















## Are we on the right track with the sector priorities?

	on going action
	acheived, or first actions acheived
	no action taken at the moment
	RfC 2 not involved

Thematics	Sector Priorities	State of Play RFC North Sea - Med
Planning	1. Following the timetable review project (TTR) implementation for infrastructure managers and railway undertakings composing the corridor	 RFC NSM is today not involved in this project. A deep analyse will have to be made in order to evaluate the consequences for the activity of the C-OSS and the C-OSS WG
	2. Improving the capacity offer given by the corridor, which has to pinpoint the expectations of the customers (more robust paths, less impact of temporary capacity restrictions (TCR), priority eventually given...)	 Action plan launched with the aim to enhance the quality of the paths offered by the corridor. A first step consisted in publishing a catalogue of PaPs for TT 2018 which doesn't include day-PaPs with a high risk of works impact, in order to improve the communication towards applicants. Evaluation to be made for TT2019
	3. Improving coordination on TCR, with better involvement of railway undertakings in the process	 First border points coordination meetings handled. Action to be generalized for all border points
	4. Enhance use of path coordination system (PCS) e.g. for all international path requests, in developing with RNE a better and usable version of PCS for all players, and improve the handling of PCS requests by respecting the agreed processes & deadlines.	 RNE Task force has proposed several promising solutions that were approved by the participating RUs. Efficiency of the solutions to be confirmed in the next TT.
Operations	5. Improving harmonization of processes at the borders, with support from executive boards	 only one demand from RUs concerning Rosendaal station (discussion MoT on-going but not solved)
	6. Following Estimated Time Arrival implementation for all stakeholders, including estimated time of handover, implementation of telematics applications for freight service (TAF-TSI) & information of Train Information System (TIS) included in national systems.	 The project ELETA has been launched The IMs of the corridor are currently implementing TAF/TAP TSI, which includes the train running forecast and they have started to implement the TIS data in their national systems
Infrastructure Investments	7. Monitoring and supporting rollout of the TEN T requirement on Rail Freight Corridors & Infrastructure Managers with a focus on 740m trains	 some positive developments, like ERTMS already implemented in Switzerland, Belgium, Luxembourg and pilot sites in France launched end 2016 and beginning 2017. 100 km/h, electrification is operational for our corridor. Only 740 m is not achievable and the short term in Begium despite the demand from RUs.
	8. Following ETCS implementation decided by Member States.	 regular update given by RFC NSM to stakeholders. RFC NSM launched a WG concerning ETCS harmonization rules, that was welcomed by ERA and will lead to deeper discussions at European level. RFC NSM follows up the implementation at the corridor level and will formalize a synthesis expected by mid 2017
Governance	9. Monitoring the quality of freight services with implemented and shared Key Performance Indicators.	 KPIs are now defined by RNE, they have been published for RFC NSM
	10. Harmonising the Corridor Information Document (for all books except for Book V)	 Books 4 is now fully harmonized. Book 1 & 2 on-going work, and is expected to be finalised in 2017.