

Press release

Brussels, 29 October 2015

RFC North Sea – Med on track for its extension to United Kingdom

According to Regulation (EU) No 913/2010, Rail Freight Corridor North Sea – Mediterranean (RFC North Sea – Med) will be extended to London by November 2016¹ at the latest.

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

In preparation of this extension, its Management board officially welcomes 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.

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 (Network Rail), the notary, Michel Geubelle (Infrabel) and Guillaume Confais-Morieux (RFC North Sea – Med)

¹ At this date, the corridor will also be extended to Amsterdam, Zeebrugge and Marseille



With these two new members in the Management board², the governance of the corridor is now fully operational to launch this extension, United Kingdom having already joined the Executive board of the corridor, and the British terminals and rail freight operators now taking part in the corridor's advisory groups.

The extension to the United Kingdom, an important challenge for the corridor's development

RFC North Sea – Med is one of the main railway routes and most promising rail freight corridors in Europe. Its ambitious aim is to enable rail transport to be more efficient and win market shares from the road.

The extension to the United Kingdom is an important challenge for the development of the corridor, as it will help to reach new markets for rail freight. For Guillaume Confais-Morieux, Managing director of RFC North Sea – Med, “the integration of Network Rail and Eurotunnel within our organisation is taking us a considerable step further. We are looking forward to the good cooperation with our new partners, and are sure that it will help to develop our common freight traffic in the future”.

RFC North Sea – Med, a single window for quality paths

On RFC North Sea – Med, railway undertakings and other applicants can book capacity via the corridor's one-stop shop in one single operation. Capacity for international freight trains is shown transparently in a catalogue of international pre-arranged paths. Customers are also better informed about infrastructure works, which are co-ordinated more efficiently along the corridor by the infrastructure managers.

In January 2016, the corridor will already publish a catalogue with pre-arranged paths up to London as well as a Corridor Information Document containing information on the access conditions of this extension.

² The Management board included up to then: ProRail (NL), Infrabel (BE), SNCF Réseau (FR), ACF and CFL (LU), Trasse Schweiz and SBB (CH).



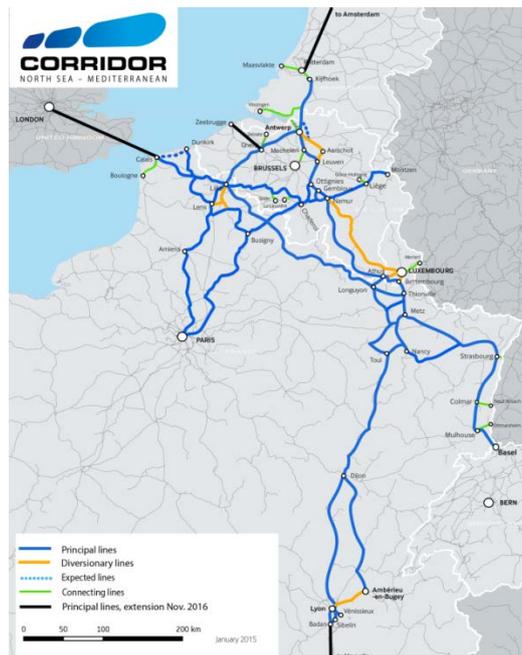
Paul McMahon
Freight director,
Network Rail



David Marteau
Head of European affairs,
Eurotunnel



Guillaume Confais-Morieux
Managing director,
RFC North Sea - Med



Contact: Claire Hamoniau - claire.hamoniau@rfc2.eu - tel: +33 6 89 95 24 64



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RFC North Sea – Med
EEIG

Head office : 9, place de la Gare L-1616 Luxembourg

Corridor One-stop shop: Infrabel – Section 10-30 Corridor 2 – Avenue Fonsny 13 B-1060 Bruxelles