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Trans-European Transport Network (TEN-T)

# Consultation on the Implementation plan

Railway Undertaking Advisory Group  
29 May 2013

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*Fast track your rail freight*

# Steps of the Implementation plan (2013)

- 15 April to 29 April: consultation phase
- 30 April to 7 May: the Implementation plan is modified by the Management Board (except inclusion of additional routes requested by stakeholders consulted) and is submitted for approval to the Executive Board
- 3 June (forecast): the Management Board assesses the impact of such additions and informs the Executive Board of its decision
- September (forecast): the Executive Board approves the Implementation plan
- November : the Implementation plan is published in the Corridor Information Document

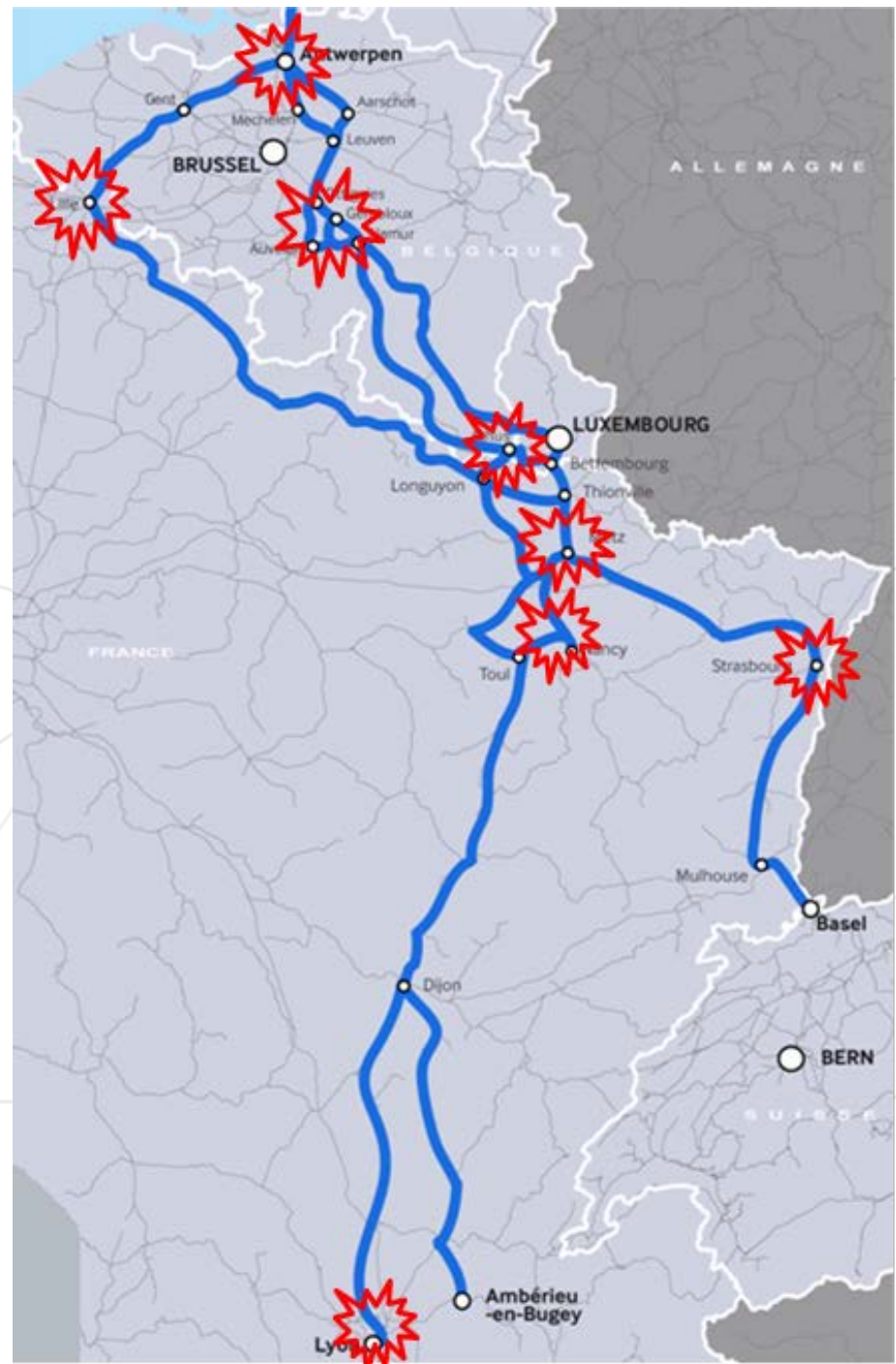
# Results of the consultation

- 8 answers were received :
  - 4 RUs
  - 1 combined transport operator
  - 3 ports
- They mainly concern lines and terminals to include in the Corridor

# Changes following the consultation (1)

## 1. Characteristics of RFC2

- Addition on the map of all bottlenecks which were described in the Implementation Plan: Ottignies/Auvelais/Namur, Aubange, Metz, Nancy and Lyon



# Changes following the consultation (2)

## 2. Transport market study

- A few changes of the results of the study were requested

The Management Board sub-contracted the study to external consultants in order for results to be impartial. It is therefore not possible to change the results of the study.

The only changes concern :

- The identification of Ghent as a major industrial center and rail user
- the removal of data on charging (rail freight rates between countries and freight rates between different modes), as results were inconsistent.

*"It is difficult to compare the price of the rail mode with the price of other modes and the price of the rail mode on Corridor 2 with the price of the rail mode on Corridor 1. The perception of interviewees varies quite substantially from one market player to another. However, the general consensus is that prices on Corridor 2 are currently higher than on Corridor 1."*

# Changes following the consultation (3)

## 3. Objectives of the Corridor

- Train Performance Management (TPM) : role of RUs

They play an essential role in the TPM : they are part of the TPM working groups as well as the bilateral TPM meetings;

- EPR European Performance Regime (EPR)

The integration of EPR in the TPM is described in the Implementation plan.

The first step is to test the tools and procedures related to data quality developed within EPR in the production of the TPM reports.

Indeed, the EPR tool can help to improve the data quality of the information coming out of TIS, which is used for Train Performance Management.

In the short/medium term, RFC 2 does not plan to implement the financial part of EPR.

# Changes following the consultation (4)

## 4. Investissements

- Planning of ERTMS deployment (level, baseline, supervision type)

These data are included in the Implementation plan:

Level 1 version 2.3.0d full supervision, except :

- ⦿ Saint Louis – Bâle : level 1, baseline 3, limited supervision
- ⦿ Namur-Athus via Libramont will be level 2 version 2.3.0d full supervision
- ⦿ Antwerp – Rotterdam is likely to be equipped with level 2 version 2.3.0d full supervision

A map will soon describe these data

- Dates at which national systems stop overlapping with ERTMS

Only dates for which decisions have been taken are indicated in the Implementation plan

- Other investments

No requests made for further investments except one which will not be taken into consideration as not socioeconomically profitable

# Changes following the consultation (5)

## 5. Implementation of articles 12 to 19 of Regulation 913/2010

- KPI : request made for the addition of a KPI « used pre-arranged paths »

Among 18 KPI listed in the Implementation Plan to monitor RFC2's performance, 8 concern capacity allocation

- ⦿ KPI 11: Pre-arranged paths per section
- ⦿ KPI 12: Requests for pre-arranged paths
- ⦿ KPI 13: Allocated pre-arranged paths
- ⦿ KPI 14: Allocated pre-arranged paths in active timetable
- ⦿ KPI 15: Double Bookings
- ⦿ KPI 16: Reserve Capacity
- ⦿ KPI 17: Allocated Reserve Capacity
- ⦿ KPI 18: Allocated pre-arranged paths for reserve capacity in active timetable

The aim of this request will be more deeply clarified with the RU concerned.

### Other

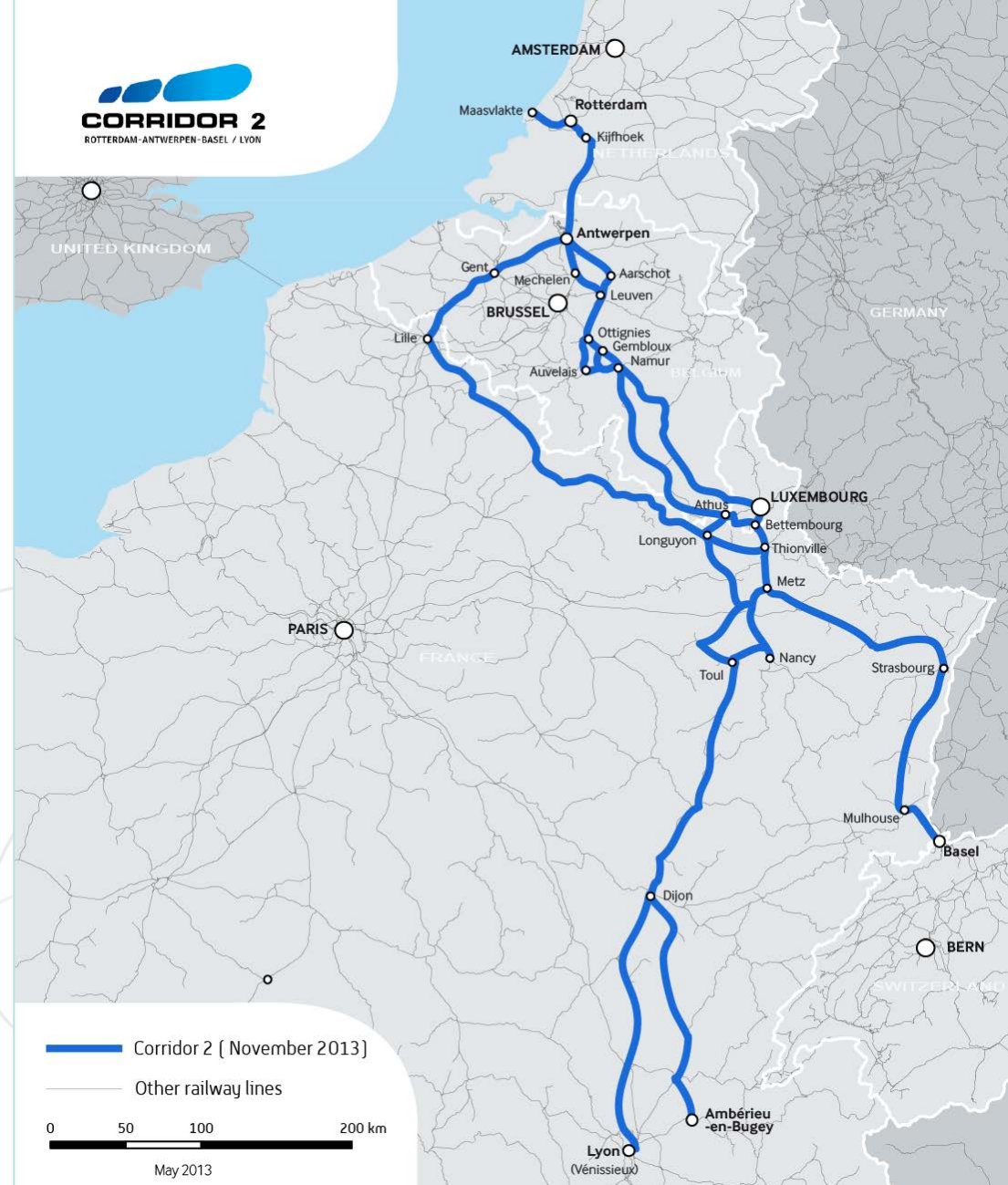
- Maps at a larger scale (mainly for nodes)

Will be implemented



# Corridor lines (1)

The Management Board, in line with the Executive Board, intends to implement the Corridor in 2013 with the following lines



# Corridor lines (2)

In 2015, additional lines (in light blue) will be established (pre-arranged paths foreseen to be offered in January 2015 for the 2016 timetable)



# Corridor lines (3)

➤ Requests for additional lines have been made, following the consultation

- Nancy–Reding (via Blainville/Luneville)
- Lille-Arras via Seclin-Ostricourt-Corbehem/Don Sainghin-Lens/Seclin-Dourges-Lens
- Somain-Valenciennes
- Last kilometre to the Port of Calais
- Paris-Lyon
- Ambérieu-Vénissieux
- Aulnoye-Quevy-Belgium (Mechelen)
- Charleroi-Mechelen
- Connexion to the port of Zeebrugge
- Lines of the port of Antwerp

The Management Board will assess the impact of such additions and inform the Executive Board of its decision

# Terminals

- Terminals added
  - Antwerp Main Hub
  - Vénissieux (FR)
  - 5 terminals in the port of Dunkirk
  - Basel SBB RB
- Terminals not added
  - Antwerp-Schijnpoort (no activity other than driver change)
  - Antwerp-Zandvliet (same as DP world terminal)
  - Chatelet, BE (no activity)
- Other
  - Eurotunnel Terminal deleted
  - Basel terminal: change of name

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