



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

UK extension

October 1st, 2014

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Fast track your rail freight

Background

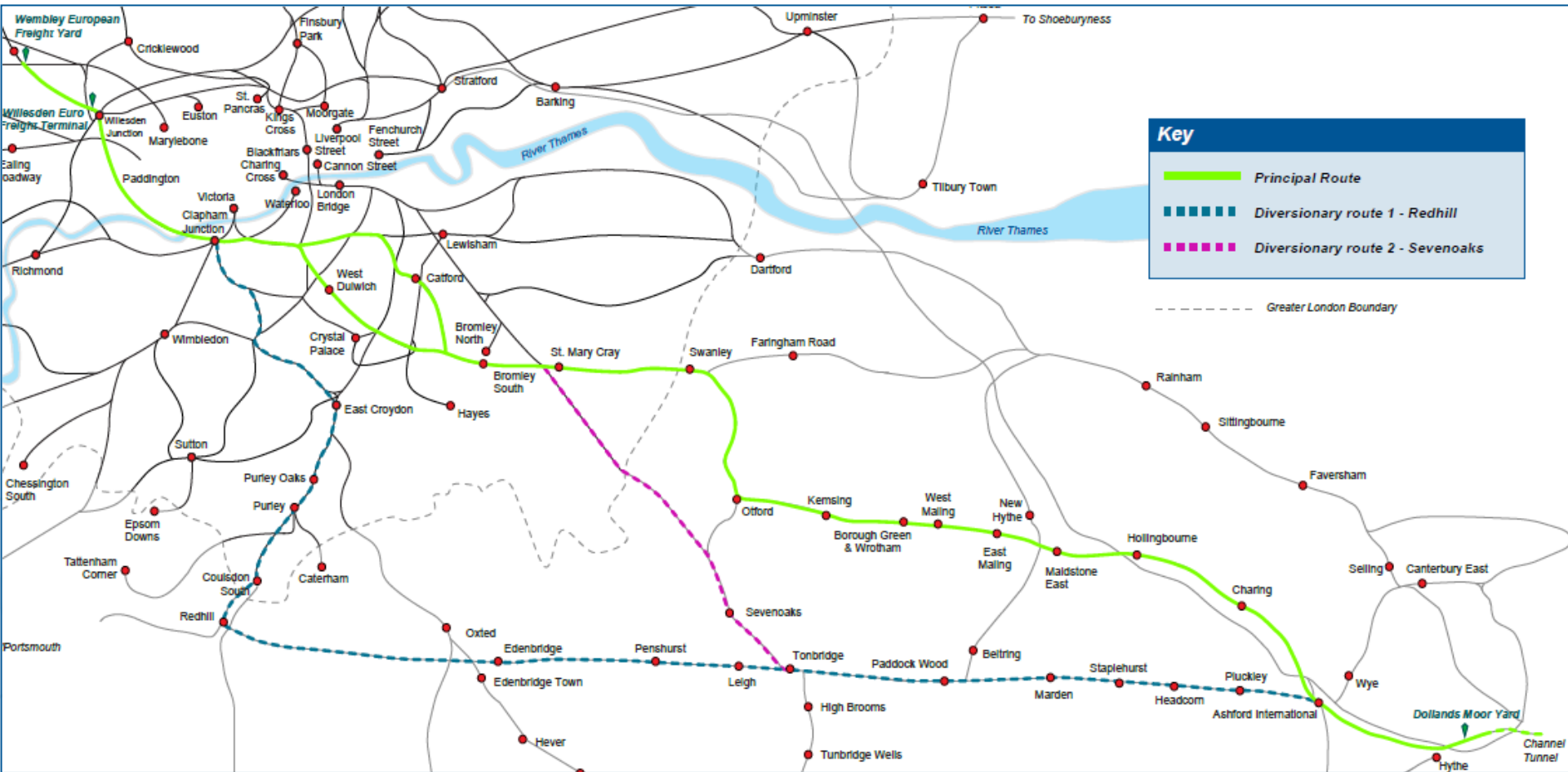
- Regulation 1316/2013 of 11/12/2013 requires the extension of RFC North Sea – Mediterranean to the UK
 - to London before 11/10/2016
 - beyond London before 11/10/2018
- The UK has challenged the validity of this Regulation insofar as it extends beyond London what was Corridor 2 in the original Annex to Regulation (EU) 913/2010
- In December 2013, the RFC2 Executive Board approved an “Extension Plan” proposed by the IMs (including NR and ET)



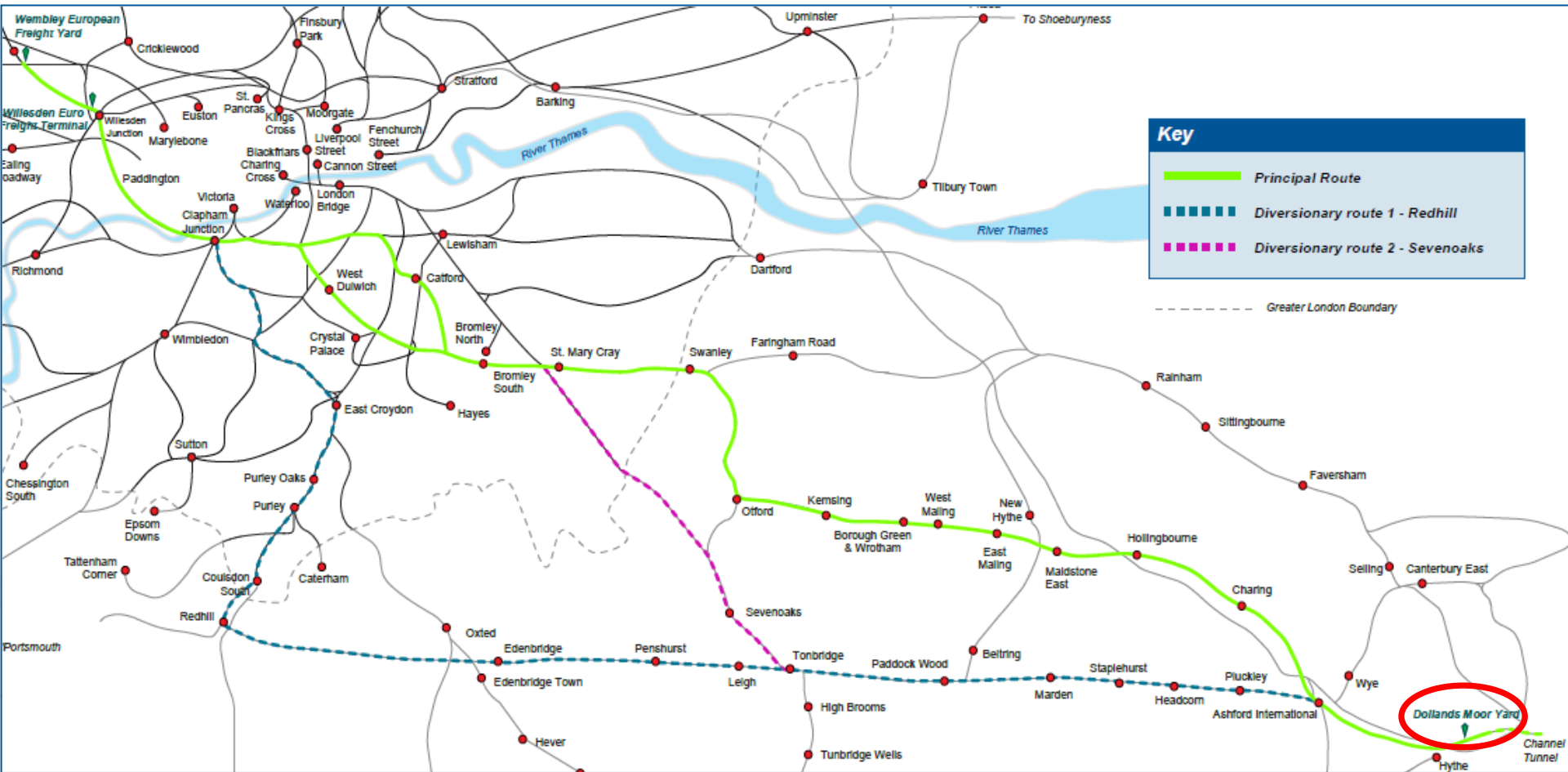
Governance

- The UK will become a formal new member of the North Sea Mediterranean Executive Board in October 2014
- The by-laws and contracts of the Management Board are currently being reviewed to include Network Rail and Eurotunnel in the Management Board on 1/1/2015
- Interested UK RUs are now included in the RAG mailing list and invited to participate to all RAG activities
- The future RFC2 UK terminals (see next slide) are now included in the TAG mailing list and invited to participate to all TAG activities

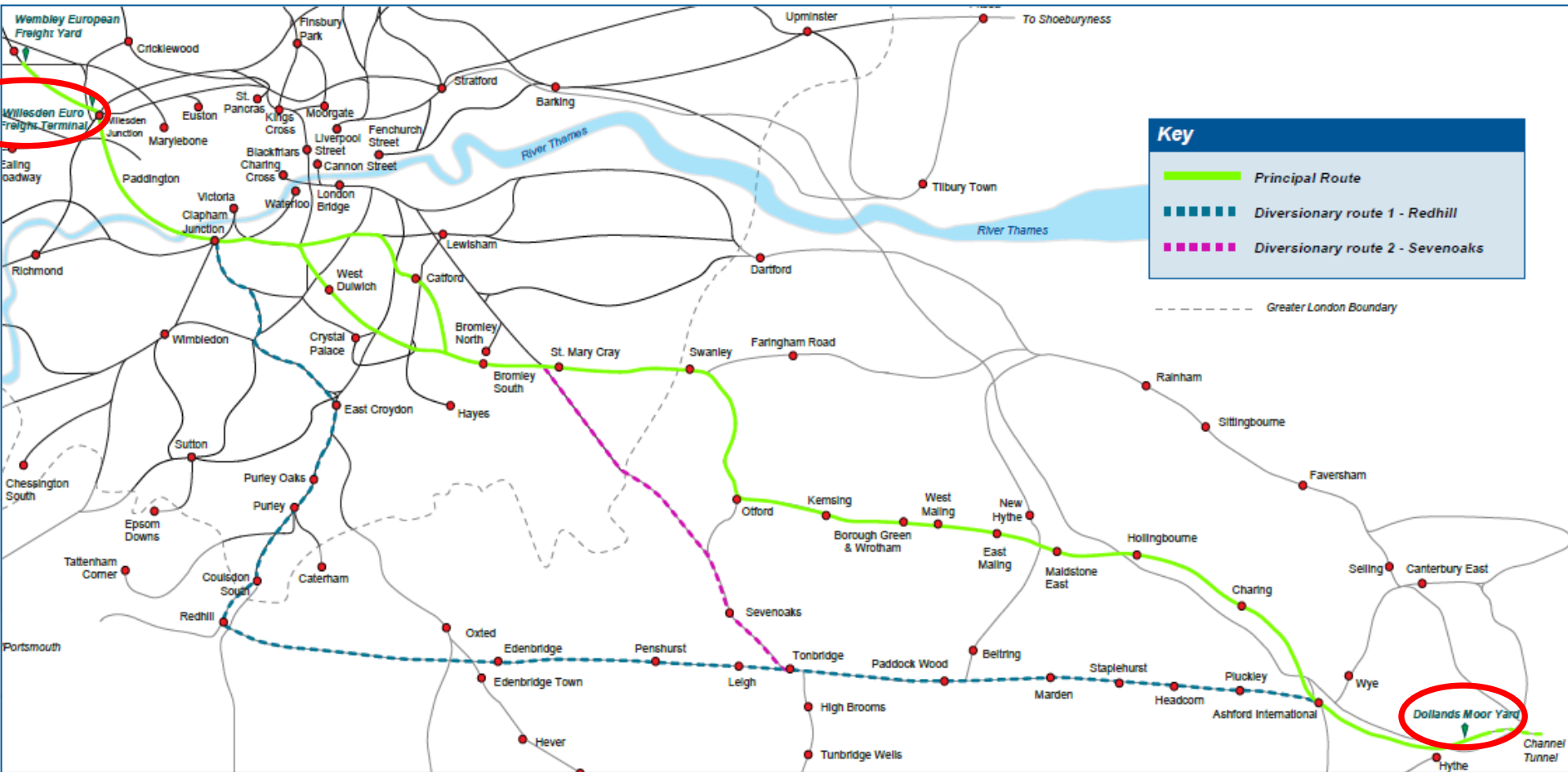
RFC2 routes and terminals on Network Rail lines



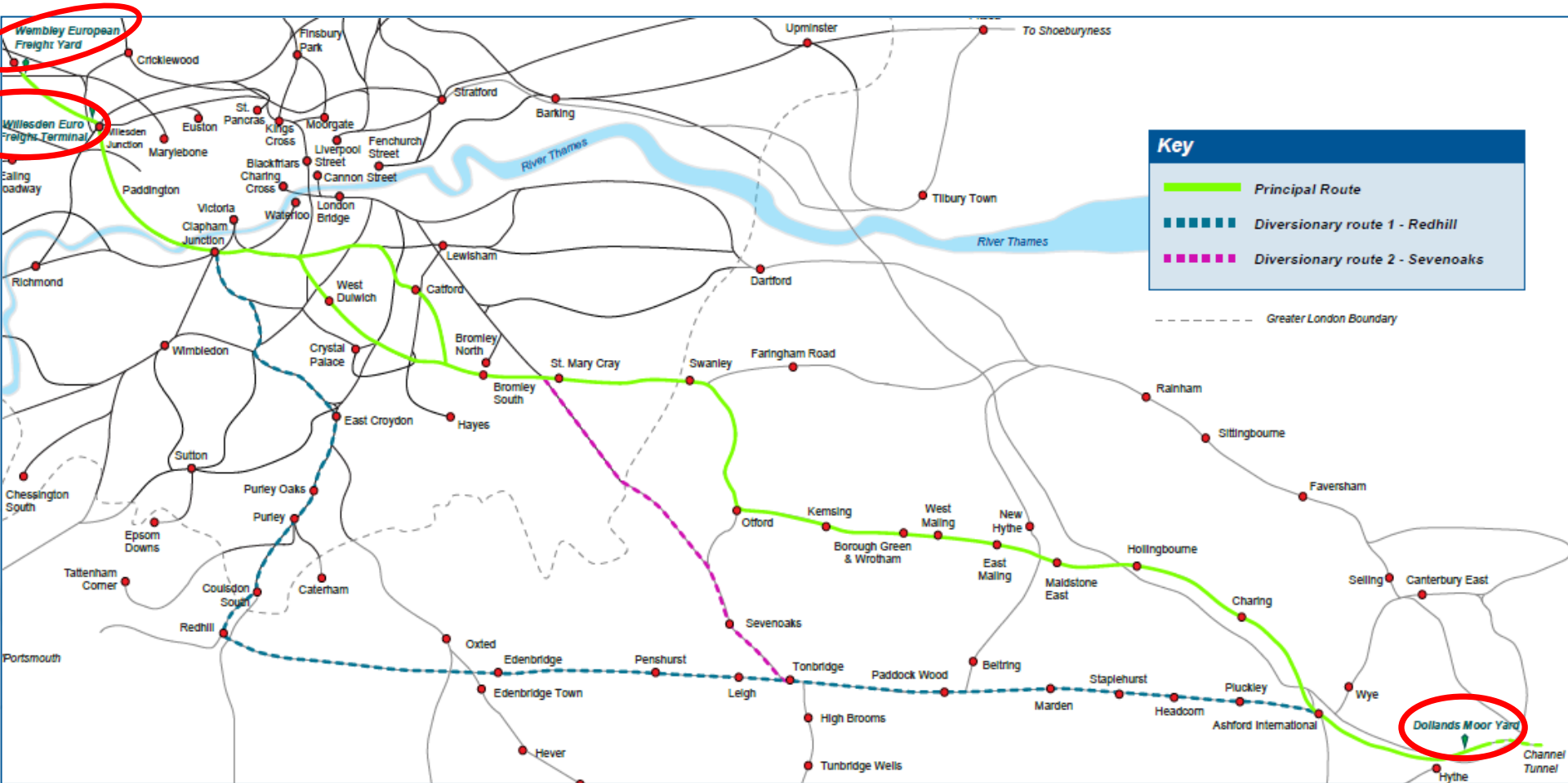
RFC2 routes and terminals on Network Rail lines



RFC2 routes and terminals on Network Rail lines



RFC2 routes and terminals on Network Rail lines





- The RFC2 Management Board is considering the option of including HS1 taking into account the goal of Eurotunnel to increase its traffic
- The Executive Board will note the RAG recommendation [expressed in the letter dated 19/5/2014] for its future discussion on the implementation plan
- A delegation of the RFC2 Management Board will soon propose a meeting to HS1 to present Rail Freight Corridor 2 and to assess its interest in participating in the RFC2 activities



Capacity management

- It is foreseen that several tens of Pre-arranged Paths will be “reserved” for international trains in the UK
- The C-OSS shall be entrusted with all of them or most of them although we expect that many of these paths will remain unused as was previously the case
- NR data on TT2015 engineering works/possessions are currently being processed to be included in the RFC2 list of works published on www.rfc2.eu
- Antwerp-Calais and Basel-Calais PaPs will be supplied in the 2016 PaP catalogue to be published in January 2015

UK Freight Market Study

Channel Tunnel through rail

- UK freight market study forecasts an increase from 0.25 to 0.5 train paths per hour in each direction in 2011/12 to 0.5 to 1.5 in 2043, under central scenario
- These figures reflect forecast increases in trains per day in each direction from c. 5 to 14 over this period i.e. an increase of c. 170%
- This reflects forecast growth in net tonnes per annum and other factors (e.g. increases in operational days per annum & in tonnes per train for each sector, path utilisation assumptions and changes in composition of traffic)

Eurotunnel's ETICA (1/2)

- ETICA (Eurotunnel Incentive for Capacity Additions) is an incentive scheme based on the former Marco Polo program and directive 2012/34/CE
- Put in place in 2013 for intermodal freight services
- Provide a one off financial support for start-up investments
- Now extended to 2018 and to 5 new categories of traffic : new car transport services, Food & beverage products, Fast moving consumer goods, Logistics flows, Permanent rail freight services suffering from obstacles outside the Channel Tunnel Fixed link
- ETICA General Conditions of Participation updated further to a consultation process with interested parties and IGC. Published on ET's Website (2 May 2014)

Eurotunnel's ETICA (2/2)

- Reduction of 25% of charges for off peak period (from 23:00 to 7:00 on weekdays)
- Charges applied during maintenance periods reduced by 33%
- Maintenance periods reduced from 3 nights to 2 nights instead of the current 3
- Removal of the security surcharge (600€) at Calais Frethun border terminal
- Commitment to not increase the charges until the end of 2018
- Network statement updated further to a consultation process with interested parties and IGC. Published 2 May on ET's Website (2 May 2014)

**An objective of doubling the number of trains
from 2,500 to 5,000 per year in 2018**

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