

What's new on the corridor?

Terminal Advisory Group
23 September 2015



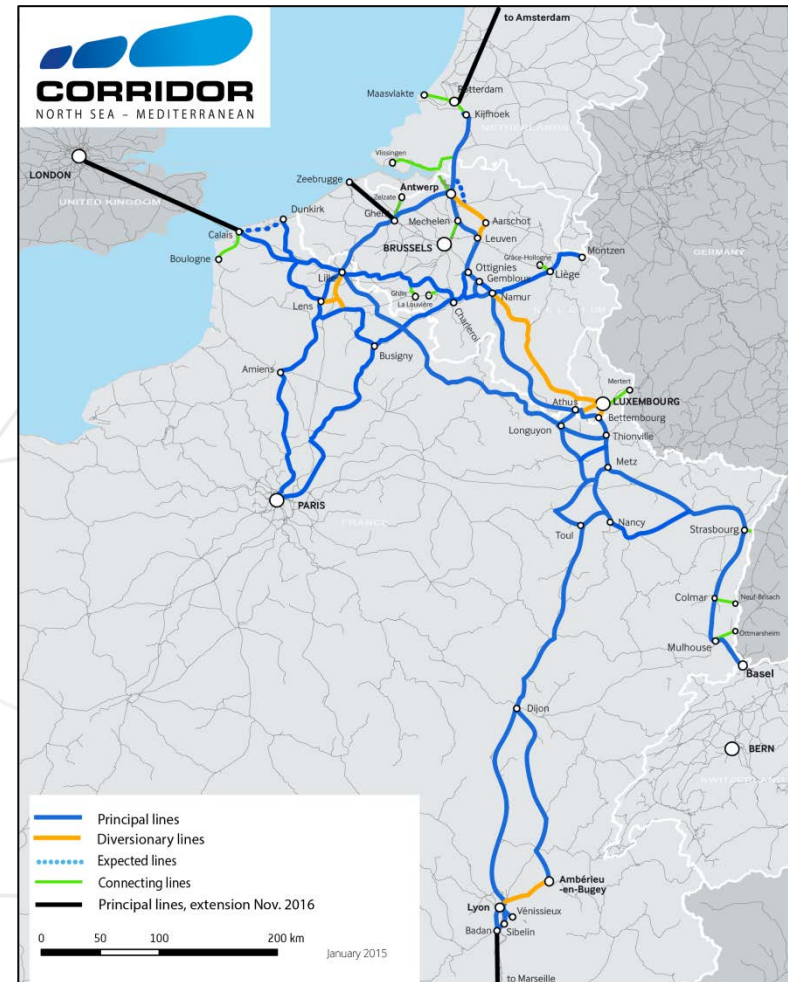
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Extensions of the corridor in Nov. 2016

Following Regulation 913/2010, the extensions which have to be performed in 2016 are London, Amsterdam, Zeebrugge and Marseille (Dunkirk, Lille, Liège and Paris are already included).

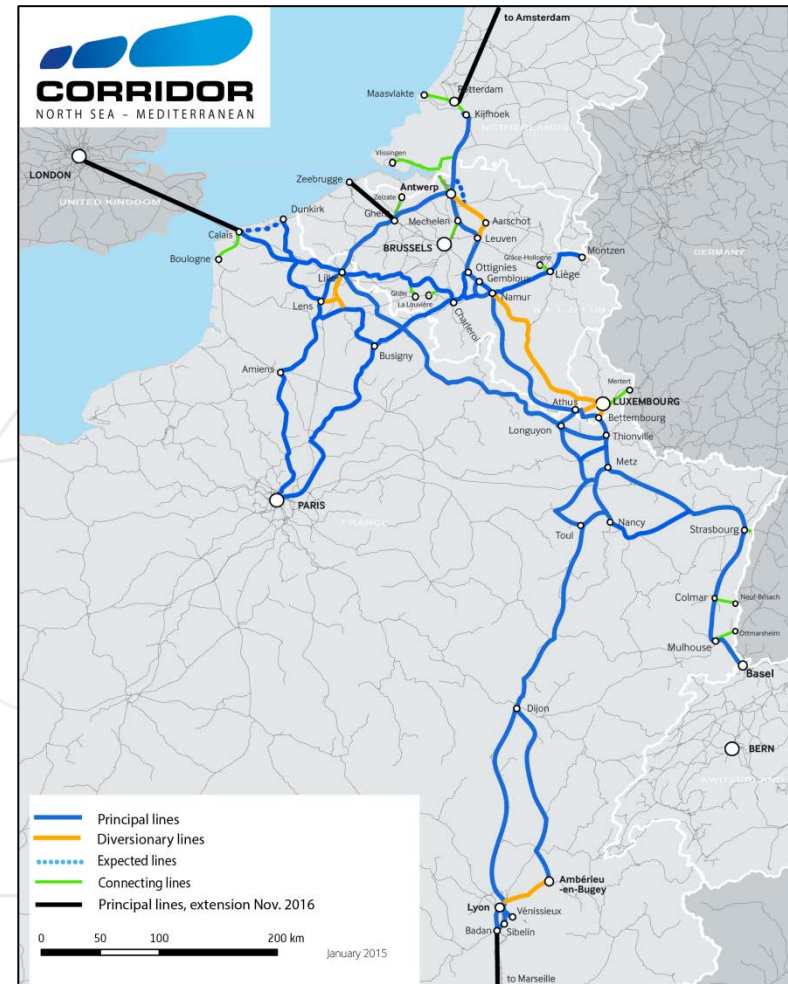
- London:
 - UK MoT asked the EC to cancel the mandatory extension beyond London, but nevertheless supports the extension until London
 - Working group between RFC North Sea – Med, SNCF Réseau, Network Rail & Eurotunnel is preparing the new timetable 2017
 - talks are ongoing with HS1 to include HS1 line at least as alternative route



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Extensions of the corridor in Nov. 2016 (following)

- Amsterdam: ProRail and the Dutch ministry are working together with the Corridor to establish the route
- Zeebrugge: Infrabel is working on a route survey and will propose the paths concerned in the extension end 2015
- Marseille: the PaPs will be published together with the Mediterranean Rail Freight Corridor



Main infrastructure improvements

In 2014

Belgium:

- ETCS on Athus Meuse, following the deployment on the sections Dinant – Namur, Anseremmes – Jambes and Duffel – Mortsel
- the Liefkenshoek Rail Link

Luxembourg: ETCS between Luxembourg and Kleinbettingen (Belgium border section), with new signalling boxes. Therefore all the sections of the corridor are now equipped

France: the 3rd track between Strasbourg and Vandenheim, including traffic control center renewal

Switzerland: ETCS on the first part of the Saint-Louis – Basel section (the St Johann area) with Baseline 3 Level 1 Limited Supervision

Main infrastructure improvements

In 2015/2016 for ERTMS deployment (forecast)

The Netherlands: start of a pre-study phase in 2015 to equip the section Kijfhoek (Port of Rotterdam) – Roosendaal (Belgium border) by 2020

Belgium: finalisation of the section Namur – Antwerp in 2015. The cross border sections between Athus and the Luxembourg & French borders will be operational in 2016

Luxembourg: complete homologation for 2016

France: two pilot sites at the Luxembourg and Belgium borders in service first quarter 2016. The Longuyon-Basel section will then be equipped gradually until end 2019

Switzerland: equipment of the route between St Johann and Muttenz with Level 1 Limited Supervision in 2015 and commercial service in 2016

Cooperation with RFCs



A common declaration was signed end 2014 for the cooperation of RFCs to facilitate the RFC network

Common Declaration of the European Rail Freight Corridors for their cooperation in facilitating the RFC network

Having regard to Regulation (EU) No. 913/2010 of the European Parliament and the Council of 22 September 2010 concerning a European rail network for competitive freight,

Having regard to Regulation (EU) No. 1315/2013 of the European Parliament and the Council of 11 December 2013 on Union Guidelines for the development of the trans-European transport network and to Regulation (EU) No. 1316/2013 for the European Parliament and the Council of 11 December 2013 establishing the Connecting Europe Facility, and in particular its Annex II,

Acknowledging the common aim of developing European Rail Freight Corridors (thereafter "the RFCs") in a competitive network, and thus of promoting consistency of approaches for issues of cross-corridor interest,

- (1) The Management Boards of the RFCs herewith share and support the following vision: striving to make the RFC network the first choice for all cross-border freight traffic for our customers.
- (2) In order to substantiate this vision, the Management Boards of the RFCs agree to:
 - a. Cooperate whenever deemed appropriate to improve the quality of corridor products and customer services,
 - b. Jointly foster compatible solutions for issues mutually identified as of primary and general interest to support seamless operations on an RFC network,
 - c. Organise regular meetings of its representatives in order to define the common scope of cooperation for the RFCs,
 - d. Participate in the above mentioned meetings on voluntary basis,
 - e. Sketch proposals and suggest next steps for reaching a common approach,
 - f. Make its efforts to work out and present common position towards the third parties whenever possible and required;
- (3) In doing so, the Management Board of the RFCs pay particular attention to involving Rail Net Europe as a coordination platform for supporting RFCs requirements;
- (4) The Management Boards of the RFCs goal is to create a harmonised and customer-friendly network for rail freight transport across the Europe;
- (5) The Management Boards of each of the RFCs remain the only decision-making instance.

Signed in ten originals

For the RFC Rhine-Alpine

For the RFC Atlantic

For the RFC Orient/East-Mediterranean

For the RFC North Sea - Mediterranean

For the RFC Baltic - Adriatic

For the RFC North Sea - Baltic

For the RFC Scandinavian-Mediterranean

For the RFC Mediterranean

For the RFC Czech-Slovak

Cooperation with other corridors

An extensive and operational international coordination of corridors

- RFC Talks : quarterly meetings with RFCs MD & Presidents
- RNE RFC High Level Meeting: quarterly meetings between RNE & RFCs for the follow-up of the on-going projects
- C-OSS Community : trimestral meetings between the C-OSS of all RFC for best practices, overall harmonisation and PCS development
- Working groups from RNE
- Expression of needs for capacity coordinated between RFC North Sea - Med, Atlantic & Med
- Coordinated contacts of RFC with EC and national ministries
- On-going cooperation RFCs with terminals via UIRR

State of play of the RAG working groups (1)

4 on-going or concluded RAG working groups in 2014/2015

- **Infrastructure upgrade (Loading gauge)**
- **Competitiveness of RFC North Sea – Med**

State of play:

Conclusions of the WG : costs for RU are roughly comparable on RFC Rhine Alpine & RFC North Sea – Med

Conclusions: WG concluded that paths costs are not the main obstacle. The main issue is the higher number of signalling systems on RFC North Sea - Med compared to RFC Rhine Alpine

State of play of the RAG working groups ⁽²⁾

- **Light cross acceptance**

- WG closed, that concluded Light cross acceptance is not really a solution as far as the station right after the border point is not a hub used by the RU.
- ETCS will be a better solution for the long term
- Next steps: a detailed study for Roosendaal is on-going

- **Coordination of works**

- Ongoing process to coordinate major works on the corridor
- WG activated with Rus on demand

Cooperation RFC / CNC North Sea - Med

- In 2014, the corridor attended the four corridor forums organized by Péter Balázs. The corridor has widely contributed to the development of the work plan of the Coordinator through several written comments and meetings.
- End 2014, the chairs of the Executive boards of the RFCs Rhine - Alpine and North Sea-Med organized two meetings with Herald Ruijters, Head of the TEN-T Unit within DG Move and with representatives of the nine RFCs in order to develop a common coordination model
- In 2015, the corridor participated in the last corridor forum during the Ten-T Days (22 & 23 June), and will participate to the next CNC Forum on 2 october

The sole responsibility of this publication lies with the author.
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ProRail

INFRABEL
Right On Track

NetworkRail

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