the following trains have been taken into account:

- international freight train
- crossing at least one border of the corridor
- travelling at least 70 kilometres along corridor lines

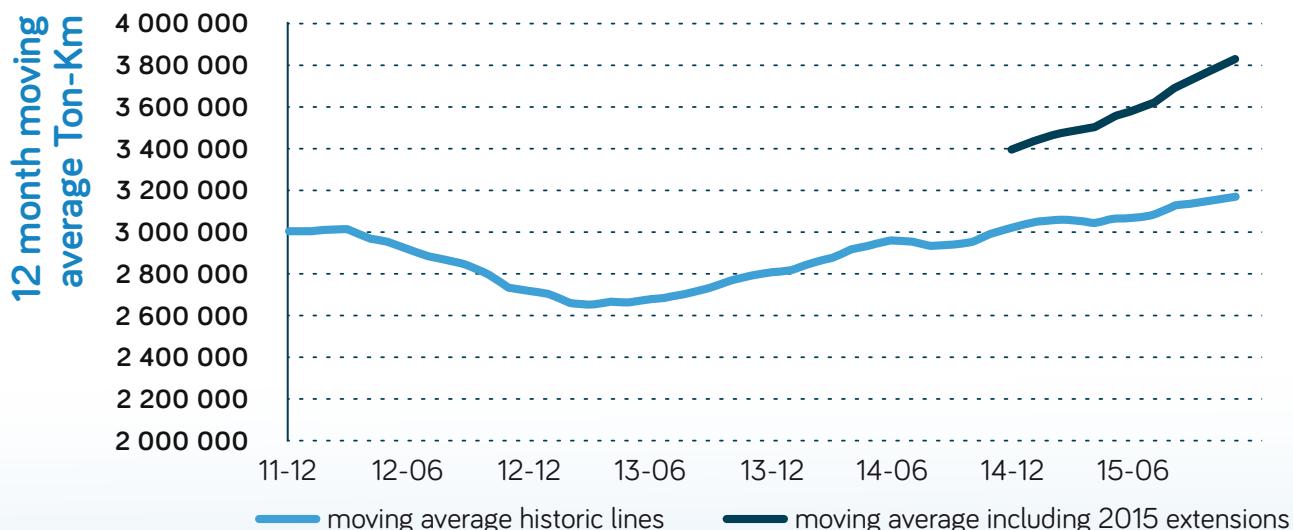
### KPI 01 TOTAL CORRIDOR TRAFFIC



For the year 2014, there was already a rise in Corridor traffic of **3%** compared to 2013. For 2015, the rise was even more significant (**+9%** compared to 2013).

Evolution compared to 2013 (start RFC NSM)	2013	2014	2015
historic lines (Nov 2013)	27,835	+3%	+9%
Including 1st extension (Jan 2015)	31,711	+2%	+6%

### KPI 02 – TON KM



## 5. Performance of the corridor

KPI O2 measures the amount of tons transported over RFC North Sea – Med per kilometre. The train weight of each corridor train is taken into account, except for the borders Essen/ Roosendaal, Mouscron/Tourcoing, Aubange/Mont-Saint-Martin and Aubange/Rodange where this information is not fully available, therefore the average train weight is used to calculate the figures.

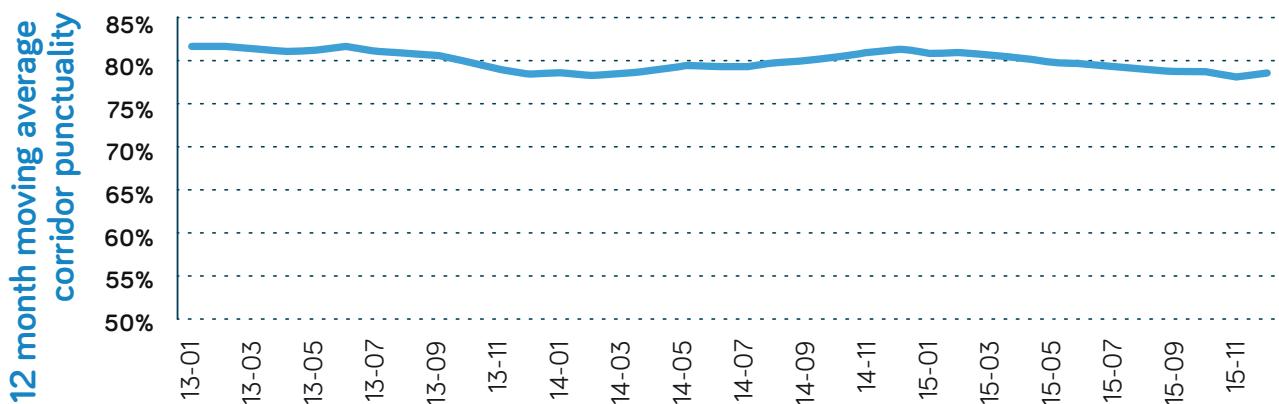
Ton-km evolution compared to 2013	2013	2014	2015
historic lines (Nov 2013)	-	+2%	+13%

### KPI O3 – PUNCTUALITY

KPI O3 measures the average punctuality of the corridor trains which have a regular yearly timetable and which run along one of the following axes:

- (Antwerp) – Namur – (Bettembourg) – Basel
- (Rotterdam) – Antwerp – Lille
- (Bettembourg) – Metz – Lyon

For the calculation of the total corridor punctuality, the average punctuality of the selection of corridor trains in 26 pre-defined measuring points across the corridor is taken into account. A corridor train is punctual when it has a delay of maximum 30 minutes.



The graph shows a somewhat downwards evolution, primarily linked to the good figures of 2012 and early 2013. Since the start of RFC North Sea – Med, a stagnation can be seen.

RFC North Sea – Med continues its efforts to reach the objective of 80% punctuality in the future. Unfortunately, for the second year running, this objective was not reached.

Some of the factors that have influenced this result are:

- Signalling disturbances
- Train driver errors
- Recurrent social actions throughout the year
- Security measures
- Accidents (level crossings)

Yearly RFC NSM punctuality (30min on selected corridor trains)	2013	2014	2015
punctuality evolution compared to TT2013	77,9%	+ 1%	+ 1%

## Corridor Capacity

### KPI04 – THEORETICAL RUNNING TIME

The goal of this KPI is to monitor the quality of the PaPs offered by the corridor. It compares the average timetable running time with the average pre-arranged path running time for predefined corridor routes. Per corridor route, an objective has been defined by the Management board.

	KM/H per corridor route	2013	2014	2015	Objective IP
PaP	Antwerpen - Bettembourg	60,74	59,69	61,56	55,00
IT	Antwerpen - Bettembourg		<b>59,52</b>		
PaP	Antwerpen - Basel	57,02	51,43	55,23	50,00
IT	Antwerpen - Basel		<b>55,40</b>		
PaP	Antwerpen - Lille	50,16	52,44	66,45	52,00
IT	Antwerpen - Lille		<b>52,44</b>		
PaP	Rotterdam - Antwerpen	53,39	58,66	71,33	55,00
IT	Rotterdam- Antwerpen		<b>56,79</b>		
PaP	Antwerpen - Lyon	no paths	no paths	60,77	tbd
PaP	Antwerpen - Aubange	66,69	65,01	67,86	50,00
IT	Antwerpen - Aubange		<b>61,41</b>		
PaP	Aubange- Basel	51,36	44,64	48,49	50,00
IT	Aubange - Basel		<b>49,43</b>		

# 5. Performance of the corridor

Only on the Aubange – Basel section, the objective could be met. For most sections, the average speed of the PaPs went down for timetable 2016, when comparing with timetable 2015. The main reasons for this are the following:

- to improve the robustness of the PaPs, standard buffer times were extended;
- on several routes, (slightly) different trajectories are used depending on the planned temporary capacity restrictions that might be foreseen on these lines. For timetable 2016, instead of publishing these variants as different PaPs, only the longest running time was published;
- with the publication of extra capacity compared to last year, a higher number of paths with a slightly lesser quality were published as PaP, which of course has an impact on the average speed per PaP.

## KPI05 – PAPS PER SECTION

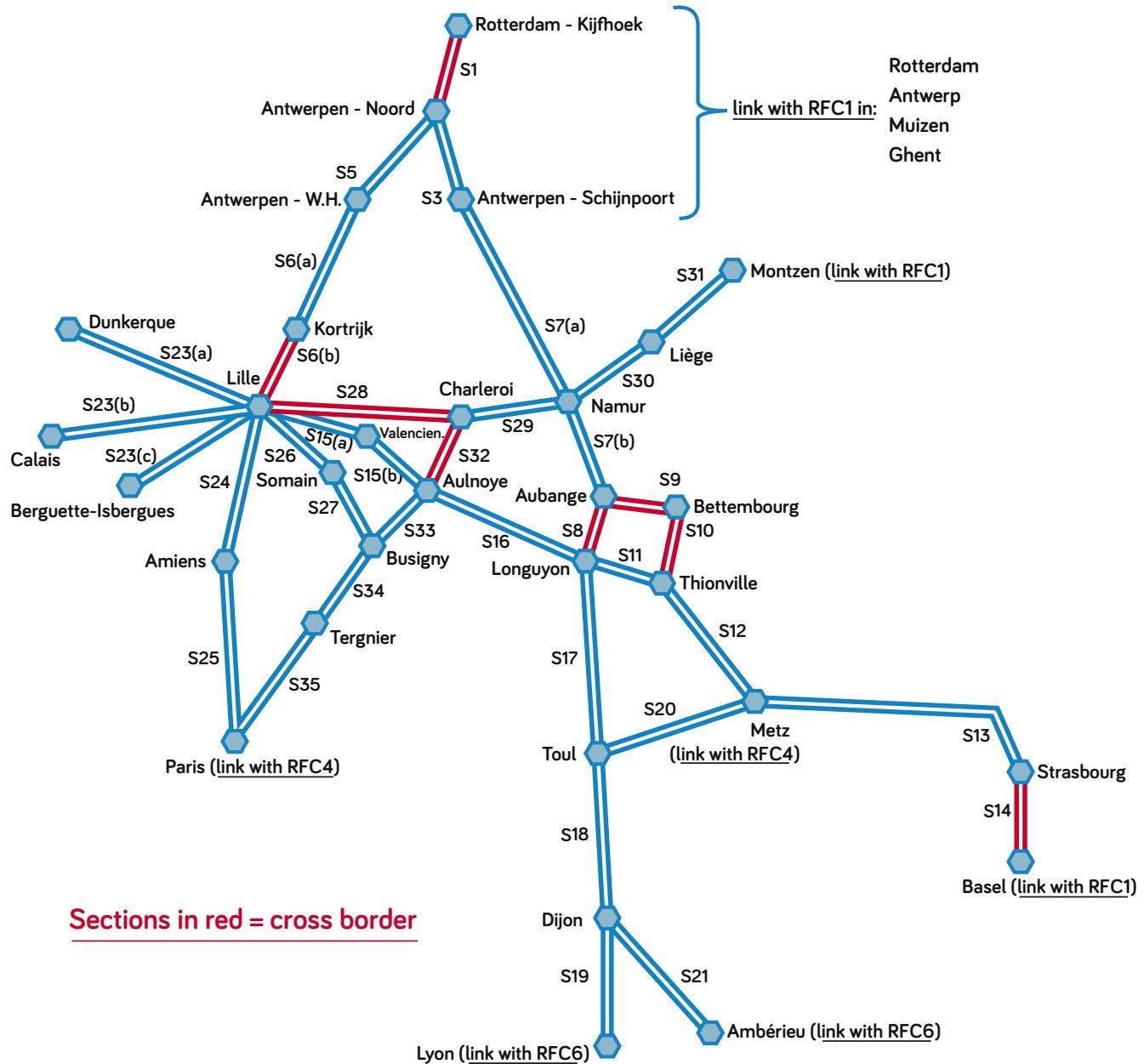
KPI 05 displays the number of PaPs that have been published by the Corridor in January 2015, per section, for the annual timetable 2016. For each of these sections, the first figure corresponds to direction north to south and the second one south to north.

Most PaPs run Monday to Friday, but some might have from 3 to 7 running days, or a given PaP might not be available on some days throughout the year.

- 9.3 million km of paths were published (8.5 million km on the historical lines)
- This means a rise of 22% (or 12% if only the historical lines are taken into consideration)

Section	Published TT 2015		Published TT 2016	
	NS	SN	NS	SN
S1	18	18	18	18
S5	25	25	13	14
S6(a)	7	7	13	14
S6(b)	7	7	13	14
S7(a)	14	17	15	16
S7(b)	14	17	15	16
S8	10	12	11	12
S9	6	6	13	16
S10	2	2	4	4
S11	10	12	13	14
S12	14	16	17	16
S13	12	14	14	14
S14	10	12	12	12
S15(a)	2	2	2	2
S15(b)	1	1	1	1
S16	1	1	1	1
S17	0	0	0	0
S18	3	3	5	6
S19	3	3	5	6
S20	3	3	5	6
S21	1	1	2	1
S23(a)	n.a.	n.a.	2	1
S23(b)	n.a.	n.a.	3	3
S23(c)	n.a.	n.a.	1	1
S24	n.a.	n.a.	0	0
S25	n.a.	n.a.	0	0
S26	n.a.	n.a.	10	11
S27	n.a.	n.a.	3	3
S28	n.a.	n.a.	3	2
S29	n.a.	n.a.	2	1
S30	n.a.	n.a.	2	1
S31	n.a.	n.a.	1	1
S32	n.a.	n.a.	1	1
S33	n.a.	n.a.	1	1
S34	n.a.	n.a.	3	3
S35	n.a.	n.a.	1	1

## RFC2 PAP CATALOGUE TT 2016 publication



For the first PaP publication, the focus was to provide a sufficient number of PaPs on the axis between Antwerp and Basel. A high volume of PaPs was also offered between Rotterdam and Antwerp to allow the connections: Rotterdam to Basel via Antwerp, Rotterdam to Northern France (Calais, Picardie) via Antwerp and Belgium to Germany via Roosendaal.

The large amount of works on the artère Nord-Est (Lille – Longuyon) and on the lines between the Lorraine region and Lyon had a big impact on the amount of PaPs published.

# 5. Performance of the corridor

## KPI06 – REQUESTS FOR PAPS

6.1 million km of paths (5.9 million km on the historical lines) were received before 14 April 2015 compared to 2.9 million last year. This represents a rise of 115% (106% on the historical lines). These requests were gathered in 118 dossiers (51 last year).

This represents 66% of all capacity published in January, compared to 38,6% last year. The objectives of 30% for the Antwerp – Basel route and 15% for the other routes were largely met.

## KPI07 – ALLOCATED PAPS

KPI 07 shows the number of PaPs which have been (pre-)allocated by the C-OSS, between 14 April and 1 May 2015. This means that the PaP sections requested were allocated, under the condition that possible feeder/outflow sections can be constructed by the concerned IMs/ABs and accepted by the applicant, and/or that the applicant does not withdraw its request before active timetable.

KMs means the number of kilometres multiplied by the number of days for which the path was either requested or allocated:

- 5.1 million KMs out of 6.1 requested, were allocated (2.8 for timetable 2015)
- 76% more PaPs have been pre-allocated, compared to last year (70% on the historical lines). This led to the pre-allocation of 55% of the capacity published in January 2015, compared to 39% last year.

## KPI08 – PUBLISHED RESERVE CAPACITY

KPI 08 displays all the PaPs that have been published in May 2014, for the annual timetable 2015.

2.8 million km of PaPs were published, which represents 37,5% of the capacity provided in the yearly timetable. The objective of 10% was therefore met.

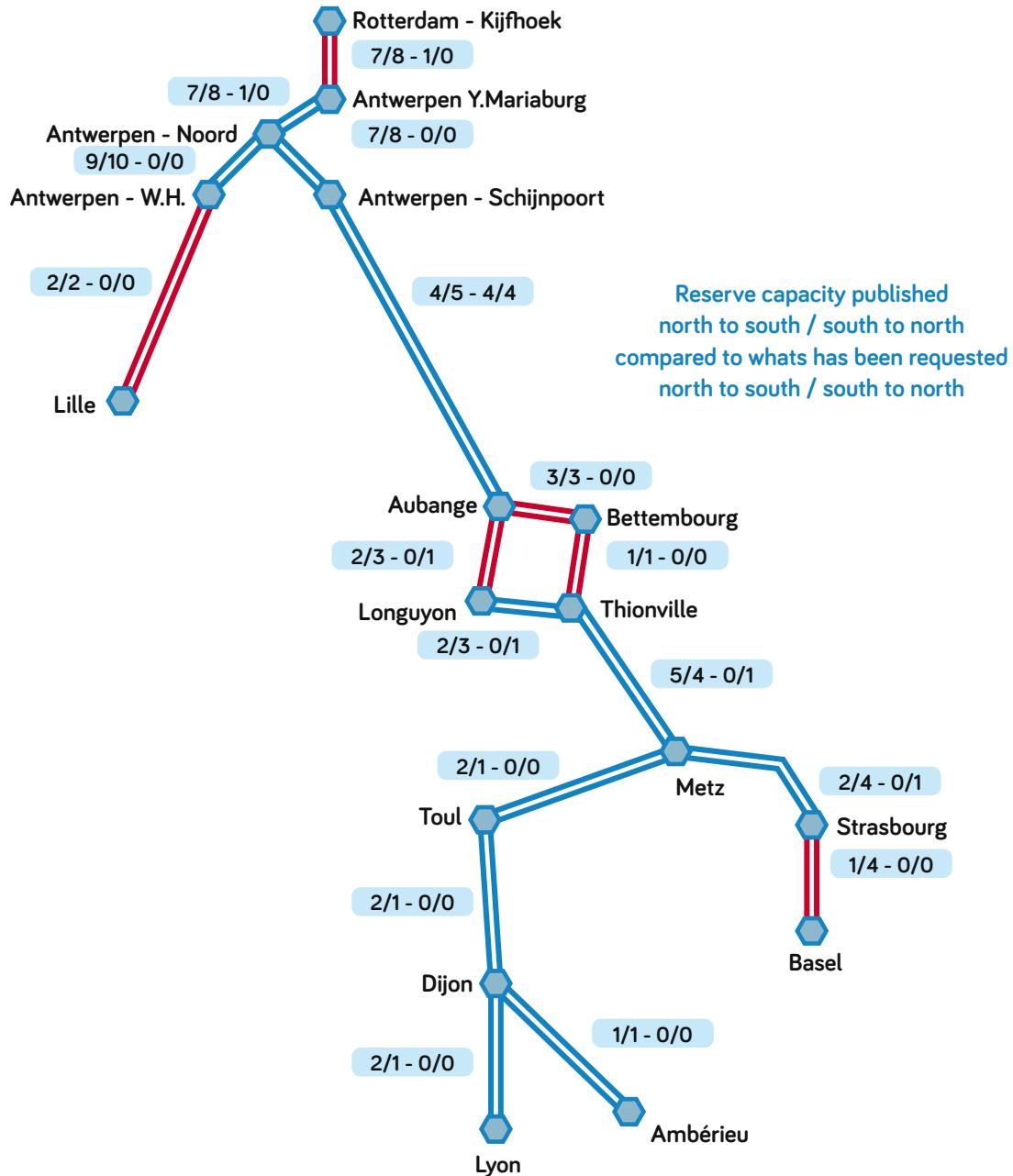
## KPI09 – ALLOCATED RESERVE CAPACITY

KPI 09 shows the number of Reserve Capacity PaPs, published in May 2014 for timetable 2015, which have been (pre-)allocated from publication date until the end of the running timetable.

All requests could be (pre-)allocated, therefore the objective of 75% was met.

The following table provides an overview on the Reserve Capacity PaPs that have been published for timetable 2015 compared to those that have been requested/(pre-)allocated, per section:

## TIMETABLE 2015 - RESERVE CAPACITY IN ACTIVE TIMETABLE (published in May 2014)



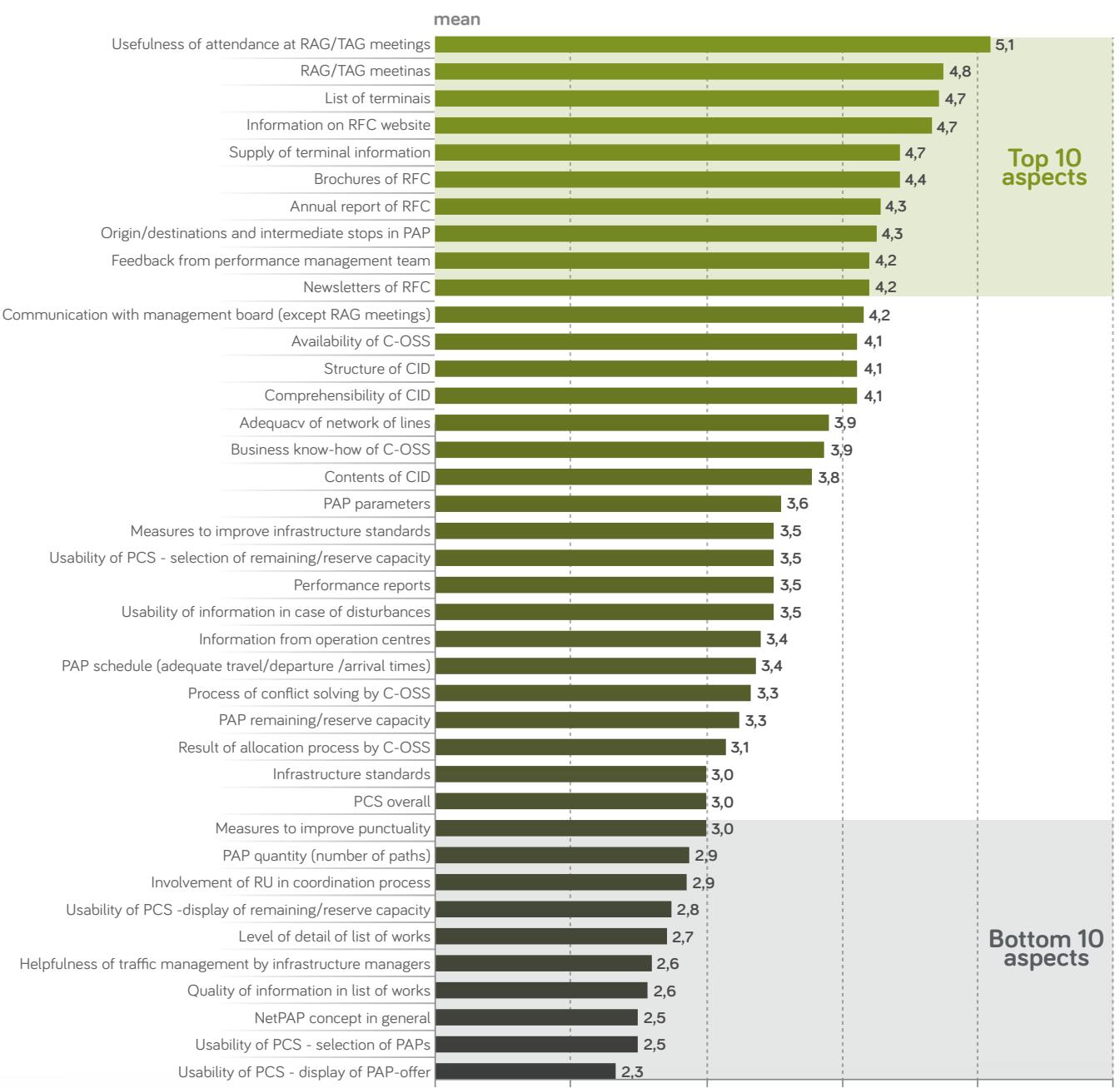
## User satisfaction survey

The second customer satisfaction survey was conducted in 2015 for all operational RFCs. The survey was organised by RNE, on behalf of the RFCs, and conducted by Marketmind. The field phase lasted a month (8 September to 6 October 2015). There were 47 respondents for all corridors, amongst for RFC North Sea – Med.

# 5. Performance of the corridor

This year, the survey was improved to allow more than one person to answer the questionnaire. Therefore only one questionnaire was sent to each applicant. This survey was performed with Computer Aided Web Interviews. Marks are from 1 (very unsatisfied) to 6 (very satisfied).

The summary of the results of the survey are shown in the table below.



### **The conclusions on these results are the following:**

- there is positive feedback on items for which the Management board has complete control (RAG meetings, communication, C-OSS, CID);
- still, efforts have to be made on coordination of works, PaP offer, PCS;
- answers on open questions also show an interest for harmonisation with other RFCs, including the PaP concept;
- RFC North Sea – Med has similar results to the other corridors. Alongside with the wish for further harmonization, shows that most developments have to be made Europe wide.

The results of the 2015 RFC North Sea – Med survey contains a comparison with the results of 2014 as well as an action plan for each area (some actions have already been performed, but are still indicated as they can take time to bear fruit).

They are published on the corridor's website (about us / facts and figures) and are summarised in annex of this report. They were also presented in the railway undertaking advisory group meeting of 27 November 2015.



# 6. Events

RFC North Sea - Med presented its activities and ambitions to stakeholders at four events in 2015.

## ***TEN-T days on 22 and 23 June 2015 in Riga***

RFC North Sea – Med had a booth in the exhibition area of the TEN-T days and Guillaume Confais- Morieux took part in a round table on rail freight corridors.



## ***Gotthard conference on 21 October 2015 in Antwerp***

This event was organised by the Swiss transport ministry to prepare the opening of the Gotthard base tunnel. RFC North Sea – Med, in close cooperation with RFC Rhine - Alpine, actively participated in it, with Guillaume Confais-Morieux and Ann Billiau being speakers for the session “Connecting Europe”.





## ***SITL fair on 31 March, 1 and 2 April 2015 in Paris***

RFC North Sea – Med presented its activities at SNCF Réseau's booth.



## ***The EU Rail Freight Day in Vienna on 4 December 2015***

The second Rail Freight Day was organised by RailNetEurope and the European Commission. RFC North Sea – Med presented its activities in the exhibition area.



# 7. Finance

The financial resources available to RFC North Sea - Med come from contributions from its members and partners and European subsidies received. Since its creation, RFC North Sea - Med has been granted five subsidies. In 2015, three subsidies contributed to its financing and to some of its members and customers.

## ***“Improvement and promotion of Rail Freight Corridor North Sea – Mediterranean”*** (Action n. 2014-EU-TM-0043-S)

The Grant agreement was signed on 1 December 2015. This Action covers, from 2015 to 2018, the following activities:

- Capacity, traffic and performance management and studies for the deployment of interoperable systems
- Further harmonisation and updates of the CID and GIS
- Updates of the Transport Market Study
- Coordination of the corridor's further developments and communication
- Loading gauge upgrade study on the Network Rail lines of the corridor (beneficiary: Network Rail)

The forecast amount of the subsidy is 1.2 million €.



## ***“Studies and activities for further developments of Rail Freight Corridor 2, its promotion and the upgrade of its infrastructure”***

(Action 2012-EU-94152-S)

This Action covered, from 2013 to 2015, activities of performance management, CID, promotion, GIS and loading gauge studies on the French and Luxembourg lines of the corridor. The forecast amount of the subsidy is 1.9 million €.

## ***“Deployment of ERTMS on the corridor Antwerp – Basel / Lyon”***

(Action 2007-EU-60400-P)

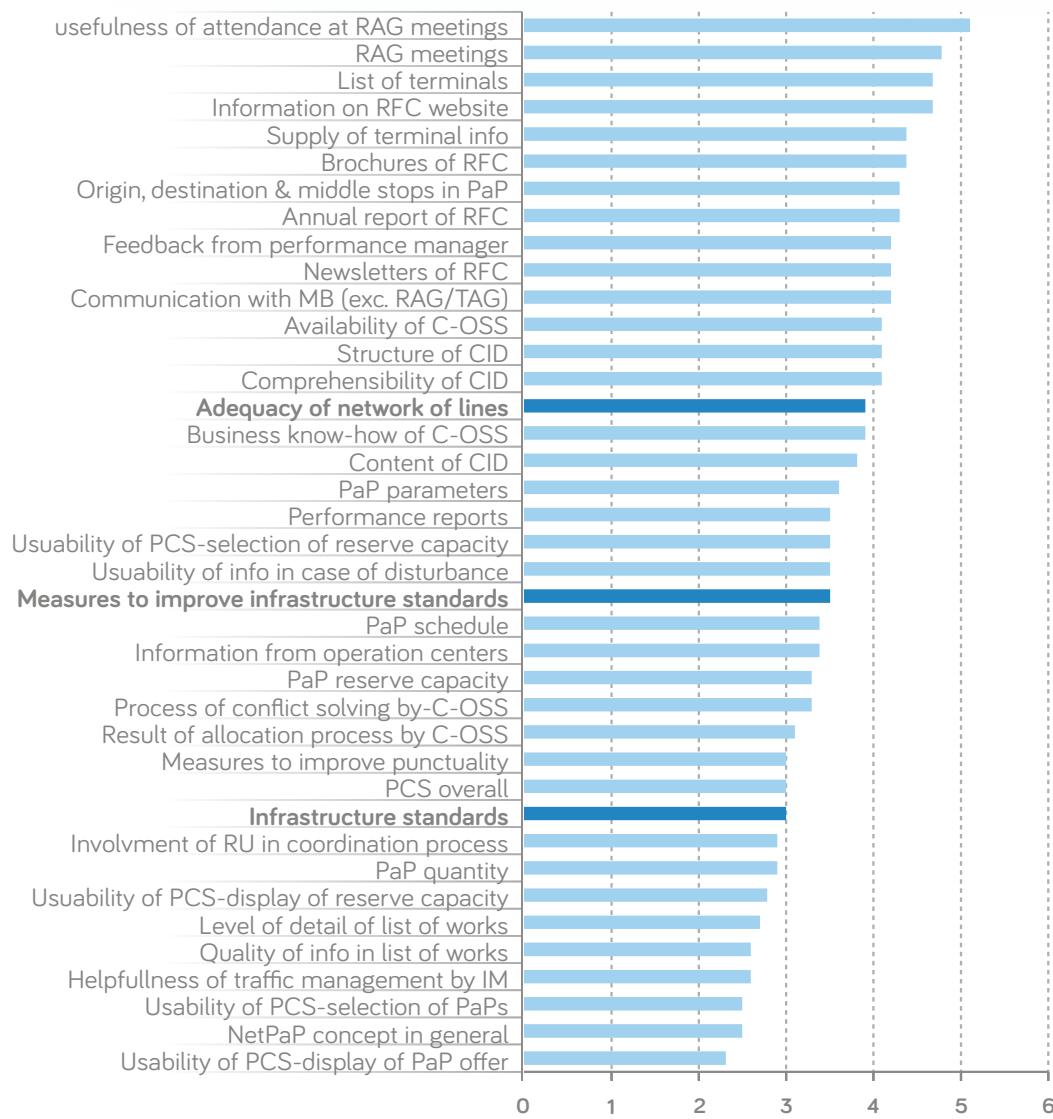
This subsidy covers administration, project management, follow-up of the contracts and quality and interoperability activities for the EEIG, the trackside equipment for SNCF Réseau, CFL infrastructure manager and Infrabel and the on-board equipment for CFL railway undertaking. The forecast amount of the subsidy is 88.3 million euros.

*As chair of the Executive Board, the Federal Public Service Mobility and Transport of Belgium approves all applications and reports sent to INEA, for which RFC North Sea – Med is the beneficiary.*



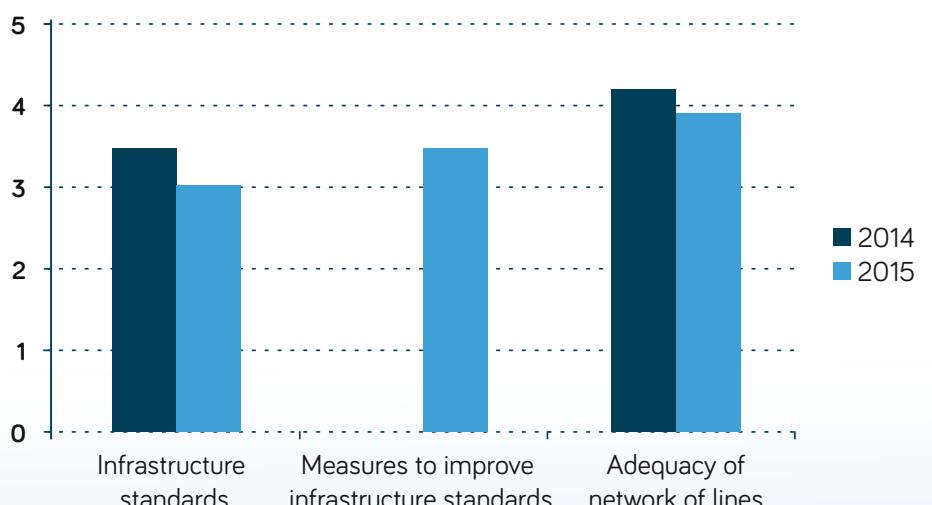
# Annex. Results of the 2015 user satisfaction survey

## Satisfaction with infrastructure

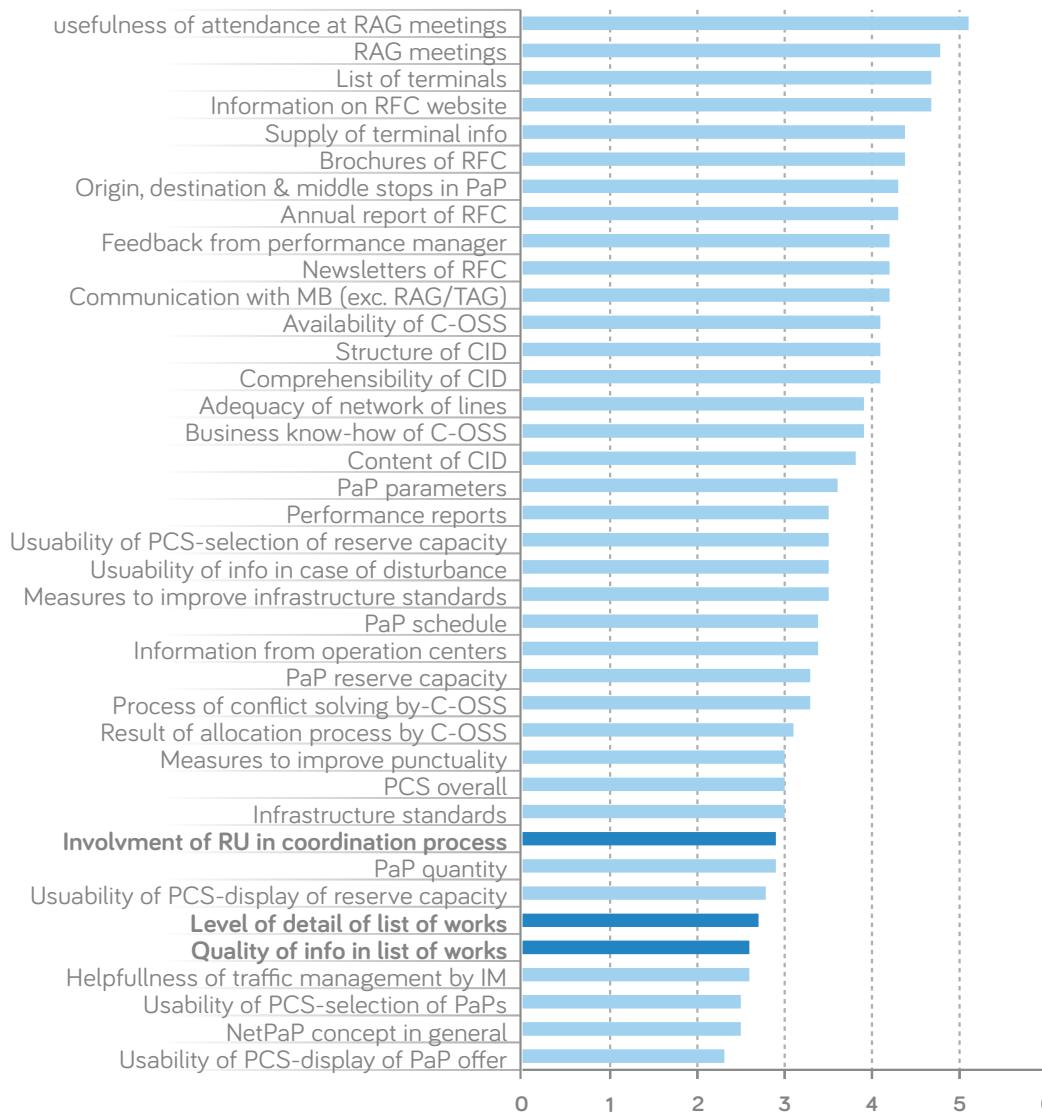


## Action plan

- ERTMS is being deployed on the corridor (medium to long term)
- Infrabel studied the possibility to upgrade train length in Belgium to 740 meters at all times (medium to long term for the works)
- CFL and SNCF Réseau finalised end 2015 a study on the possibility to upgrade the loading gauge on the Luxembourg and French part of the corridor (medium to long term for the works)



## Satisfaction with coordination of works

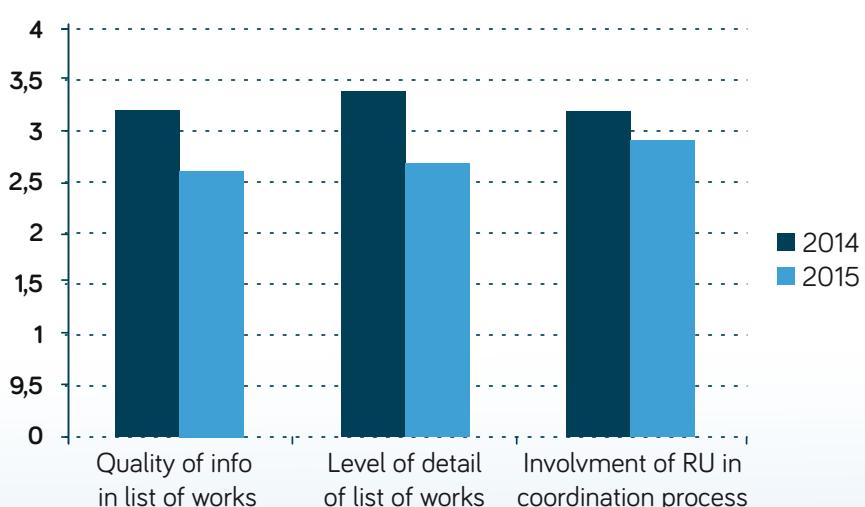


### Action plan

- The corridor offers RUs and IMs a corridor overview on works and capacity restrictions and gives them the opportunity to find solutions when a conflict occurs (already performed)

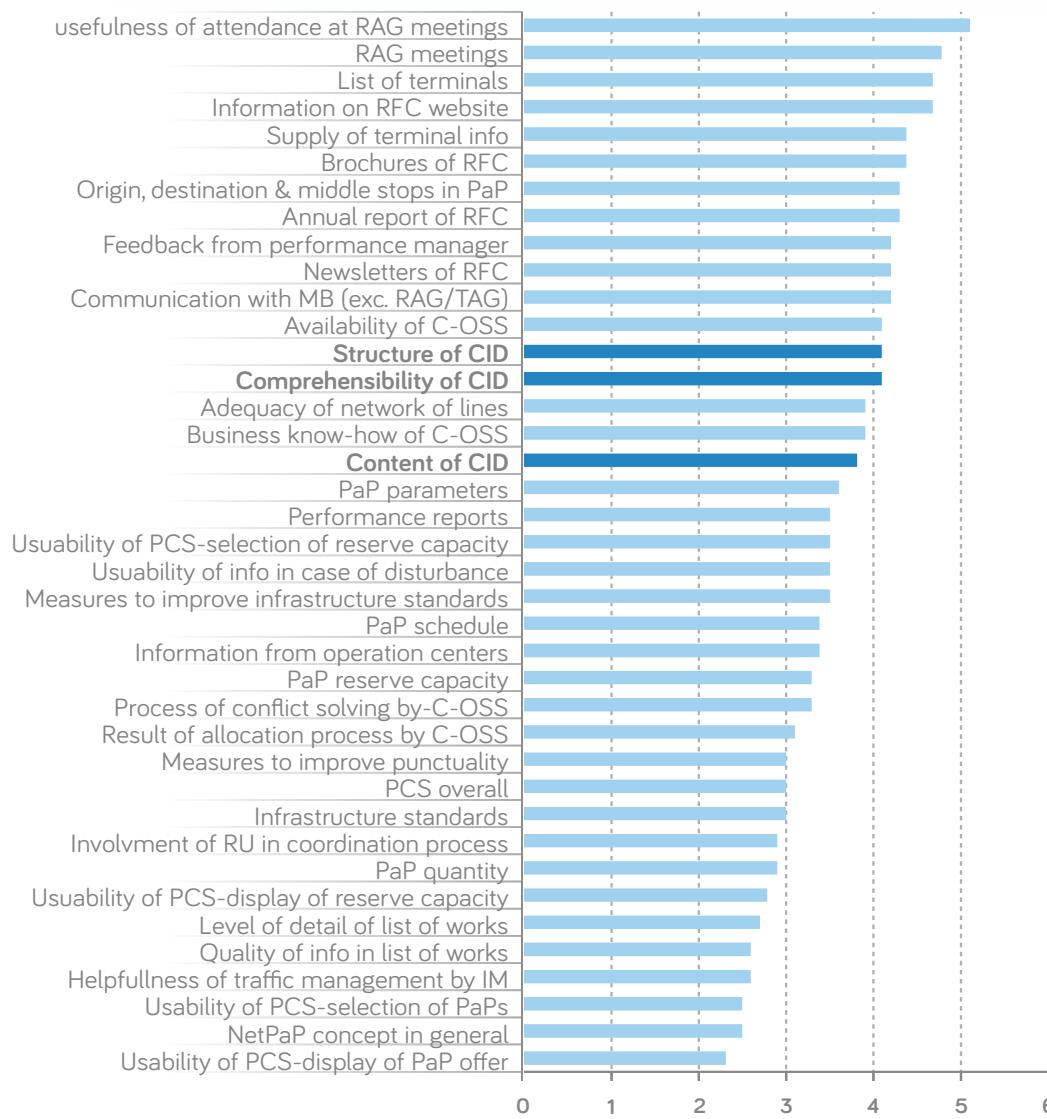
### Ongoing WG which can be re-launched whenever needed

- RNE has launched a project to improve the guidelines on coordination & publication of list of works (short term)



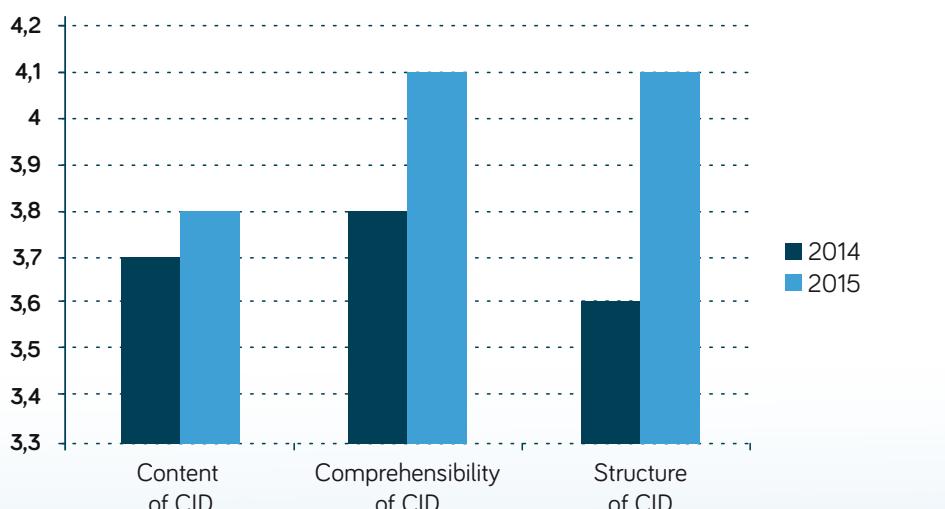
# Annex . Results of the 2015 user satisfaction survey

## Satisfaction with CID

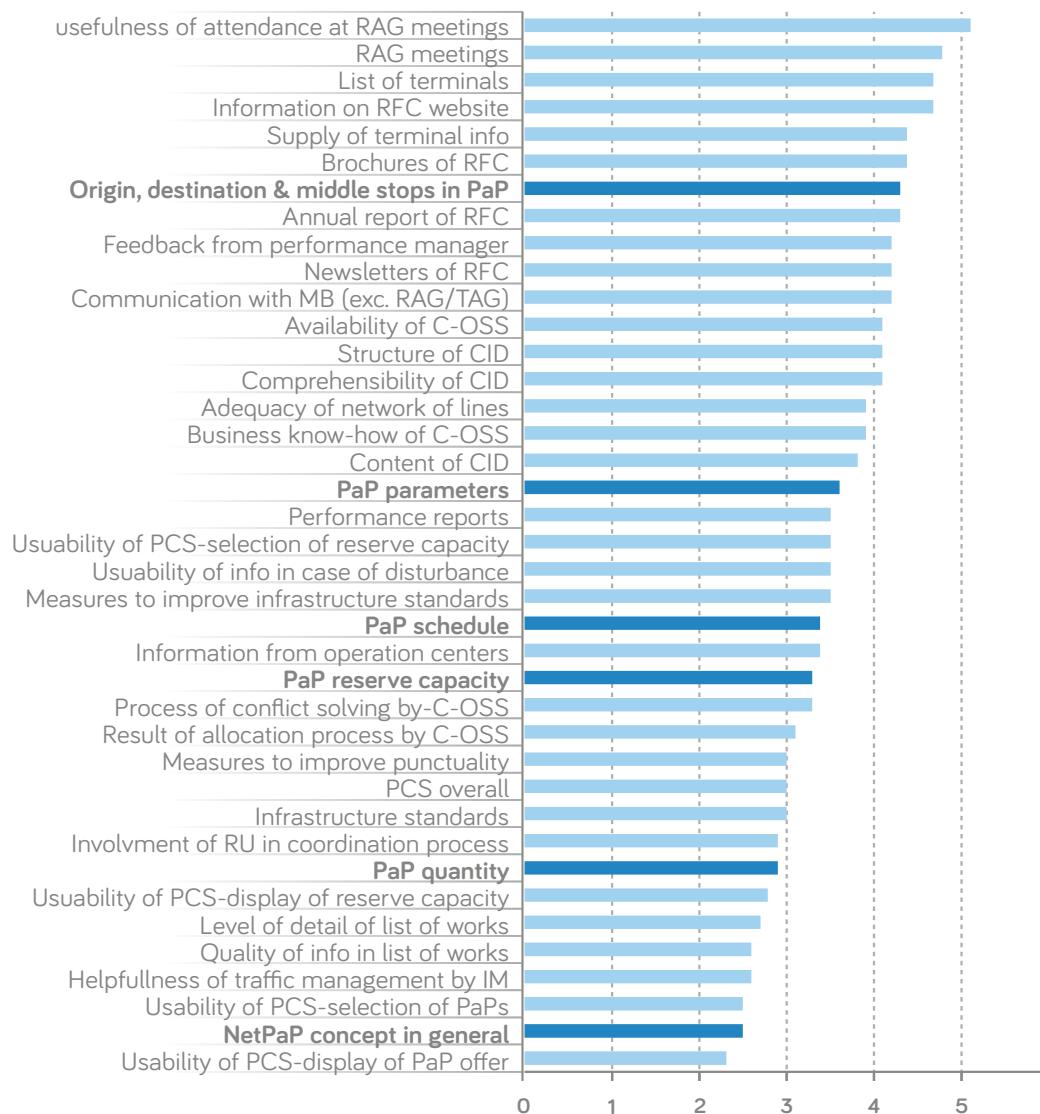


## Action plan

- The RFC North Sea
  - Med's CID structure has been improved for the 2016 timetable CID and harmonised with the other corridors (already performed)
- New improvements for the 2017 timetable CID (short term)
  - new lay-out for network statement excerpts
  - Harmonisation on wording for all RFC in Book IV, capacity procedures
  - Simplification of Book (implementation plan)

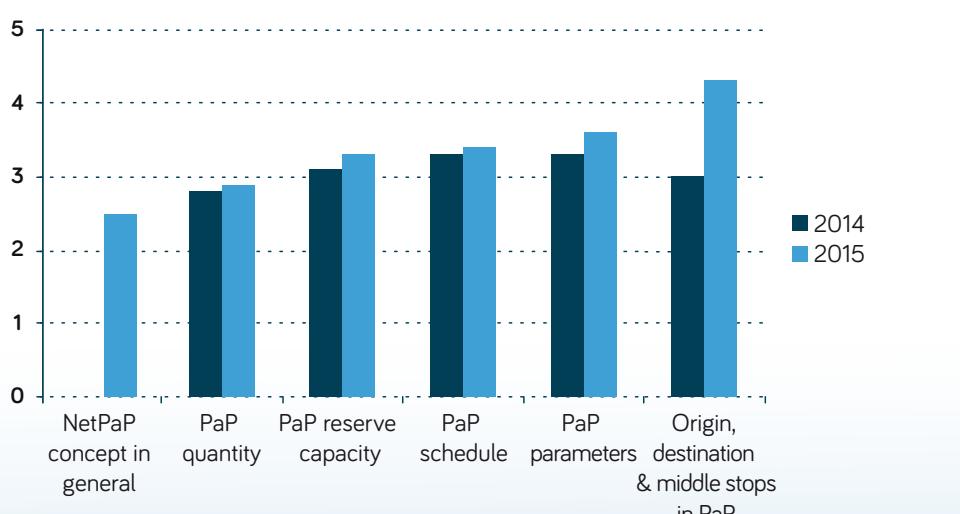


## Satisfaction with PaPs



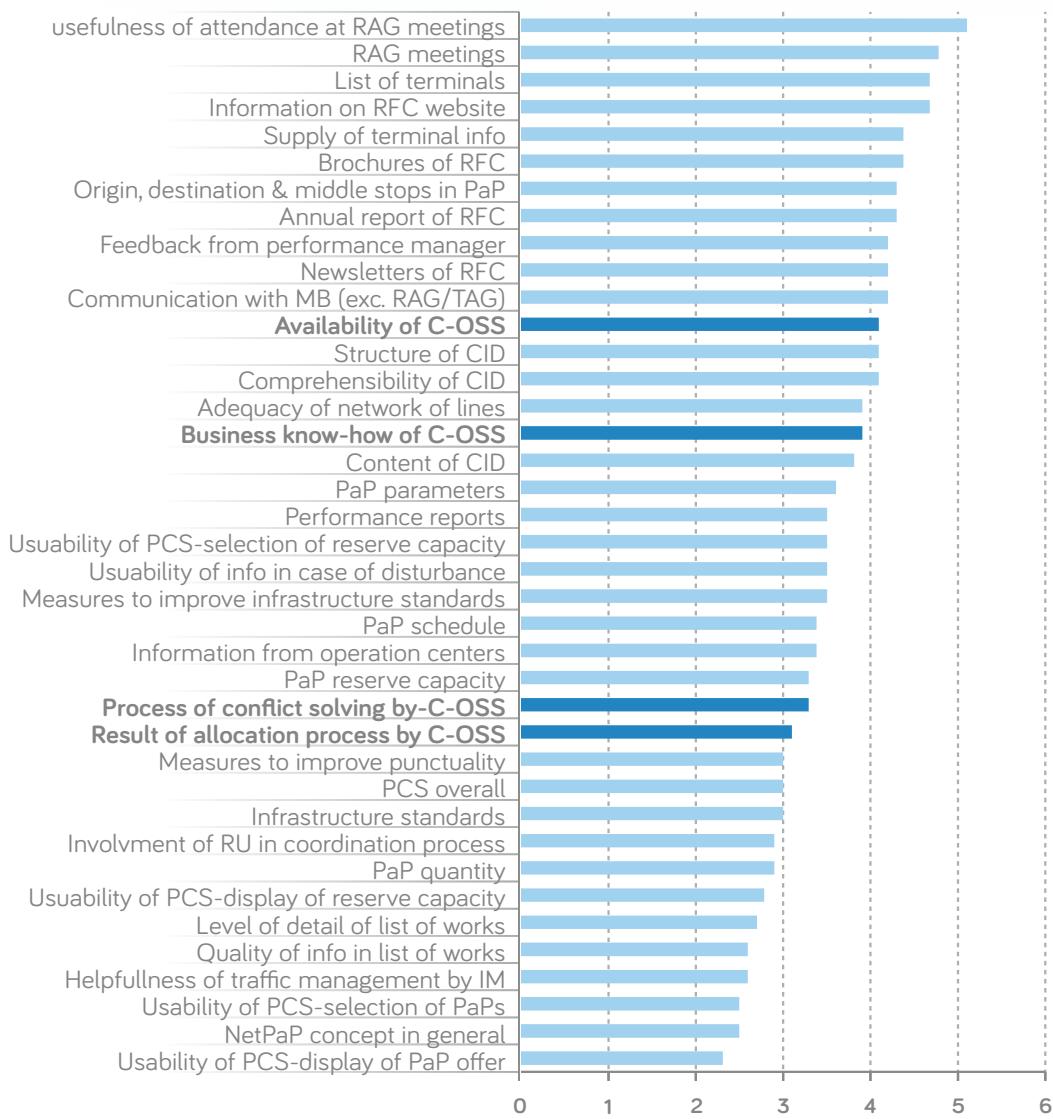
## Action plan

- 2016 timetable PaPs were made taking even more customers' needs into consideration, the offer was 22% higher compared to 2015 timetable and the allocation 79% higher (already performed)
- 2017 timetable will see a new increase in number of PaPs, improved harmonisation with RFC Rhine Alpine and inclusion of new lines (short term)
- RNE is currently working on a new timetable process (medium term)



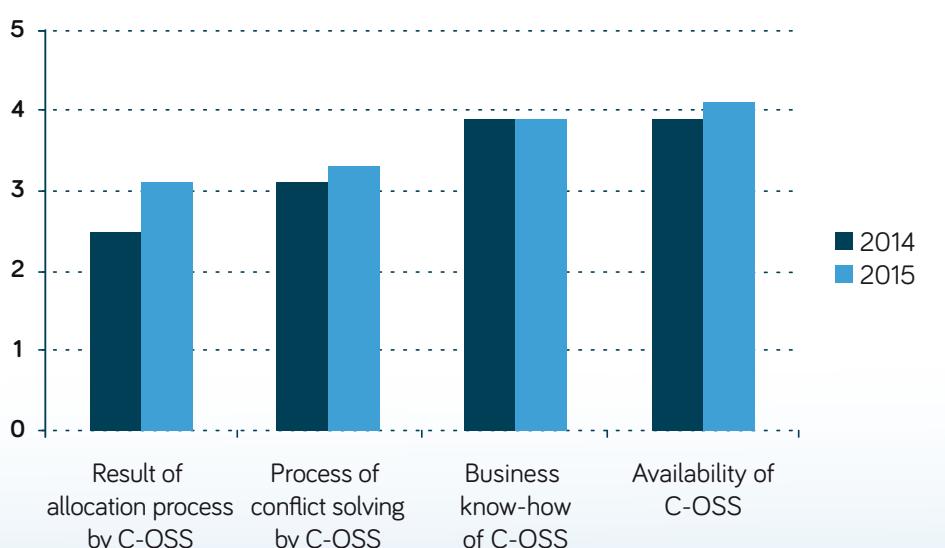
# Annex . Results of the 2015 user satisfaction survey

## Satisfaction with C-OSS

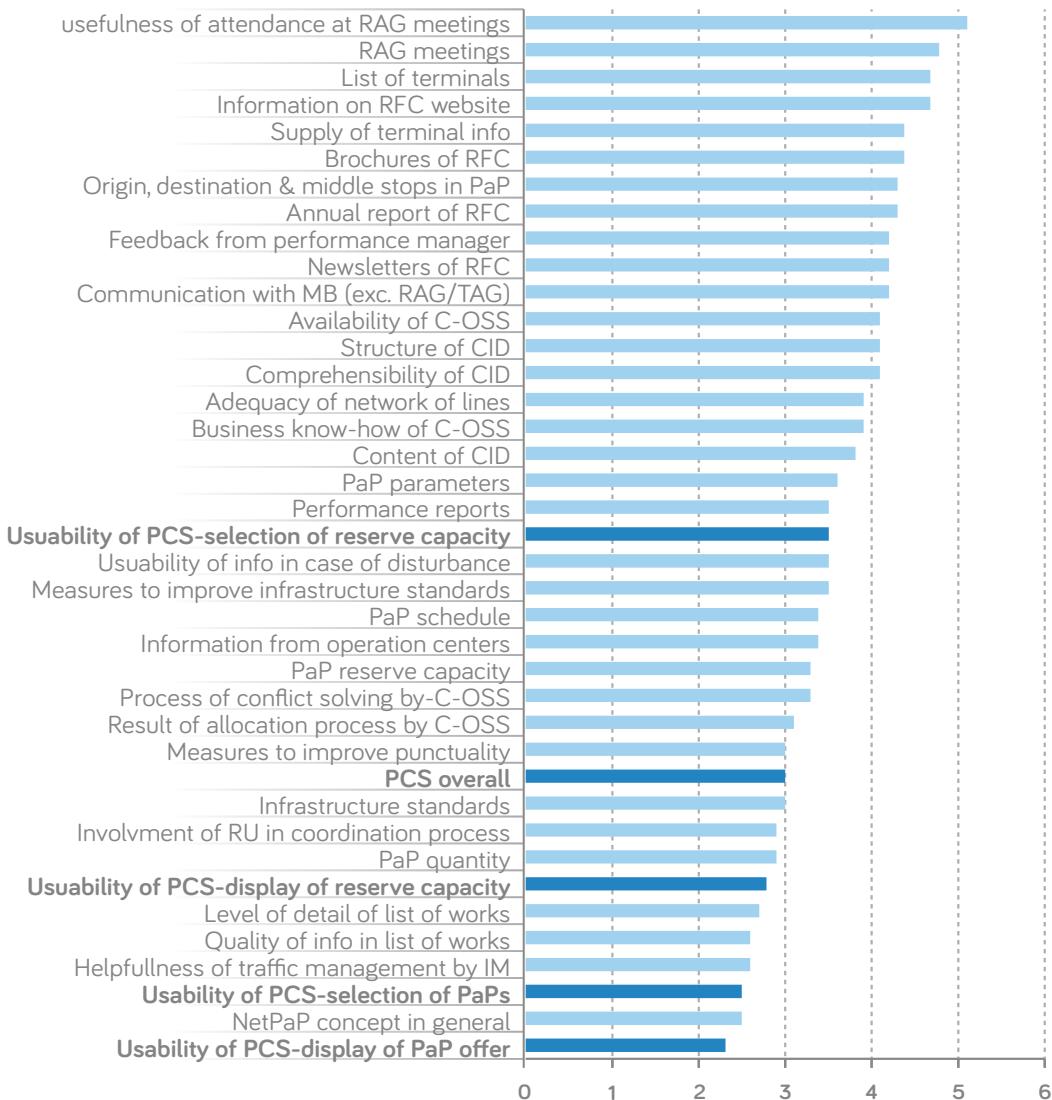


## Action plan

- The new framework for capacity allocation implements a consultation process in case of conflict and clarifies the conflict solving process (already performed)
- The C-OSS organises specific training for timetable 2017 on how to order capacity (already performed)
- The C-OSS participates in infrastructure manager-client meetings to explain its role and the capacity available via the corridor (already performed)

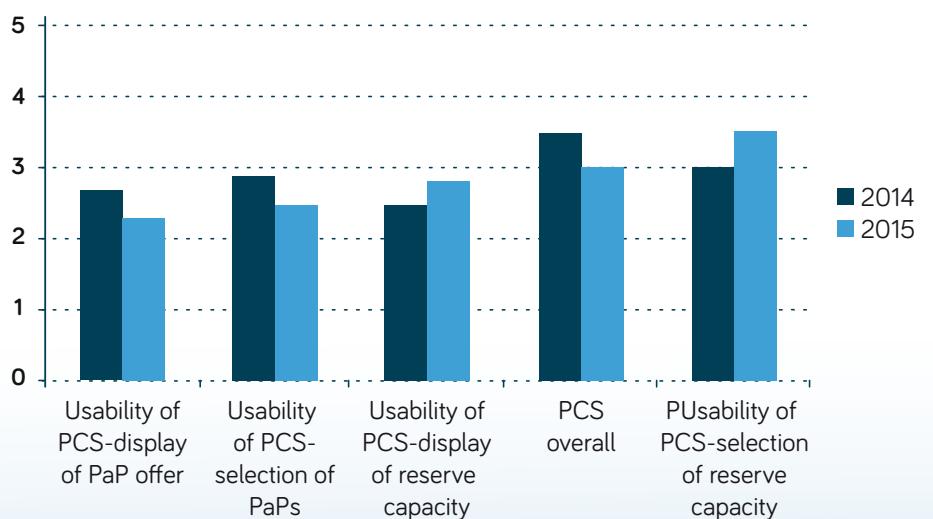


## Satisfaction with PCS



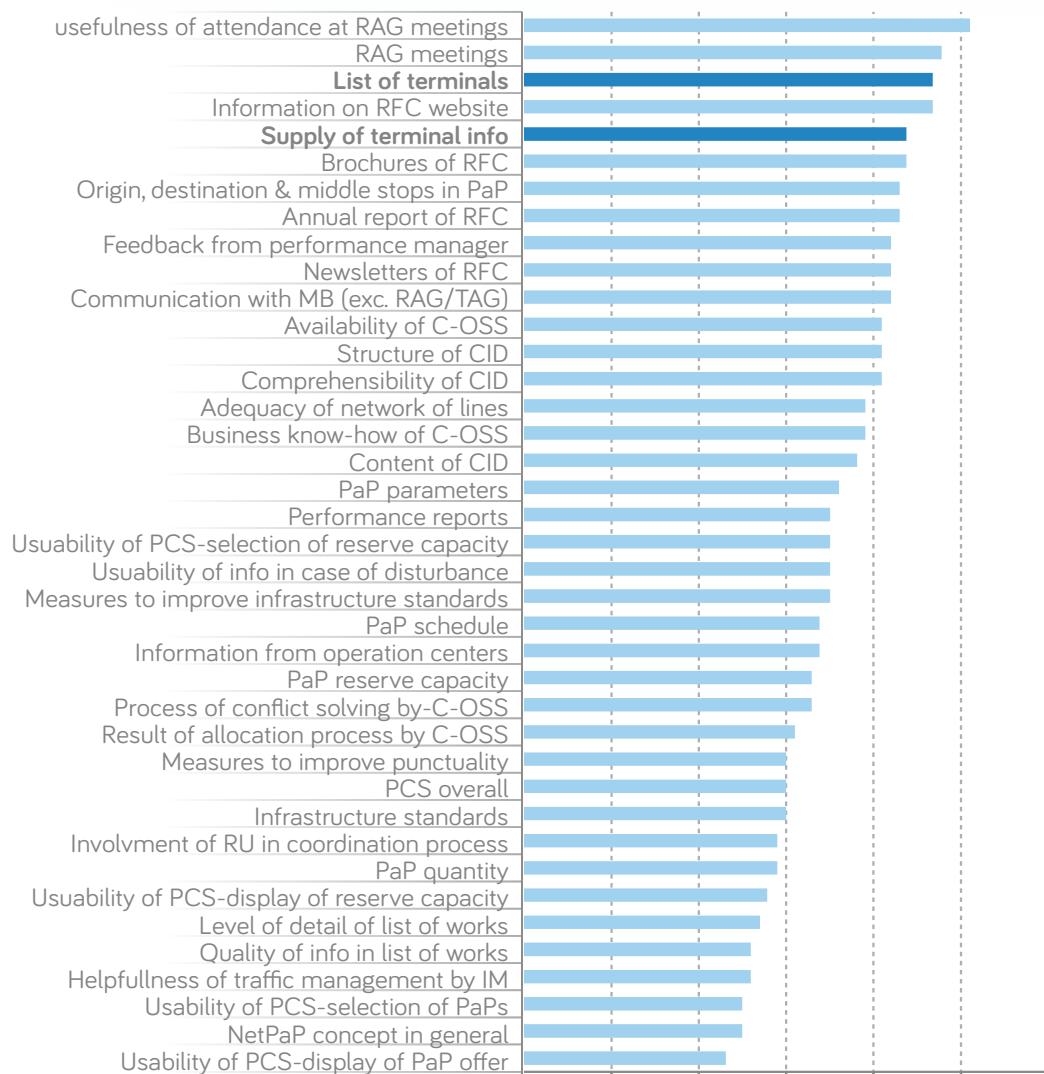
## Action plan

- RNE will implement new releases for corridors end 2015, following requests by customers (short term)
- PCS Next generation will be ready end 2015. It concerns the improvement of visualisation and usability (short term)



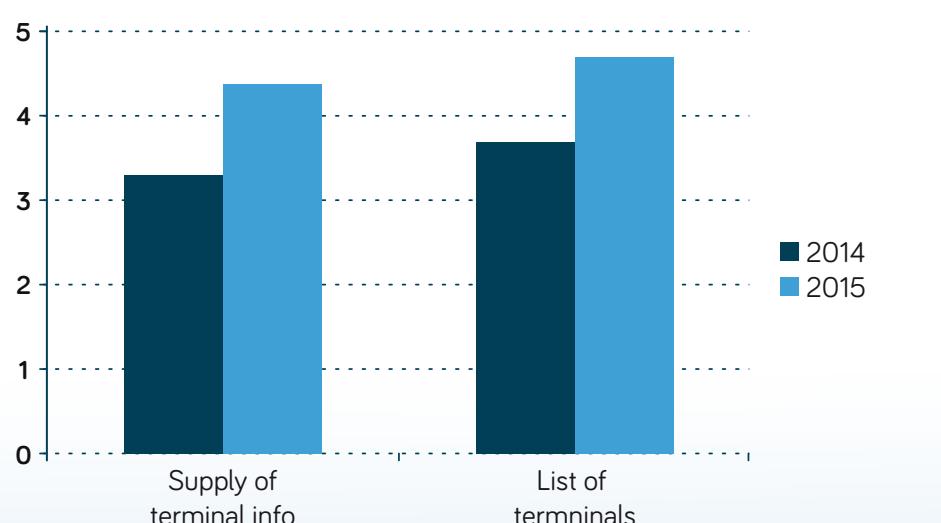
# Annex . Results of the 2015 user satisfaction survey

## Satisfaction with terminal services

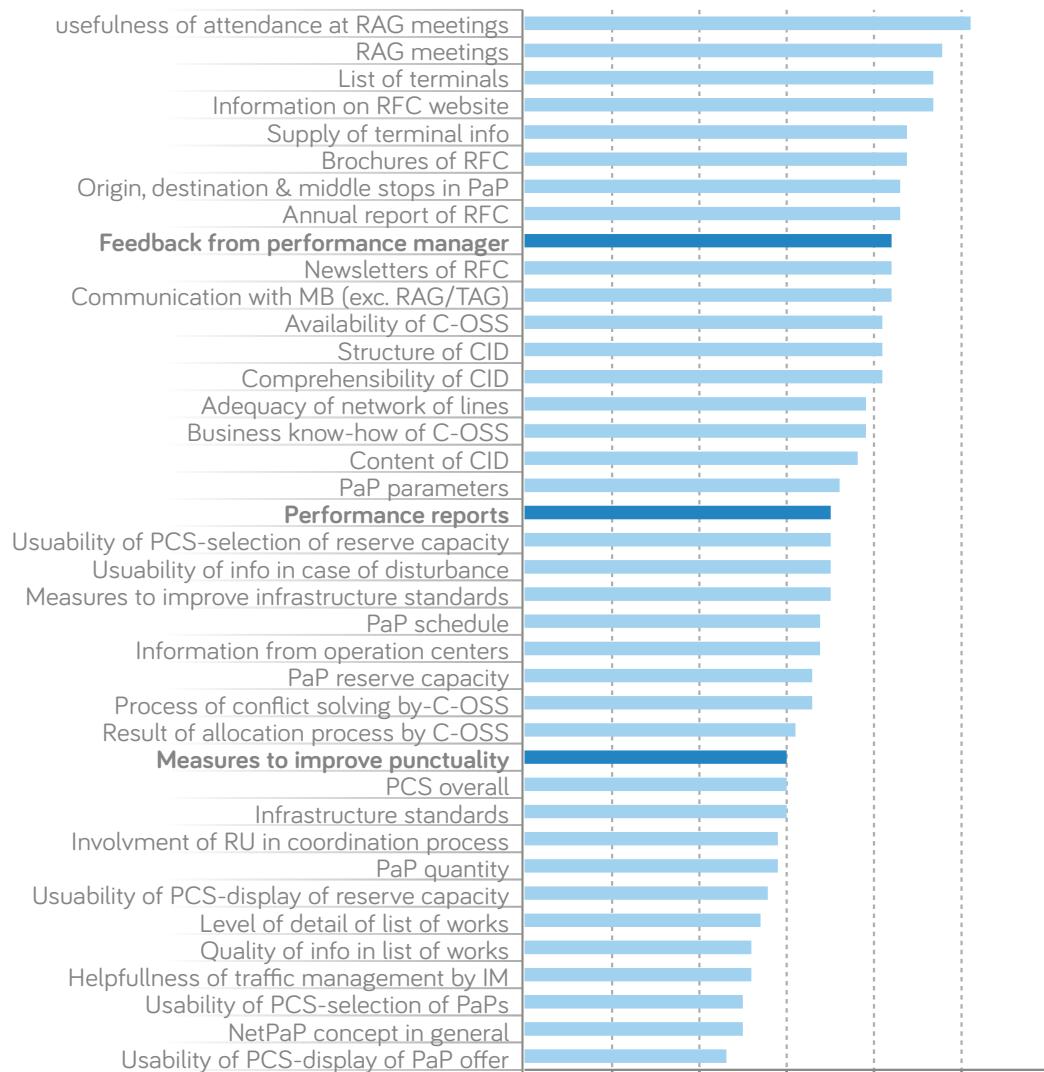


## Action plan

- The CID has a link to the terminal website when there is no link to the information form (already performed)
- The Management board added a terminal, as a result of the CID consultation (already performed)
- The corridor will publish a GIS with information on terminals (short-term)

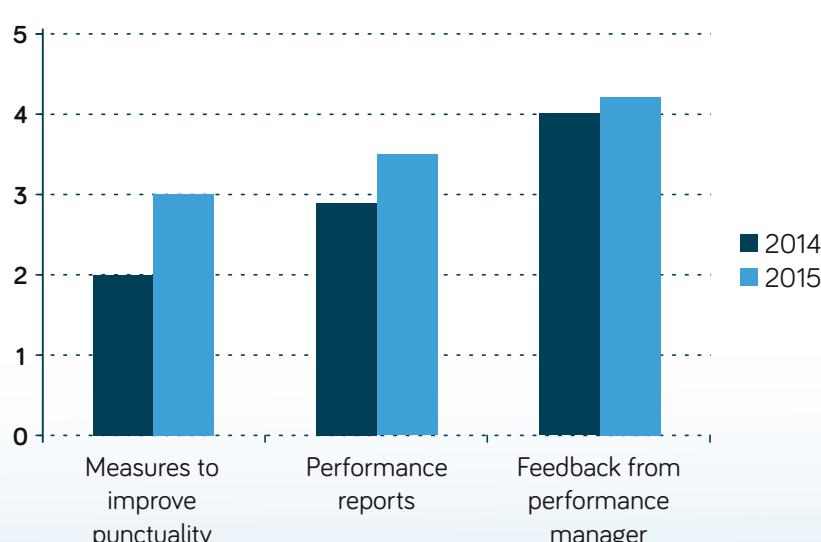


## Satisfaction with train performance management



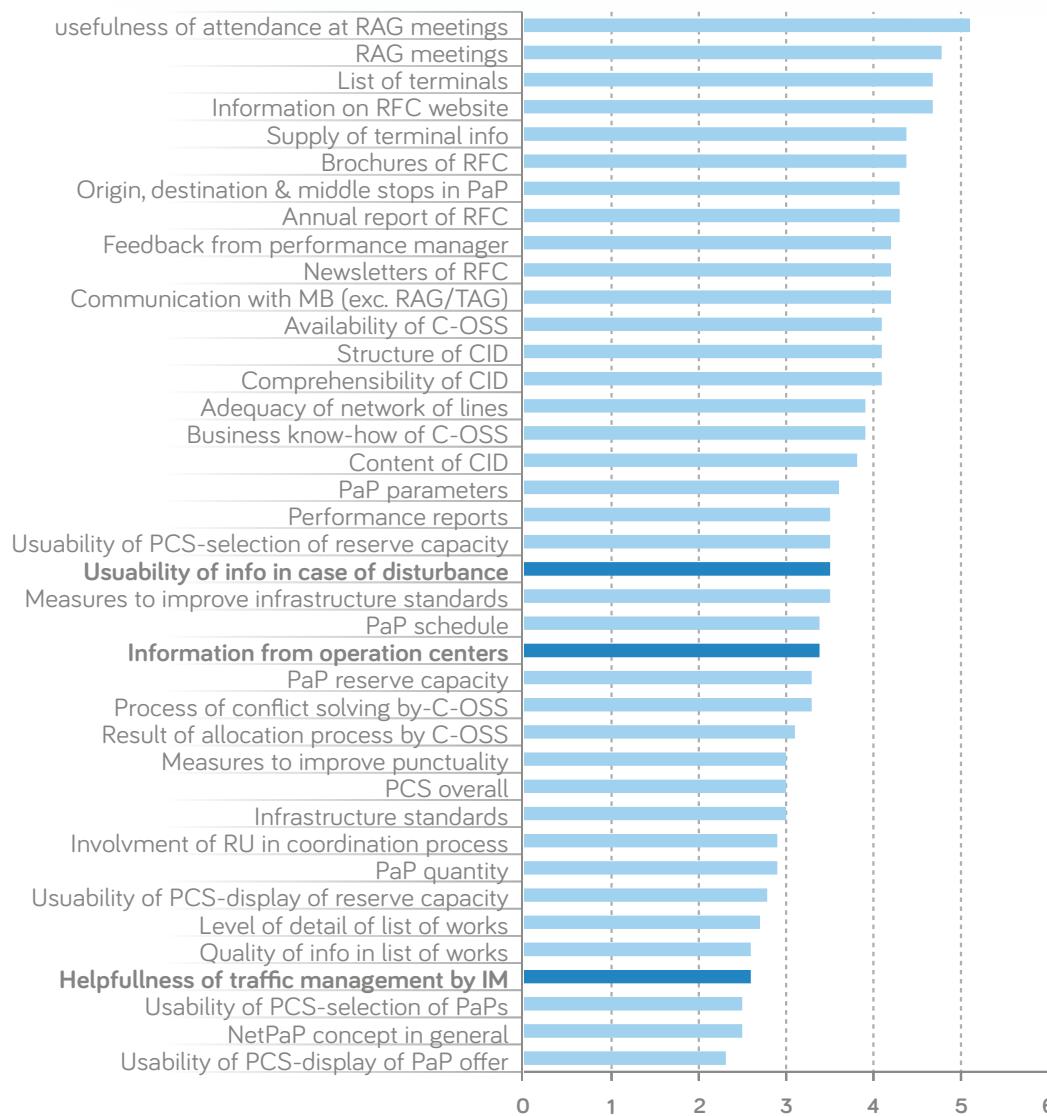
### Action plan

- The RU/RFC working group on TPM was relaunched in 2015 (already performed)
- Data quality is being improved (medium term)
- For the improvement of punctuality, see next slide about traffic management as these measures will ultimately improve punctuality



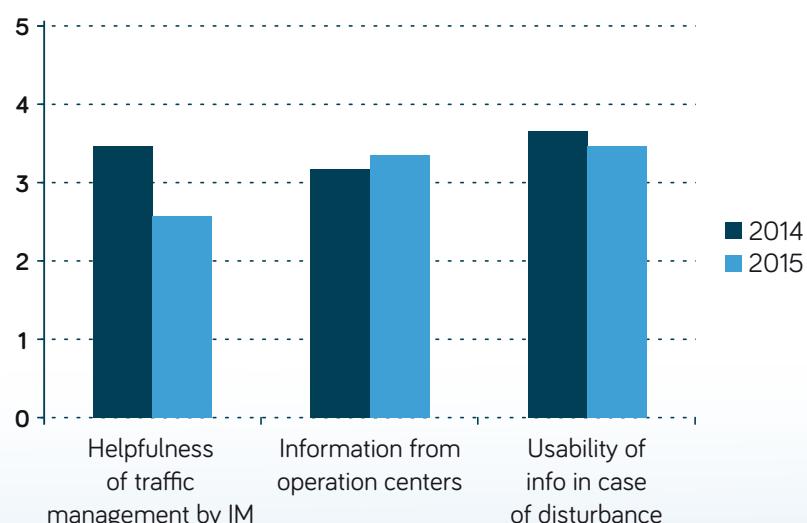
# Annex . Results of the 2015 user satisfaction survey

## Satisfaction with traffic management

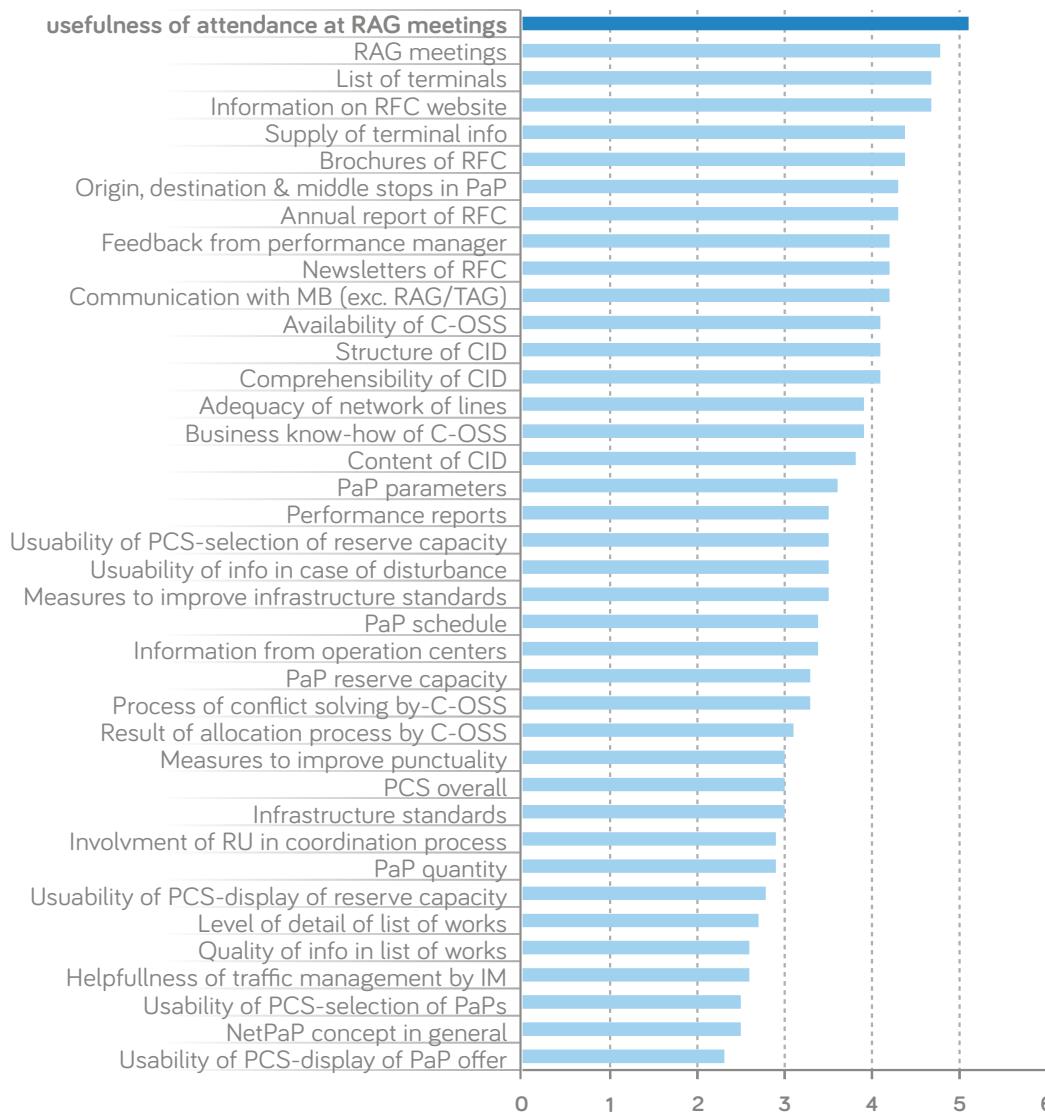


### Action plan

- The bilateral agreements and border sections documents have been updated (already performed)
- The Traffic Management Working Group of RFC North Sea - Med is implementing an action plan to improve the data exchange between Traffic Control Centers (mid term)

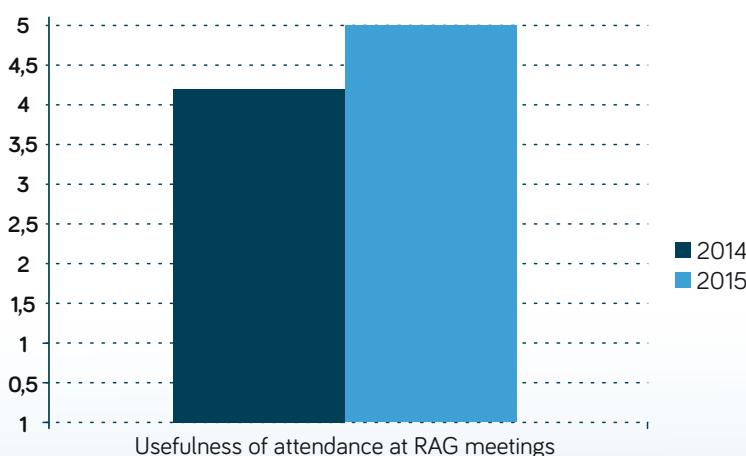


## Satisfaction with cooperation with the Management board



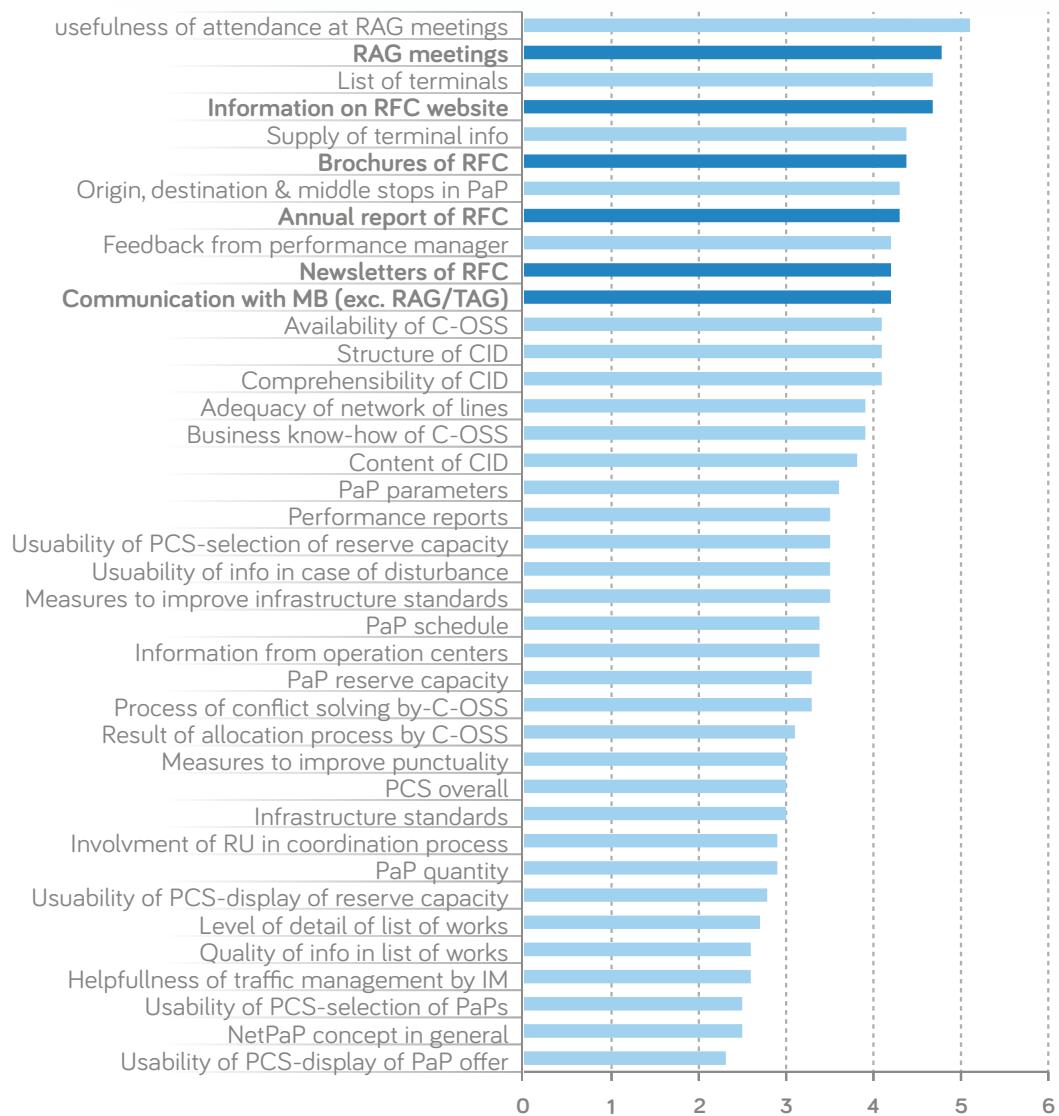
### Action plan

- RAG meetings: increase time for customer's expectations in RAG meetings



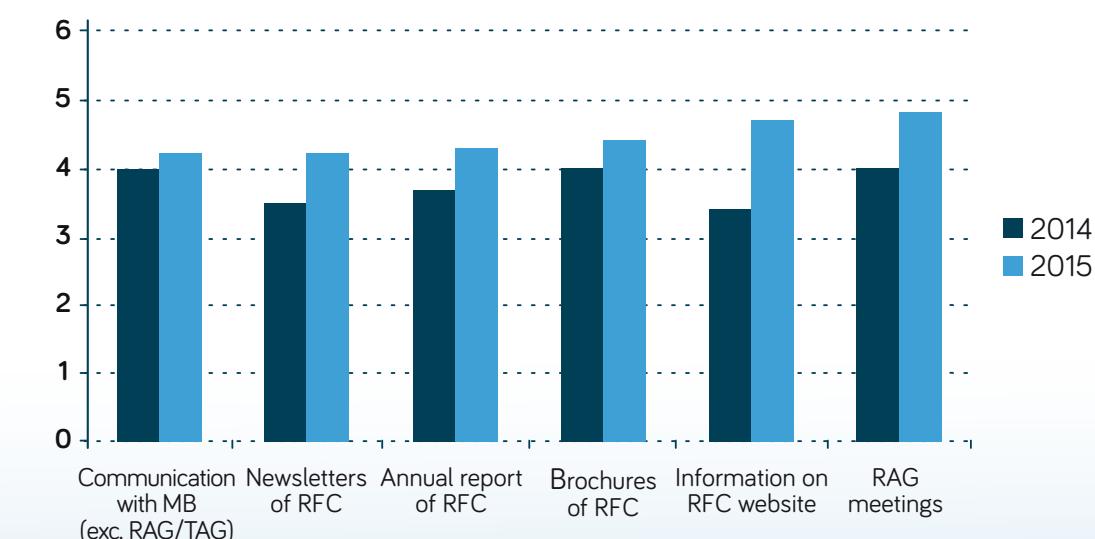
# Annex . Results of the 2015 user satisfaction survey

## Satisfaction with overall communication



### Action plan

- A web-based application (Electronic data management system) containing all RAG working groups' documents is now available to members of the RAG (already performed)
- A GIS is currently being implemented (already performed)







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**ProRail**

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