

Easier, faster, safer



RFC NORTH SEA - MED 2016 ANNUAL REPORT





Molenweg

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Message from the Presidents and Managing Director



2016, year of maturity for Rail Freight Corridor North Sea – Mediterranean.

In 2016, the Rail Freight Corridor North Sea - Mediterranean renewed its performances, in terms of allocated capacity, expansion and close relationship with its customers. This led to a renewed promising growth of the freight traffic on our corridor lines.

After having extended in 2015 to Dunkirk, Calais, Liège (Montzen) and Paris, our Rail Freight Corridor is now covering London, Amsterdam, Zeebrugge & Fos-Marseille.

In terms of traffic, on the initial corridor lines of 2013, the amount of corridor trains rose by 14%. The evolution of capacity was also very positive as the capacity offered in 2016, for timetable 2017, was 62 % higher than the preceding year, while the demand of pre-arranged paths also increased, with 16% compared to the year 2015.

The demand followed the offer's raise: with more than 7 million/km the allocated capacity of Rail Freight Corridor North Sea – Mediterranean for its customers raised by +16% compared to the timetable 2016 published in 2015, and this figure more than doubled compared to the first operating year of the corridor in 2014. In important border points of the corridor like Mouscron-Tourcoing, Aubange-Mont-St-Martin-Rodange or Basel-Saint Louis, the major part of the pre-constructed capacity is now offered by the corridor one-stop-shop.

From a financial point of view, the European Commission decided in 2016 to cofinance the activities of the Corridor (e.g. Capacity, Communication, Coordination of works, CID, ...) via CEF funding.

To improve the operations on our lines, we raised the frequency of the working groups, like coordination of works to improve the visibility of the works and ERTMS working group to present a state-of-play and identify future potential issues. We also involved our stakeholders more intensively.

We wish to thank all those who have contributed to this success, and first of all, our advisory groups and Railway Undertakings participating actively in the corridor's development. We have had again in 2016 good cooperation with our customers who help us to build an efficient network catering to market needs. We also had fruitful discussions with the terminal owners and managers of the corridor, which will enable even better interconnections between the corridor and terminals. The same gratitude also goes to the European Commission, for its deep involvement in the Corridor development.

2017 has started with a shift in focus from mere quantity to a qualitative offer. This way we believe that together with all our stakeholders, we can truthfully say there are promising prospects for the corridor, which now has to be seen as a key enabler of international rail freight.

We wish you a pleasant reading of this document and hope that, in 2017, we will continue to work closely together towards the successful development of the corridor.

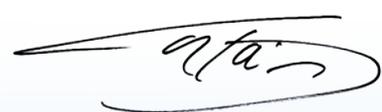
Valérie Verzele
President
Executive board



Ann Billiau
President of the Assembly
RFC North Sea – Med



Guillaume Confais-Morieux
Managing Director
RFC North Sea - Med



1. About the corridor

1.1. A major European rail freight route

Rail Freight Corridor North Sea – Mediterranean (RFC North Sea – Med) is a freight-oriented route connecting the Netherlands, Belgium, the Grand Duchy of Luxembourg, the United Kingdom, France and Switzerland. Since January 2016, it links main European ports (Amsterdam, Rotterdam, Antwerp, Zeebrugge, Dunkirk, and Marseille) to the industrial zones of Western Europe and to the gateways of Southern Europe, with 5300 kilometres of lines.

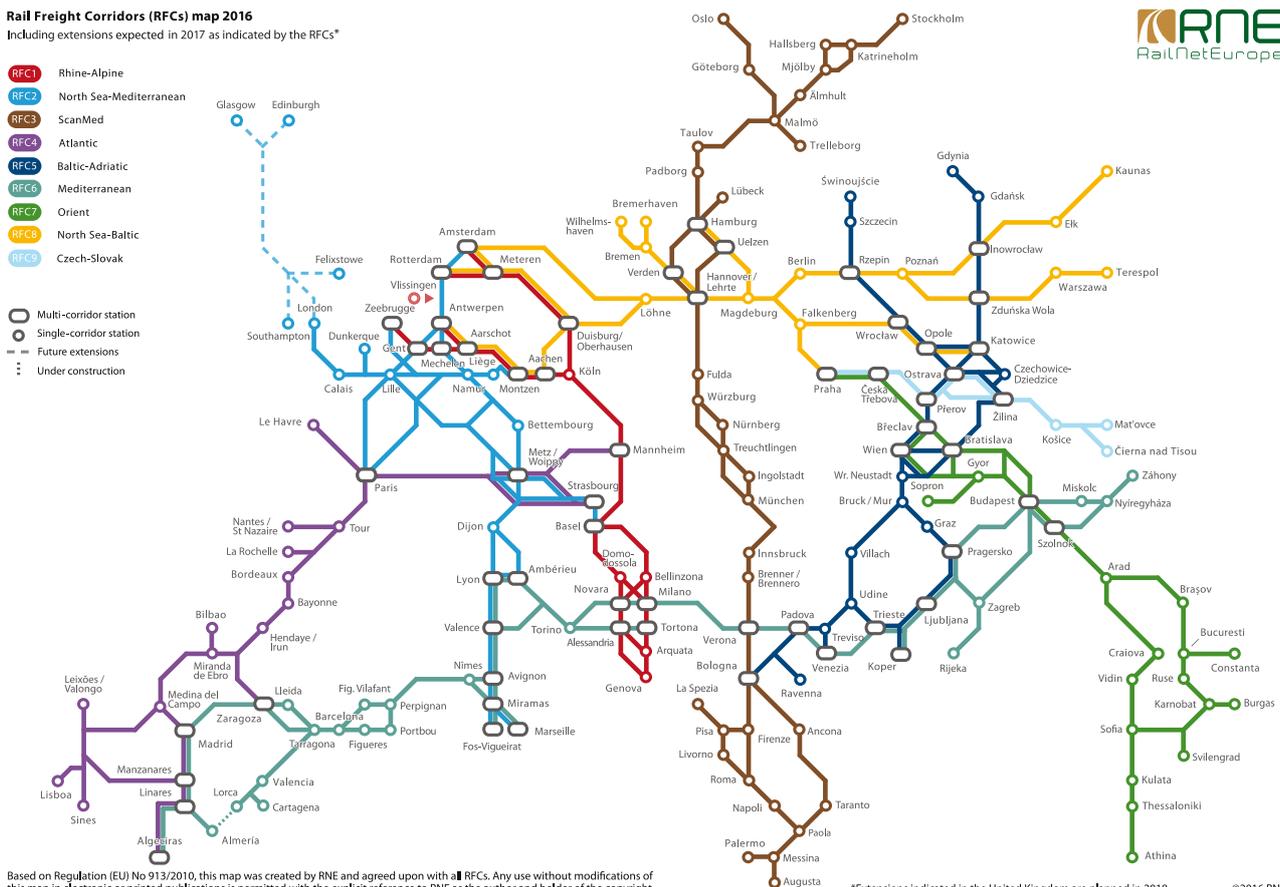
The corridor is also a gateway to the rest of Europe, being connected to the RFCs Rhine – Alpine, Atlantic, Mediterranean and North Sea – Baltic and building together with all corridors a European network of rail freight corridors.

Rail Freight Corridors (RFCs) map 2016

Including extensions expected in 2017 as indicated by the RFCs*

- RFC1 Rhine-Alpine
- RFC2 North Sea-Mediterranean
- RFC3 ScanMed
- RFC4 Atlantic
- RFC5 Baltic-Adriatic
- RFC6 Mediterranean
- RFC7 Orient
- RFC8 North Sea-Baltic
- RFC9 Czech-Slovak

- Multi-corridor station
- Single-corridor station
- Future extensions
- ⋮ Under construction

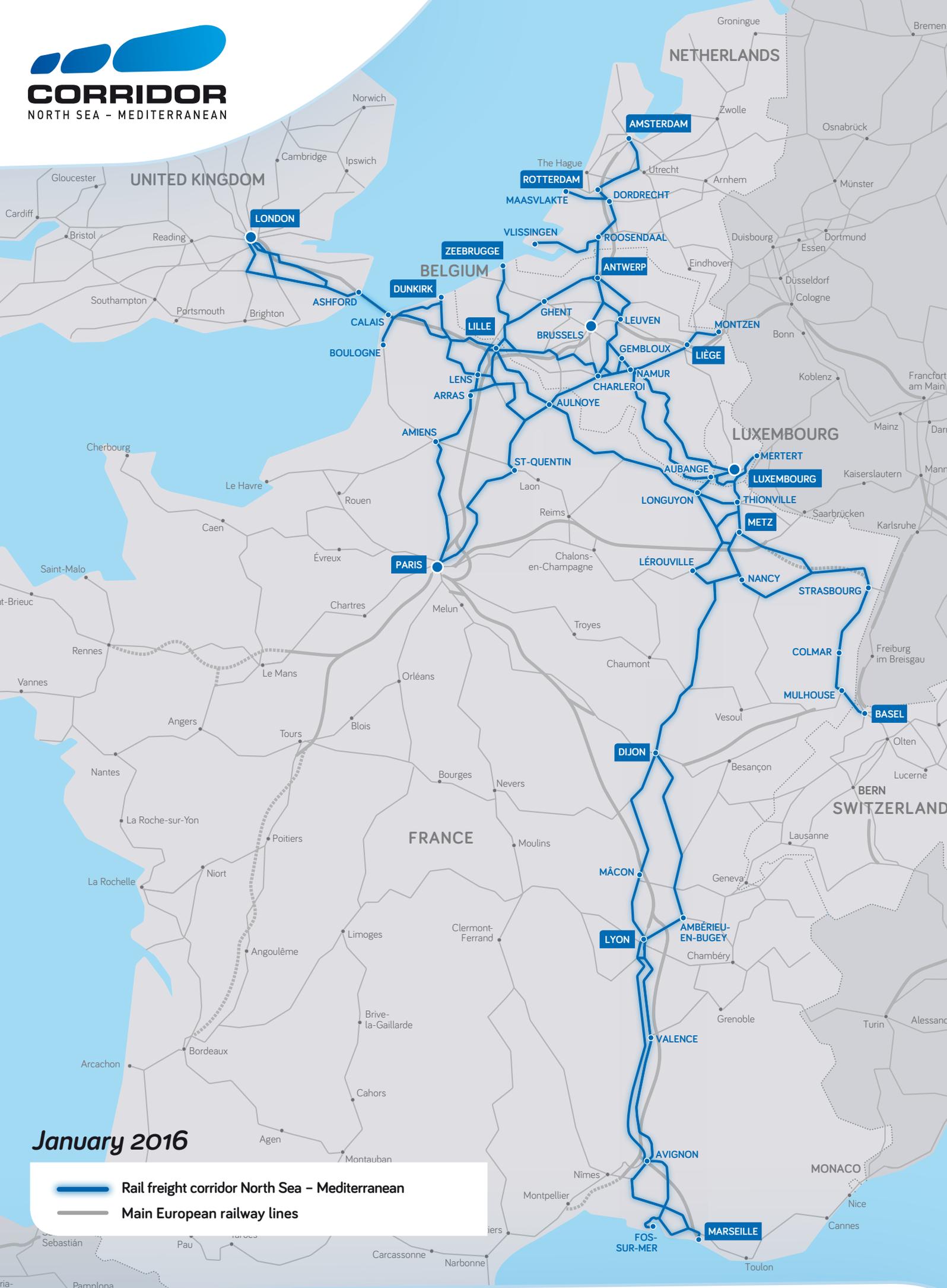


Based on Regulation (EU) No 913/2010, this map was created by RNE and agreed upon with all RFCs. Any use without modifications of this map in electronic or printed publications is permitted with the explicit reference to RNE as the author and holder of the copyright.

*Extensions indicated in the United Kingdom are planned in 2018.

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RFC North Sea – Med is one of the most promising rail corridors in Europe, with already more than 34 000 international trains per year.



January 2016

-  Rail freight corridor North Sea - Mediterranean
-  Main European railway lines

1.2. *Easier, Faster, Safer*

Easier: with a single counter for the supply of quality paths

Railway undertakings and other entities, such as shippers, freight forwarders and combined transport operators, can request capacity for international rail freight traffic, through the corridor one-stop-shop and by using the international booking system Path Coordination System (PCS).

This capacity takes the form of “off the shelf” paths, called prearranged paths, reserved for international freight and that can either be requested for the next annual timetable or, for more flexibility, at short term notice.

These paths benefit from a high quality, because:

- they are defined after the yearly consultation of all our customers;
- they are reserved for international freight traffic ahead of booking time and benefit from a specific legal protection against cancellation;
- they are built on the basis of coordinated works along the corridor;
- they are coordinated with the paths of other rail freight corridors.

Faster, with a high level of performance

In order to increase punctuality on the corridor, train performance is measured and analysed. When a train deviates from its planned schedule, the European IT tool Train Information System (TIS) provides the relevant information on the delay. Railway undertakings therefore benefit from an international view of the punctuality of their trains, summarised in monthly reports they receive from the one-stop-shop.

Safer, with an optimised network

By improving interoperability and exchanging information on investments across borders, the lines of the corridor are optimised for international traffic.

RFC North Sea - Med is currently deploying the European Rail Traffic Management System (ERTMS) on its main lines following the new EDP published by the European Commission. This system is designed to eventually replace national ones, which impose specific equipment on engines running on several networks.

1.3. *An initiative from the European Commission*

The Rail Freight Corridors

In order to promote rail freight transport and increase its modal share, the European Parliament and Council adopted Regulation (EU) 913/2010 concerning a European rail network for competitive freight, which entered into force on 9 November 2010. This Regulation created a European rail network composed of nine international rail freight corridors. RFC North Sea – Med was one of the six corridors which had to be operational by 10 November 2013, the remaining three had to be operational by 10 November 2015.

The Core Network Corridors

Regulation (EU) 1315/2013 on Union guidelines for the development of the Trans-European Transport Network and Regulation (EU) 1316/2013 establishing the Connecting Europe Facility, both adopted on 11 December 2013, have brought new challenges for the rail freight corridors. The first Regulation created nine multimodal Core Network Corridors (CNC). They are coordinated by nine European Coordinators and two horizontal coordinators: one for ERTMS and one for the Motorways of the Sea.

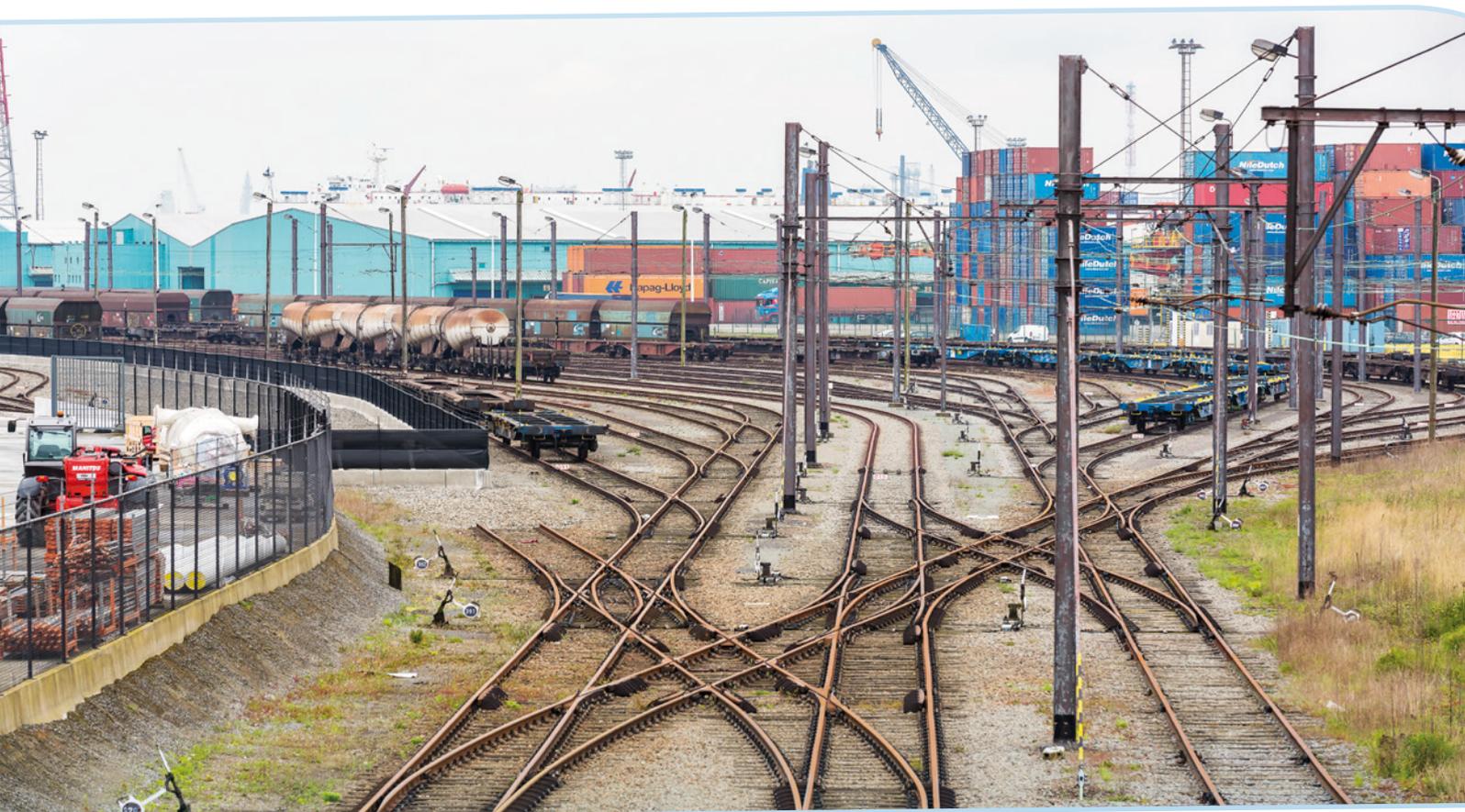
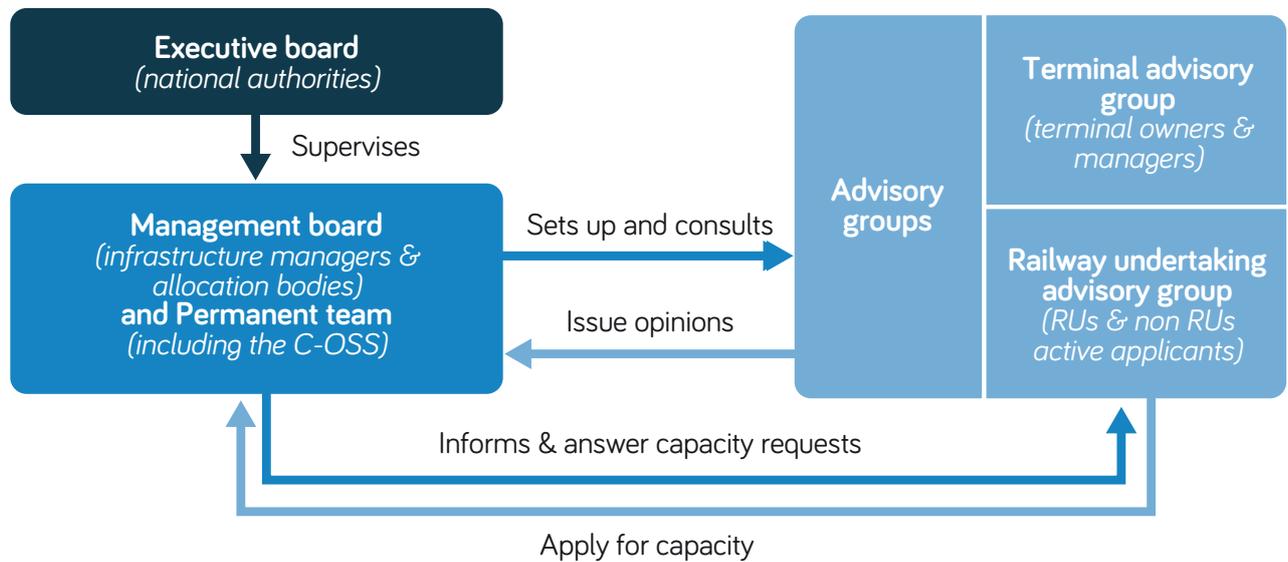
The second Regulation renamed the rail freight corridors and extended their field. Rail Freight Corridor n°2 became Rail Freight Corridor North Sea - Mediterranean and is gradually extended in three phases:

1. to Dunkirk, Calais, Liège (Montzen) and Paris, in January 2015 (at the date of the publication of the 2016 timetable catalogue);
2. to London, Zeebrugge, Amsterdam and Marseille in January 2016 (at the date of the publication of the 2017 timetable catalogue) ;
3. to Glasgow, Edinburgh, Southampton and Felixstowe in November 2018.



2. The governance of the corridor, an ambitious collaborative approach

The governance of the rail freight corridors includes an Executive board, a Management board and two advisory groups. The coordination between these entities is shown in the chart below:



2.1. The Executive board

Mission and vision

The Executive board, through its cooperation at the level of the Ministries of Transport has the objective of improving the conditions for international rail freight transport. It has the general responsibility to implement Regulation (EU) No 913/2010 with regard to RFC North Sea - Med, and the equivalent Swiss measures.

It has the following main responsibilities:

- to ask the Management board to report on any matter relating to the smooth functioning of the corridor;
- to ensure that the extensions of the RFC North Sea - Med are duly established;
- to take decisions on general matters of common interest concerning the internal functioning of the RFC North Sea - Med without prejudice to the competence of Member States and Switzerland regarding the planning and funding of rail infrastructure;
- to adopt the Framework for Capacity Allocation (FCA);
- to consider, and where appropriate to support, the requests of the Management board for European subsidies;
- to support the Management board's work, in particular if the latter encounters any difficulties in fulfilling its tasks.

It has the following cooperation responsibilities:

- to ensure, as far as it can, that the development and implementation of RFC North Sea - Med are conducted in a manner consistent with those of ERTMS Corridor C and in line with the new EDP published by the European Commission;
- to work together where necessary with the European institutions and organisations, the national railway safety authorities, and the regulatory bodies of its members;
- to strive for good collaboration between rail freight corridors;
- coordinate the work of the RFC North Sea - Med and CNC North Sea-Med with the European coordinator and national authorities.

The Executive board of RFC North Sea - Med also assumes the responsibilities of the Executive board created by the Letter of Intent for the deployment of ERTMS on Corridor C "Antwerp – Basel/ Lyon" signed on 6 June 2006 by the Ministers of Belgium, France, Luxembourg and Switzerland¹.

¹ For the purposes of the exercise of the functions of the Board under the above Letter of Intent relating to ERTMS Corridor C, the representative of the United Kingdom of Great Britain and Northern Ireland is not considered to be a member of the Board.

2.1. The Executive board

The functions of the Board under this Letter of Intent include:

- the coordination of deployment of ERTMS along ERTMS Corridor C and ERTMS coordination along the corridor in accordance with national deployment plans, as well as coordination of decommissioning of national systems in order to foster the implementation of ERTMS on Corridor C.

Organisation

The Board is constituted on the basis of an international Agreement which was signed on 8 October 2014 by the Ministers of Transport of Belgium, France, Luxembourg, The Netherlands, Switzerland and the United Kingdom.

It is composed of representatives of the authorities of the Member States concerned and Switzerland. The Board takes decisions, which are provided for by Regulation (EU) 913/2010, on the basis of mutual consent. These decisions, signed by all the members of the Board and published, are legally binding on their addressees.

The members of the Executive board meet four times a year. The following have a standing invitation to attend the meetings of the Board:

- the representatives of the Management board;
- the representatives of the European Commission and of the Innovation & Networks Executive Agency (INEA);
- a representative of the Regulatory Bodies for the railway sector in the countries concerned.

And on invitation:

- the European coordinators for TEN-T;
- the representative(s) of the National Safety Authorities of the countries concerned;
- the representative(s) of the European Union Agency for Railways (EUAR);
- the spokesperson of the advisory groups.

The Executive board is chaired by the Belgian Ministry of Transport. The chair is responsible for the secretariat, which provides the appropriate administrative support to enable the Board to carry out its work. It ensures that the tasks of the Board are properly coordinated and organises all other associated aspects of the work.

The activities of the Executive board are described in Chapter 4 - Results.

FULL REPRESENTATIVES



Valérie Verzele
Director-General
Federal Public
Service Mobility
and Transports of
Belgium



Jeannot Poeker
Principal Inspector
Federal
Ministry of
Transport of
Luxembourg



Pierre-André Meyrat
Deputy Director
Federal Office of
Transport of
Switzerland



Robin Groth
Director of Rail
Strategy
Department
for Transport
of the United
Kingdom



Rob Morsink
Program Manager
Rail Freight
Ministry of
Infrastructure and
the Environment of
The Netherlands



Guillaume Brodard
Head of unit
National railway
network unit
Ministry for Ecology,
Sustainable
Development and
Energy of
France

2.1. The Executive board

STAND-IN REPRESENTATIVES



Brigitte Jacquemont
Ministry for Ecology,
Sustainable
Development and
Energy of France



Deborah Phelan
Department
for Transport
of the United
Kingdom



Peter Geens
Federal Public
Service Mobility
and Transport
of Belgium



**Bernard
Swartenbroekx**
Federal Public
Service
Mobility and
Transport of
Belgium



Rolf Zimmermann
Federal Office of
Transport of
Switzerland



André Bissen
For the Ministry
of Transport of
Luxembourg



Hinne Groot
Coordinator
international Rail
affairs
Ministry of
Infrastructure and
the Environment of
The Netherlands

2.2. *The Management board*

Mission and vision

The mission of the Management board is to offer a market service to our customers which answers their needs and the need of the market. By doing this, we intend to increase the market share of rail freight by promoting measures to improve its efficiency, and more specifically:

- to allocate capacity on behalf of its members and partners;
- to improve interoperability, inter alia by the deployment of ERTMS on the lines of the former Corridor C and the new EDP published by the European Commission;
- to improve quality of service on the corridor;
- to coordinate and monitor applications for financial support relating to the corridor;
- to coordinate the corridor approach and action plan with the other RFCs;
- to check and evaluate the results obtained, with a view to implement further developments to progressively improve the quality offered.

Its vision is to make rail freight transport progressively more reliable, more accessible, faster and safer.

Organisation

The EEIG

The Management board takes the form of a European Economic Interest Grouping (EEIG), named Rail Freight Corridor North Sea – Mediterranean (in short RFC North Sea – Med). Its head office is located in Luxembourg and the office of its one-stop shop in Brussels. It is composed of the infrastructure managers and allocation bodies of the corridor, which either have the status of member or partner.

2.2. The Management board

Members

The Netherlands:
ProRail

The logo for ProRail, featuring the word "ProRail" in a bold, red, sans-serif font.

Belgium:
Infrabel

The logo for INFRABEL, featuring the word "INFRABEL" in a bold, blue, sans-serif font.

France:
SNCF Réseau

The logo for SNCF Réseau, featuring the letters "SNCF" in white on a red rectangular background, with the word "RÉSEAU" in a smaller, black, sans-serif font below it.

Luxembourg:
CFL

The logo for CFL, featuring the letters "CFL" in a bold, red, sans-serif font with a stylized graphic element to the right.

United Kingdom:
NetworkRail

The logo for NetworkRail, featuring the word "NetworkRail" in a bold, blue, sans-serif font with a red and yellow graphic element below it.

France / United Kingdom:
Eurotunnel

The logo for EURO TUNNEL, featuring the words "EURO TUNNEL" in a bold, black, sans-serif font inside a circular graphic with blue and red segments.

Partners

Luxembourg:
ACF

The logo for ACF, featuring a red lion rampant on the left and the letters "ACF" in a bold, black, sans-serif font on the right.

Switzerland:
Trasse Schweiz, SBB Infra

The logo for trasse.ch, featuring the text "trasse.ch" in a blue box, with a list of languages below it: "trasse | schweiz | ap", "sillon | suisse | sa", "traccia | svizzera | so", and "swiss | train | path | rd".The logo for SBB CFF FFS, featuring a red square with a white double-headed arrow symbol, followed by the text "SBB CFF FFS" in a bold, black, sans-serif font.



2.2. The Management board

The Assembly



Ann Billiau
President of the Assembly

Decisions on the strategy of the corridor, its objectives, actions and any administrative and financial issues of importance are taken by the Assembly, with mutual consent.

The Assembly is chaired by Ann Billiau and the Vice-President of the Assembly is Daniel Thull. The representative or stand-in representative of each member and partner, the Managing Director of the EEIG, the ERTMS technical advisor and the permanent team attend the Assemblies. The Assembly meets on average six times per year.

ASSEMBLY REPRESENTATIVES



Pier Eringa
President Director
ProRail



Luc Lallemand
CEO,
Infrabel



Patrick Jeantet
President,
SNCF Réseau



Marc Wengler
General Director,
CFL



Marc Oestreicher
Director,
ACF



Philippe Gauderon
Head of SBB
Infrastructure



Jacques Gounon
Chairman and Chief
Executive Officer
Eurotunnel



Thomas Isenmann
Managing Director,
Trasse Schweiz



Mark Carne
CEO,
Network Rail

2.2. The Management board

STAND-IN REPRESENTATIVES



Guus de Mol
Head International
Logistic Affairs
ProRail



Claire Hamoniau
Corridor Manager
SNCF Réseau
(As from 1st of May)



Paul Mazataud
Director Europe
SNCF Réseau
(Until 30th of April)



Michel Geubelle
Manager
Corridor
Management,
Infrabel



Daniel Thull
Head of external
affairs, Infrastructure
management
department, CFL



Claude Lambert
Head of Path Division,
ACF



Rudi Achermann
Program Manager
SBB Infrastructure



Daniel Haltner
Head of Path
Capacity,
Trasse Schweiz



David Marteau
Head of
European affairs
Eurotunnel



Steve Rhymes
Head of Freight
Network Manage-
ment Network Rail

The permanent team



Guillaume Confais-Morieux
Managing Director



Thomas Vanbeveren
One-stop shop leader
Quality & Capacity
Manager



Mohamed Salimène
Operations & Invest-
ments manager
ERTMS coordinator



Matthieu Maeselle
Communication &
Finance Manager
advisory groups
(as from May
2016)



Claire Hamoniau
Communication &
Finance Manager
advisory groups
(until April 2016)

The Management board has a permanent team which is responsible for the day-to-day business and the chairing of working groups. It consists of four people, all coming from the members of the EEIG.

This streamlined structure allows the EEIG to react with promptness, flexibility and efficiency.

2.2. The Management board

Working groups and Committees

RFC North Sea - Med has implemented working groups and committees, which are composed of experts from the members and partners of the EEIG, as well as for some working groups, representatives from railway undertakings.

Working Groups and committees		
C-OSS WG leader Thomas Vanbeveren <i>RFC NSM</i>	Coordination of Works WG leader Mohamed Salimène <i>RFC NSM</i>	Train Performance Management WG leader Thomas Vanbeveren <i>RFC NSM</i> Mohamed Salimène <i>RFC NSM</i>
Traffic Management WG leader Mohamed Salimène <i>RFC NSM</i>	Corridor Information Document WG leader Thomas Vanbeveren <i>RFC NSM</i>	Legal WG leader Guillaume Confais <i>RFC NSM</i> Daniel Thull <i>CFL</i>
Communication WG leader Matthieu Maeselle <i>RFC NSM</i>	GIS WG leader Matthieu Maeselle <i>RFC NSM</i>	Transport market study Committee leader Mohamed Salimène <i>RFC NSM</i>
	ERTMS Committee leader Mohamed Salimène <i>RFC NSM</i>	ERTMS harmonisation WG leader Alain Quéval <i>SNCF Réseau</i>

The activities of the Management board, including the permanent team and the working groups and committees are described in Chapter 4 - Results in 2016.

2.3. The Advisory Groups

The Railway undertaking Advisory Group (RAG) and the Terminal Advisory Group (TAG) were created in 2012 in order to comply with the Regulation (EU) 913/2010. These groups can issue an opinion on any proposal by the Management board which have consequences for them. They may also issue own-initiative opinions, which are to be taken into account by the Management board.

The Railway undertaking Advisory Group (RAG)

The RAG is composed of all railway undertakings interested in the use of the corridor. The following are also invited to take part in activities of the RAG:

- four railway sector organisations: CER (Community of European Railway and Infrastructure Companies), ERFA (European Rail Freight Association), RFG (Rail Freight Group) and KNV (Royal Dutch transport federation);
- applicants who are active on the corridor, but who are not railway undertakings. The full list of RAG members is available in the Corridor Information Document, Book V.

The RAG is chaired by Lieven Goethals (B-Logistics). If he is unavailable, Eric Lambert (CFL Cargo) replaces him.



“For Railway Undertakings, our market profile gives us a clear capacity to grow on the Corridor. To realize this modal shift, we urgently need appropriate rail path capacity and an infrastructure gauge suitable for nowadays intermodal transport.”

Lieven Goethals, Chairman of the RAG

2.3. The Advisory Groups

Two RAG meetings were organized in 2016, which were each preceded by a pre-RAG meeting between railway undertakings:

- On 24 May 2016, where the main issues discussed concerned the results of the 2015 performance report, the loading gauge enhancement studies in France, ERTMS, capacity allocation and the 2017 timetable state of play and 2018 expectations. 29 people participated in that meeting, including representatives from B-Logistics, Naviland Cargo, DB Schenker Rail AG, CFL Cargo, Europorte, Sibelit, Fret SNCF, BLS Freight, GB Rail freight, Forwardis UK, VIIA, the UK regulatory body, the Executive board and the Management board.



- On 11 October 2016 in Rotterdam. This meeting focused on railway undertakings' expectations for the corridor 'Perspective 2020', as well as capacity allocation for the 2018 timetable, PCS, the ERTMS deployment plan and TSI on anti-noise policy. 18 people, representing CFL Cargo, Europorte, B- Logistics, Sibelit, SNCF Logistics, KNV, the Executive and Management boards participated in the meeting.

Outlook 2017: Two RAG meetings are scheduled in 2017, on 25 of January in Paris and on the 19th of September in Bettembourg (Luxemburg).

The Terminal Advisory Group (TAG)

All the managers and owners of terminals - such as combined transport terminals, river ports, multimodal platforms, maritime ports or infrastructure managers' marshalling yards - which are situated on the corridor, are invited to the TAG meetings. The full list of TAG members is available in the Corridor Information Document, Book V.

A TAG meeting took place on 12 October 2016 in Amsterdam. In this meeting, the focus was put on the expectations of the terminals towards the corridor, as well as the performance of the corridor, the impact of capacity on terminals, information about the Corridor Information Documents and the information of terminals within the Customer Information Platform.

19 people participated in the meeting, representing the ports of Ghent & Zeeland seaports, Marseille, Boulogne-Calais, Amsterdam, Rotterdam, the terminals of CFL Multimodal, Zuidnatie (Antwerp), Combinant (Antwerp), the Dutch regulatory body and the Executive and Management boards.



Outlook 2017: The next TAG meeting will take place on the 30th of May 2017 in Marseille

3. Cooperation with stakeholders



The European Commission

The European Commission plays a major role in the corridor. Sharing the common objective of improving the conditions for international rail freight, it acts as a facilitator for communication and coordination. It contributes also to the development of the corridor through its financial support (see chapter 6. Finance).

The European Commission organises two groups to facilitate dialogue and coordination between the rail freight corridors:

- The European Commission organises the **Single European Railway Area Committee (SERAC) working group**, which aims at facilitating dialogue with all ministries, infrastructure managers and regulatory bodies involved in the nine rail freight corridors. The following topics were addressed in the two meetings which took place in place in 2016 (9th (27/05) and 10th meeting (16/11)):
 - the language requirements for train drivers. The cooperation framework between core network corridors and rail freight corridors;
 - the ETCS deployment plan of the European Coordinator Karel Vinck;
 - the evaluation process of Regulation (EU) 913/2010;
 - the results of the 2016 User satisfaction survey;
 - capacity offered and requested in 2016;
 - short distance interoperability.
- the **Corridor Group** under the chairmanship of Mr Karel Vinck. In this forum, representatives of the Management boards of rail freight corridors exchange experience and discuss issues regarding the implementation of ERTMS and other issues related to the corridors. The Corridor Group, which met twice in 2015, is integrated in SERAC since May 2015.

The speaker of the C-OSS community also presents during this meeting the capacity figures of the 9 Corridors.

The other Rail Freight Corridors

Given the high number of interconnections and the involvement of several countries in different corridors, cooperation between the nine rail freight corridors is very important

For the Executive board, this cooperation started in 2014 with the discussion on the Framework for Capacity Allocation. This process continued in 2016. The numerous meetings and workshops, led by the Dutch and Belgian Ministries of Transport, led to the adoption of a single Framework for Capacity Allocation by the Executive Boards of all nine rail freight corridors. From The timetable 2017 onwards, this should largely facilitate the allocation of capacity for trains running on more than a single corridor.

For the Management board, the cooperation takes place through the “RFC talks” group and RailNetEurope which serves as a coordination platform for all RFCs (see section RailNetEurope).

The Managing Director and a representative of the Management board participated in six meetings of the RFC talks in 2016 mainly to discuss harmonisation between RFCs, common tools and studies and the evaluation of the Regulation.

Moreover, coordination on capacity is assured via the C-OSS community, where all COSS of the 9 Rail Freight Corridor are represented. From mid-2016, the C-OSS community is chaired by the Rail Freight Corridor North Sea – Mediterranean C-OSS, Thomas Vanbeveren.

Meetings are also organised between ECCO (Efficient Cross Corridor Organisation) which is a UIC group and the RFCs. In 2016, two meetings took place where main subjects discussed concerned the cooperation between the RFCs and the RAGs, PCS, the role of the C-OSS and the PaP concept. The C-OSS community, which is composed of the corridor’s OSS, met twice in 2015, mainly to work on PCS development and OSS best practices concerning the working procedures and catalogue publications.

3. Cooperation with stakeholders

The Core Network Corridor

Coordination between the core network and rail freight corridors is required by Regulation (EU) 1315/2013.

- Our Corridor participated in the workplan of the Core Network Coordinator North Sea – Mediterranean.
- We participated in the CNC forum on 17th of March and 19th of September.
- We also participated in the Regional Forum at Metz on 20th of September.
- Our Managing Director participated to the round table discussion organized by Prof. Péter Balázs during the TEN-T Days in Rotterdam.



The National Safety Authorities

The Executive board has to coordinate the deployment of ERTMS along the corridor, in particular on the short term, on the section Antwerp – Luxembourg – Metz-Basel. The National Safety Authorities have to authorise ERTMS on the infrastructure and on the onboard units. In the upcoming Fourth Railway Package, a future role in that matter is foreseen for the EUAR.

As regards the authorisation of ERTMS on the infrastructure, it is important at corridor level that the National Safety Authorities coordinate to have a coherent authorisation calendar, in particular on the cross-border sections. Dialogue with the infrastructure managers and the railway undertakings is really important, in particular for the harmonisation of operating rules.

Following the activities led by RFC North Sea - Med in 2016 with the National Safety Authorities, RFC North Sea - Med remains available for any question from the RUs that will submit to NSAs their homologation folder for rolling stocks equipped with ERTMS.

The Regulatory bodies

As required by Regulation (EU) 913/2010, the Regulatory bodies covering the networks of the corridor coordinate in order to ensure nondiscriminatory access to the corridor for international rail services. They are also the appeal body under Art 56 (1) of Directive 2012/34/EU. The Belgian Regulatory body represents all regulatory bodies at the Executive board meetings of the corridor.

Cooperation between the RBs and the Corridor is assured via biannual meetings with the Managing Director and the Corridor One-Stop Shop (C-OSS). These meetings are used to exchange views on the processes to create the catalogues and the allocation of capacity on the corridor. One meeting with the Independent Regulators' Group (IRG) and the 9 Rail Freight Corridors, was organized in Vienna on the 27th of January. 29

Regulatory bodies are also invited to join the advisory group meetings. It is usually the regulatory body of the country in which the meeting takes place who participates.

Outlook 2017: *A meeting took place on 27th of February in Brussels to discuss the corridor's capacity offer for timetable 2018.*

3. Cooperation with stakeholders

RailNetEurope

RailNetEurope (RNE) is an association composed of 35 rail infrastructure managers and allocation bodies in Europe to enable fast and easy access to European rail, as well as to increase the quality and efficiency of international rail traffic.

RFC North Sea – Med, which is an associated member of RNE since May 2015, uses RNE services and guidelines as well as the RNE IT tools PCS (Path Coordination System), TIS (Train Information System) and CIP (Corridor Information Platform).

The Management board or members of the Permanent Team also participated in the following RNE meetings, working groups and boards in 2016:

- RNE's General Assembly (with possibility to express its views, but with no voting rights)
- RFC High level group (which proposes and follows-up projects to be coordinated by RNE),
- Capacity working group
 - TCR (Temporary Capacity Restriction) coordination
 - PCS Next generation
 - Train performance management and Common KPI's
 - Traffic management and its sub-group Corridor trains and priority rules
 - TCC Com (traffic control centre communication)
 - TIS (Train Information System)
- CID & network statement working group
- User satisfaction survey working group
- CIP (Customer Information Platform) Change Control Board



4. Results in 2016

Capacity and coordination of works

Framework for Capacity Allocation (FCA)

A slightly reviewed FCA was adopted by the ministries of the nine Rail Freight Corridors end of 2016. The modifications compared to the previous version consisted of a technical rephrasing of the priority rule in case of conflicting requests, and a modification to the deadline to respond to requests for reserve capacity.

Capacity management

Capacity Management is the core activity of the Management Board and 2016 was again an important year in this field. The 2017 timetable catalogue of pre-constructed paths was published on the 11th of January 2016. For the first time, it contained paths on the new extensions to Zeebrugge, Amsterdam, London and Marseille.

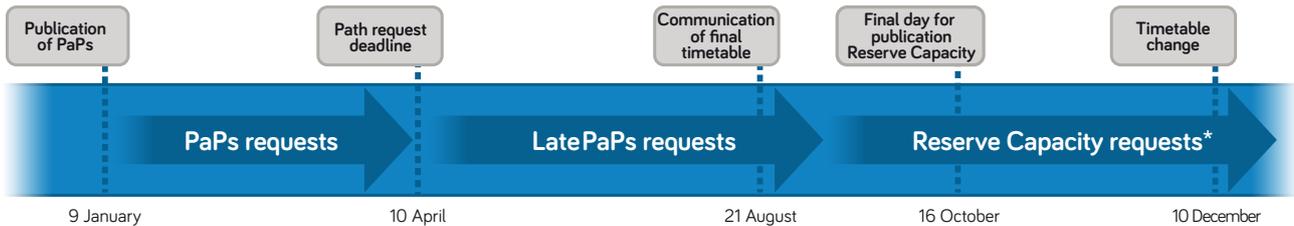
The volume of PaPs published, requested and allocated throughout 2016 is indicated via the corridor capacity KPIs (see chapter 5 – Performance of the corridor).

The capacity allocation process is supported by the C-OSS working group. This group, which consists of timetable specialists of all infrastructure managers or allocation bodies of the corridor, supported the C-OSS in his work and analysed the capacity requested for timetable 2017 and defined the capacity (in the form of PaPs) to be republished (for late path requests and reserve capacity). For the first time, Network Rail and Eurotunnel have participated to this work group, and coordinated pre-constructed paths between the UK and continental Europe.

As is the case each year, the C-OSS coordinated a capacity wished survey, inviting potential applicants to express their capacity needs for the 2018 timetable. This exercise was again done in close cooperation with the Atlantic and Mediterranean corridors. The outcome of this survey helps the IMs of the corridors to build a more client oriented PaP offer.

Outlook 2017: the PaP catalogue for the 2018 timetable was published on the 9th of January 2017.

CAPACITY ALLOCATION CALENDAR IN 2017



* continues in following year up to 30 days before train run

Coordination of works

Infrastructure managers along the corridor coordinate the planning of works that affect capacity along the corridor, so that a railway undertaking wanting to run a train from country A to country B is no longer in a situation where infrastructure works are at the same time being carried out on the principal line in country A and on the diversionary line in country B. The outcome of this coordination is a list of coordinated works, published on the website for customers' needs. The infrastructure managers of the corridor coordinated the works for the 2017 and 2018 timetables in meetings held twice a year at least.

The list of works updated for the 2017 and 2018 timetables was published in december 2016.

Outlook 2017 : RFC North Sea - Med will go further by organizing bilateral meetings between IM's in 2017, more focused this time on border points: in order to define and formalize temporary capacity restrictions recommendations for each border point.



4.. Results in 2016

Train performance and traffic management

Train performance management

This activity mainly consists in increasing the punctuality of international freight trains which run on the corridor. The Train Performance Management working group, which is composed of experts from infrastructure managers and railway undertakings monitors, analyses and plans actions to improve train performance. They use the IT tool Train Information System (TIS), which provides real-time train data on international freight trains.

In 2016, the group mainly aimed to improve the method to identify areas where the corridor can help to improve the performance of train runs. It organized a meeting with the railway undertakings to share their views. An intensification of the work done together with the customers is foreseen for 2017.

Traffic management

Traffic management on the lines of the corridor consists in improving the situation both at the borders between two infrastructure managers and on the lines, in case of disturbance.

The Traffic Management working group, composed of experts of all infrastructure managers of the corridor, contributes to the improvement of traffic management on the corridor. It mainly aims at implementing TIS at all infrastructure managers of the corridor.

In 2016, the priority was to follow up the TIS data exchange implementation. To achieve this objective, IMs within the corridor committed to implement TAF TSI (cf. TAF/TAP TSI Master Plan) RFC North Sea - Med organizes 3 coordination meetings per year with IM's in order to follow up the progress of the project.

Implementation plan

In 2016, the Management board updated the implementation plan.

The implementation plan contains an indicative investment plan which provides the complete indicative list of investments which are intended to be implemented within the next ten years and which are focussed on capacity management and interoperable systems deployment. This list enables infrastructure managers to exchange information on investments with neighbouring infrastructure managers, thus facilitating the coordination of these investments at corridor level. The update performed in 2016 resulted in a list of more than 70 investments for a total cost of more than 6 billion euros. These investments take into account the project list of CNC North Sea – Mediterranean.



ERTMS deployment

The implementation of ETCS (European Train Control System) on the corridor routes is one of the fundamental goals which led to the creation of ERTMS Corridor C, now integrated into RFC North Sea - Med. A new EDP is also published by the European Commission. This system is designed to eventually replace national systems, imposing specific equipment on engines running on several networks.

CFL Infra and SNCF Réseau simultaneously put in service both sides of the border on 17th October 2016 on the Bettembourg - Thionville - Uckange section. Since the annual service started in December 2016, commercial passenger trains run daily on this section exclusively in ETCS. The possibility is also available for freight trains which its traction engines are equipped and authorised with ETCS.

***Outlook 2017:** The complete commissioning of the Mont-Saint-Martin - Aubange - Rodange triangle between Belgium, Luxembourg and France is expected in spring 2017*

On this route, ERTMS is already in service on the main sections of the North Sea - Med corridor in Belgium and Luxembourg; deployment works are under way on the French side and the completion of the whole route is planned for December 2020 (Longuyon – Basel).

The implementation of ETCS on these border points represents an important symbolic step in the deployment of the European control and command system on the Rotterdam-Antwerp-Basel route, one of the main axes of the NSM corridor.

Actions of the Executive board

In accordance with the Letter of Intent of ERTMS Corridor C, the Executive board has the responsibility for coordinating the deployment of ERTMS along the corridor. In order to keep a coherent deployment plan along the corridor, the Executive board set up an ERTMS Working Group in 2016, which met several times with a view to facilitating the harmonisation of the operational rules and the authorisation of the infrastructure and of the rolling stock.

***Outlook 2017:** The Executive board will continue to address issues raised by the implementation of ERTMS on the corridor that may affect international rail freight, most notably on cross-border sections, through the setup of ad hoc working groups and the monitoring of the relevant follow-up actions.*

4. Results in 2016

Actions of the Management board



Mohamed Salimène
ERTMS coordinator



Sylvain Mosmann
ERTMS technical advisor

The Management board set up the ERTMS committee, composed of experts from infrastructure managers and railway undertakings, which has the mission to coordinate both the technical developments and the planning for implementing ETCS on the corridor. In 2016, the committee worked on the subject of data entry, in order to harmonise different approaches along the corridor.

RFC North Sea - Med mandated an expert users group for “ETCS operations rules harmonization”: the objective is to identify the existing discrepancies between IM’s that could affect international traffic, especially by formalizing:

- the description of the harmonized principles,
- the generic operation procedures,
- and national implementation guidelines and declination in the national documents of rules.

Outlook 2017: the results of the working group will be shared with the RFC Network and the EUAR.



Alain Quéval
Leader of the ETCS
harmonisation
working group

Deployment of ETCS on the corridor

Belgium:	all the principal lines of the former Corridor C were deployed in 2015 (level 1 version 2.3.0d and level 2). Some trains are already running on these lines with ERTMS equipment;
France:	ERTMS (level 1, version 2.3.0d) was deployed on the two pilot sections, Zoufftgen - Uckange and Longuyon - Mont-Saint-Martin, in 2016;
Luxembourg:	all routes are equipped and certified in spring 2017 (level 1 version 2.3.0d);
Netherlands:	in the Netherlands, the first ETCS corridor sections will be operational on 2020 at latest;
Switzerland:	ERTMS (level 1 Limited Supervision) was deployed in 2015 between the French border and Basel Marshalling Yard. Since end 2016 it is officially possible for trains equipped with ERTMS to run on this section.

The European Development plan published by the European Commission

The fundamental objective of deploying ERTMS is implementing INTEROPERABILITY on the entire rail network of the European Union.

The ERTMS European Coordinator has been conducting consultations with Member States and infrastructure managers on the review of the previous European Deployment Plan (EDP 2009).

A proposal for the Member States on a new implementation timeline was finalized on 2016, and a major step has been reached by the European Rail Agency in stabilizing the technical specifications: a complete and stable ERTMS version was voted by the Member States by unanimity in February 2016 and entered into force on 5 July 2016.

Following the adoption of The European Deployment Plan end of 2016, the Member States will release their national deployment plans on 2017.

***Outlook 2017:** The European Deployment Plan, which sets the planning of the ERTMS deployment, was published in the beginning of 2017. The Member States will publish their national ERTMS implementation plan by the end of June 2017.*



4.. Results in 2016

Transport market studies

In 2016, RFC North Sea - Med has published the update of the UK TMS study. In 2016, the RFC's decided to join their efforts and update the Transport Market Study (TMS) jointly. The TMS has in its scope many same items as the TRIMODE STUDY launched by DG MOVE (European Commission) and therefore, it has been decided to:

- compare the specifications of TMS and TRIMODE
- identify all potential synergies

Further to this assessment, RFC North Sea - Med will decide in 2017 if it is necessary or not to complete the upcoming TRIMODE outputs with ad hoc studies that will be more focused on specific international rail freight topics.

Legal activities

Evaluation of Regulation (EU) 913/2010

Following an initiative of RFC NSM in 2015, the RFC network together with the sector published a position paper on the evaluation of Regulation (EU) 913/2010. This contribution was then integrated by the European Commission among the other contributions.

Communication

The Management board strives for better communication and to work in full transparency with its stakeholders, and mainly its customers. The Corridor Information Document, the geographical information system, the website, RFC North Sea – Med brochure “Easier, Faster, Safer”, the press are the main communication tools of the corridor. In 2016, the Management board also participated in a number of events (see chapter 6. Events).

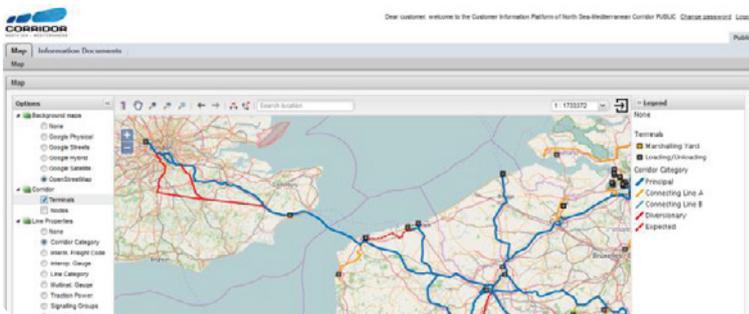
Corridor Information Document

All necessary information to use the corridor is provided in the Corridor Information Document (CID) which is published at www.rfc-northsea-med.eu. This document gives corridor-scale information such as infrastructure and terminal characteristics, access conditions, capacity and traffic management procedures as well as the implementation plan of the corridor. For the first time, all corridors worked together to publish the information on capacity, temporary capacity restrictions and traffic management, listed in Book IV of the CID, via common texts, leaving open the possibility to add corridor specific information where needed. In 2016, the Management board drafted and consulted the advisory groups on the 2018 timetable CID.

Outlook 2017 : This CID was published on the website on the 9th of January 2017. The harmonisation of Book I and Book II is foreseen.

Geographical information system (GIS)

In 2016, the Management board continued to work with 5 other RFCs in order to implement a common GIS called CIP (Customer Information Platform). RailNetEurope took over the GIS of RFC Rhine-Alpine and made it available to all RFCs. Nicolas Gatez of Infrabel is improving the quality of the system as implementation manager for RFC North Sea-Med. This GIS is now available on RFC North Sea – Med's website. It contains the main technical characteristics of the lines of the corridor. Further improvements, developments and integration with other RNE tools is foreseen in 2017.



Nicolas Gatez,
GIS Implementation manager

Brochure

The Brochure of the corridor (about us/ publications), was updated in 2016.



5. Performance of the corridor

Performance monitoring

Each year, at the end of the first quarter, the corridor publishes its performance monitoring report. We have listed some of the most important performance indicators listed in this report below. For more details, see:

<http://www.rfc-northseamed.eu/en/pages/figures-performance-corridor>

Operations

Total Corridor Traffic

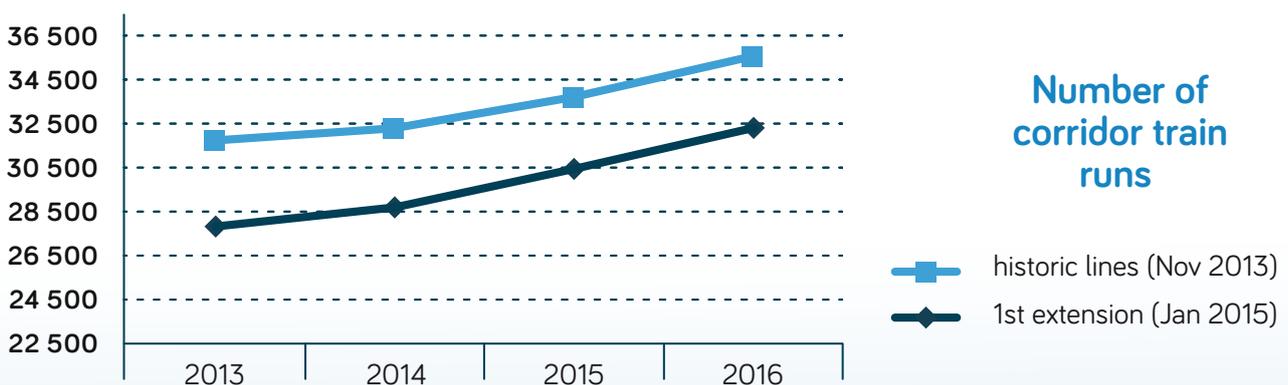
In the figures presented, all international freight trains that pass a border on the corridor are taken into account, if they at least travel 70 km on corridor lines.

The evolution of the total amount of Corridor traffic is influenced heavily by the economic growth of the Corridor region. However, the Corridor aims to increase the amount of Corridor trains in the following matter, compared to the year 2013, taking into account a low economic growth:

RFC NSM Objective	2020	2030
historic lines (Nov 2013)	+3%	+9%

For the year 2014, there was already a rise in Corridor traffic of 3% compared to 2013. For 2015, the rise was even more significant (+9% compared to 2013). For 2016, again a significant rise was measured (+14% compared to 2013).

Evolution compared to 2013 (start RFC NSM)	2013	2014	2015	2016
historic lines (Nov 2013)	27835	+3%	+9%	+16%
1st extension (Jan 2015)	31.711	+2%	+6%	+12%



Traffic Volume (Per Corridor Border)

The evolution of traffic per corridor border is shown to give an indication on the geographical spread of the traffic on the corridor. This is especially important given the fact that there are many different traffic flows with very different O/Ds using the corridor lines.

Traffic per border	2016 vs 2015
Aubange/Rodange	85%
Aubange/Mont-Saint-Martin	109%
Mouscron/Tourcoing	116%
Roosendaal/Essen	106%
Bettembourg/Zoufftgen	96%
Basel/St.Louis	106%
Baisieux/Blandain	73%
Erquelines/Jeumont	136%

The fluctuations at Aubange/Rodange and Aubange/Mont-Saint-Martin can largely be linked to fluctuations throughout the year linked to traffic works, because in general, we see a steady rise in traffic on the Benelux-Switzerland traffic, which for the majority explains the good figure for Basel/St.Louis. More precisely, traffic scheduled via Aubange/Rodange and Bettembourg/Zoufftgen is often rerouted via Aubange/Mont-Saint-Martin because of temporary capacity restrictions, or vice versa.

Since the traffic volumes at Baisieux/Blandain and Erquelines/Jeumont are very small compared to the other corridor borders, new traffic or cancelled traffic can have a big impact on the figures. For some years, we see a decreasing volume for the former, while at the latter, some new promising traffics have started in 2016.

Punctuality

The RFC North Sea – Med continues its efforts to reach the objective of 80% punctuality in the future. Unfortunately, for the third year running, this objective was not reached (on the selection of trains monitored). Moreover, the punctuality level of 2016 lies just under the punctuality level reached at the start of the corridor.

One of the main reasons for this is of course the increasing volume of freight trains, together with the little available capacity, that lead to difficulties to win back time in case of delays.

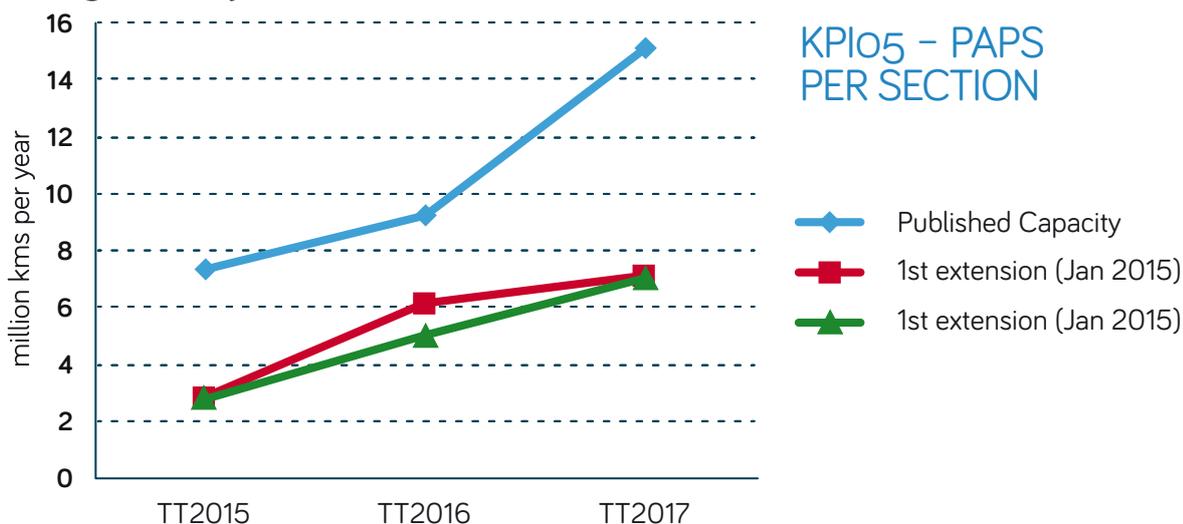
5. Performance of the corridor

Yearly RFC NSM punctuality (30min on selected corridor trains)	2013	2014	2015	2016
punctuality evolution compared to TT2013	77,9%	+ 1%	+ 1%	- 1%

Capacity Allocation

For the third consecutive year, the published capacity for the yearly timetable has increased significantly. The graph below displays all the PaP capacity (in KMs per year) that has been published by the C-OSS of the Corridor in January 2016, for the annual timetable 2017 together with what has been requested and pre-allocated in April.

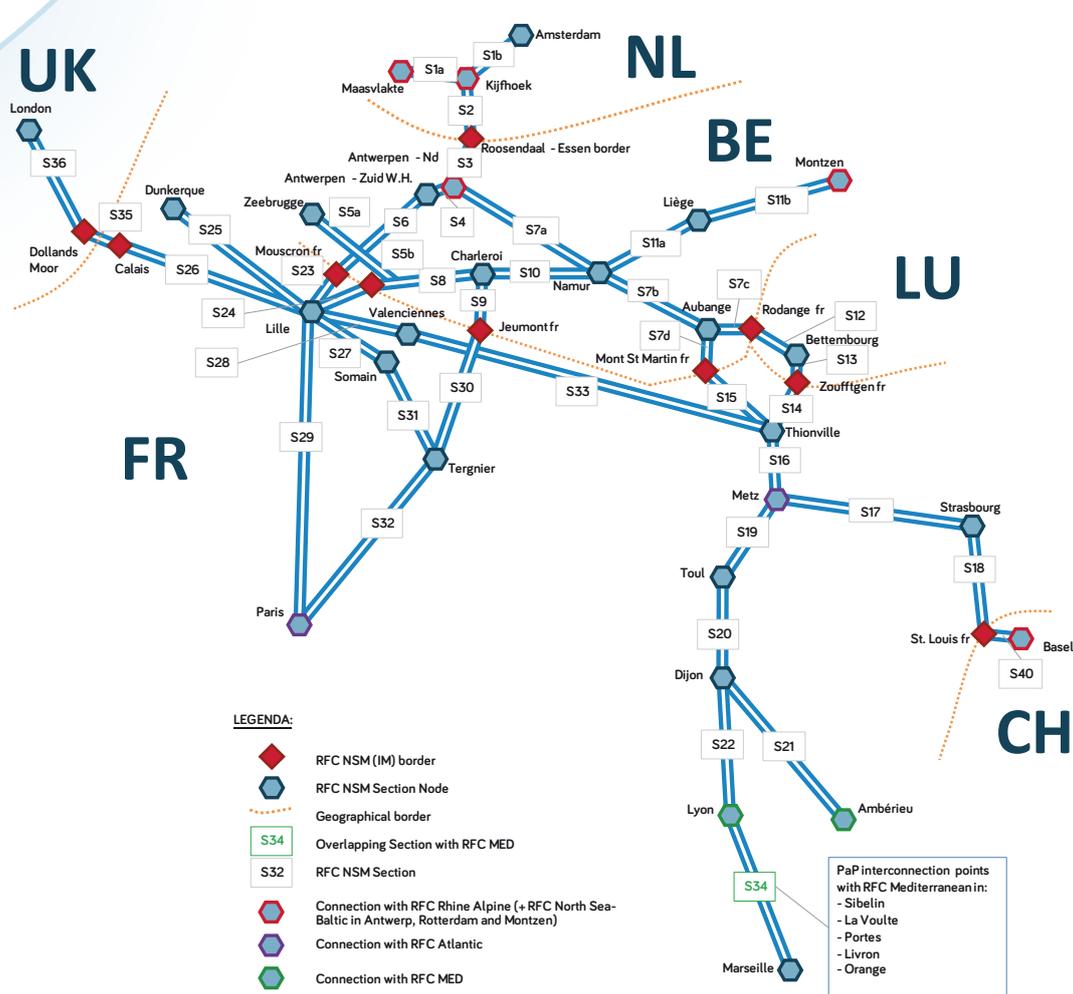
It must be noted that most PaPs run Monday to Friday, but some might have more (7) or less (minimum 3) running days, or that a given PaP might not be available on some days throughout the year.



The small difference between the requested capacity and the pre-allocated capacity for timetable 2017 shows that there were only a very limited number of conflicting requests in April 2016. This clearly shows that the PaP offer for timetable 2017 was very much aligned with market demands.

The geographical distribution of the PaP capacity throughout the corridor is shown below. For each of these sections, four pairs of figures are displayed (pair = north to south vs south to north).

- The first pair shows the number of PaPs offered on the given section per day, for TT2016
- The second pair shows the number of PaPs on the given section per day, that were requested for TT2016
- The third pair shows the number of PaPs offered on the given section per day, for TT2017
- The fourth pair (marked in blue) shows the number of PaPs on the given section per day, that were requested for TT2017



RAIL FREIGHT CORRIDOR North Sea - Mediterranean 2017 TIMETABLE

	N°	Section	Published PaPs TT 2016 (NS/SN)		Requested PaPs TT 2016 (NS/SN)		Published PaPs 2017 (NS/SN)		Requested PaPs TT 2017 (NS/SN)	
			NS	SN	NS	SN	NS	SN	NS	SN
ProRail	S1a	Rotterdam Maasvlakte - Rotterdam Kijfhoek	NA	NA	NA	NA	18	11	0	0
	S1b	Amsterdam - Rotterdam Kijfhoek	NA	NA	NA	NA	1	1	0	0
	S2a	Rotterdam Kijfhoek - Roosendaal	18	18	2	3	18	11	1	0
Infrabel	S2b	Roosendaal - Roosendaal Grens	18	18	2	3	18	25	8	2
	S3	Essen Grens - Antwerpen Noord	18	18	2	3	18	25	9	2
	S4	Antwerpen Noord - Antwerpen Zuid W.H.	13	14	8	10	13	12	5	5
	S5a	Zeebrugge - Kortrijk	NA	NA	NA	NA	1	1	0	0
	S5b	Kortrijk - Charleroi	NA	NA	NA	NA	1	1	0	0
	S6	Antwerpen Zuid W.H. - Moeskroen Grens	13	14	8	10	13	12	5	5
	S7a	Antwerpen Noord - Namur	15	16	13	14	20	20	12	16
	S7b	Namur - Y.Aubange	15	16	13	14	20	20	15	18
	S7c	Y.Aubange - Aubange Frontière CFL	13	16	6	6	19	19	2	5
	S7d	Y.Aubange - Aubange Frontière SNCFR	11	12	9	10	15	15	9	9
	S8	Baisieux - Charleroi	3	2	3	1	2	2	1	1
	S9	Erquelinnes Frontière - Charleroi	1	1	1	0	1	1	0	0
	S10	Charleroi - Namur	2	1	2	0	3	3	1	1
	S11a	Namur - Liège	2	1	2	0	2	2	1	1
	S11b	Liège - Montzen	1	1	0	0	1	1	0	0
	CFL-ACF	S12	Rodange Frontière - Bettembourg	13	16	6	6	19	19	2
S13		Bettembourg - Bettembourg Frontière	4	4	4	4	3	2	1	1
SNCFR	S14	Zoufftgen Frontière - Thionville	4	4	4	4	3	2	2	1
	S15	Mont Saint Martin Frontière - Thionville	11	12	9	10	16	15	9	9
	S16	Thionville - Metz	17	16	11	14	17	19	14	15
	S17	Metz - Mulhouse	14	14	10	12	16	17	13	13
	S18	Mulhouse - St.Louis Frontière	12	12	9	10	15	17	12	13
	S19	Metz - Toul	5	6	3	5	7	8	7	6
	S20	Toul - Dijon	5	6	3	5	7	8	7	6
	S21	Dijon - Ambérieu	2	1	2	1	7	9	4	5
	S22	Dijon - Lyon	5	6	3	5	8	8	7	5
	S23	Tourcoing Frontière - Lille	13	14	7	10	12	12	4	5
	S24	Baisieux Frontière - Lille	3	2	3	1	2	2	1	1
	S25	Lille - Dunkerque	2	1	2	0	2	2	1	0
	S26	Lille - Calais	3	3	2	2	8	9	5	6
	S27	Lille - Somain	10	11	4	8	13	10	4	6
	S28	Lille - Valenciennes	2	2	2	2	6	8	4	4
	S29	Lille - Paris	0	0	0	0	1	2	0	0
	S30	Jeumont Frontière - Somain	1	1	1	0	1	1	0	0
S31	Somain - Tergnier	3	3	1	0	6	5	3	3	
S32	Tergnier - Paris	1	1	0	0	4	3	2	2	
S32	Valenciennes - Thionville	1	1	1	1	5	6	3	4	
S34	Lyon - Marseille (or intermediate point)	NA	NA	NA	NA	6	6	6	4	
Eurotunnel	S35	Calais Fréthun - Dollands Moor	NA	NA	NA	NA	2	2	0	0
Network Rail	S36	Dollands Moor - Wembley	NA	NA	NA	NA	2	2	0	0
SBB-TS	S40	St.Johann Grenze - Basel SBB GR	12	12	9	10	15	17	7	11

6. Events

RFC North Sea - Med presented its activities and ambitions to stakeholders at three events in 2016.

TEN-T days in Rotterdam on 20 till 23 June 2016

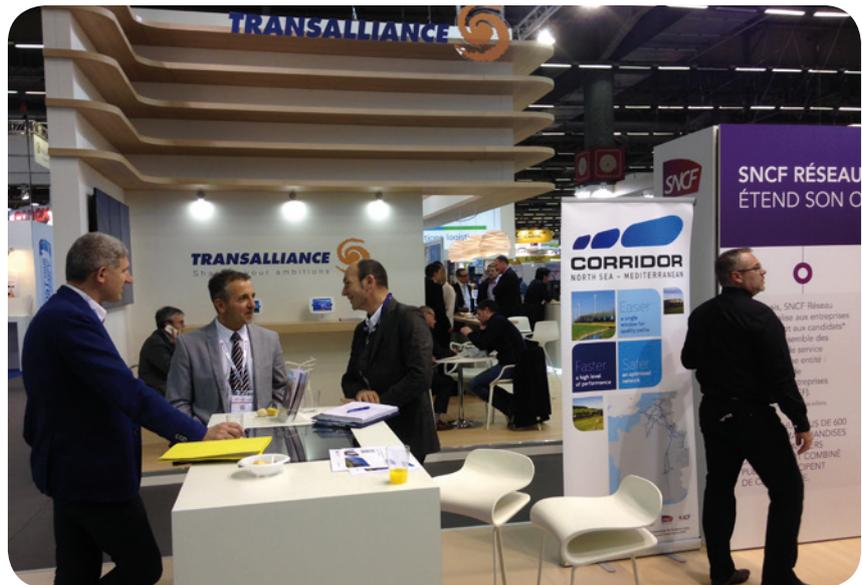
RFC North Sea – Med had a booth in the exhibition area of the TEN-T days and Guillaume Confais- Morieux took part in a round table on rail freight corridors.

On this occasion, a dedicated RFC session was organized.



SITL fair in Paris, on 22, 23 and 24 March

RFC North Sea – Med presented its activities at SNCF Réseau's booth.



The EU Rail Freight Day in Vienna on 9 December 2016

The third Rail Freight Day was organised by RailNetEurope and the European Commission. RFC North Sea – Med presented its activities in the exhibition area.



7. Finance

The financial resources available for RFC North Sea - Med come from contributions from its members and partners and European subsidies received. Since its creation, RFC North Sea - Med has been granted five subsidies. In 2016, one subsidy contributed to its financing and to some of its members.

“Improvement and promotion of Rail Freight Corridor North Sea – Mediterranean” (Action n. 2014-EU-TM-0043-S)

The Grant agreement was signed on 1 December 2015. This Action covers, from 2015 to 2018, the following activities:



- Capacity, traffic and performance management and studies for the deployment of interoperable systems
- Further harmonisation and updates of the CID and GIS
- Updates of the Transport Market Study
- Coordination of the corridor's further developments and communication
- Loading gauge upgrade study on the Network Rail lines of the corridor (beneficiary: Network Rail)

The forecast amount of the subsidy is 1.2 million €.



Annex. Results of the 2016 user satisfaction survey

Survey design

- Actions mentioned in this presentation are referring to the action plan as presented in the Action plan following previous RAG's
- Survey organised by RNE and supplier MarketMind
- Common for all RFC's
- Field phase 13 September to 7 October 2016

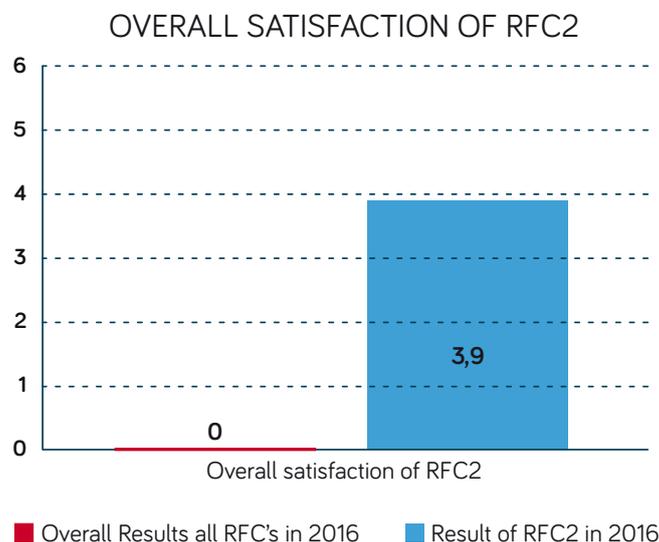
Respondants :

- 69 for all corridors
- 7 for RFC 2 (out of 42 e-mails sent)

The survey was sent to one person per RU/Applicant/Terminal. Questions could be answered by different persons.

- Computer Aided Web Interviews (CAWI)
- Marks: 1 (very unsatisfied) to 6 (very satisfied)

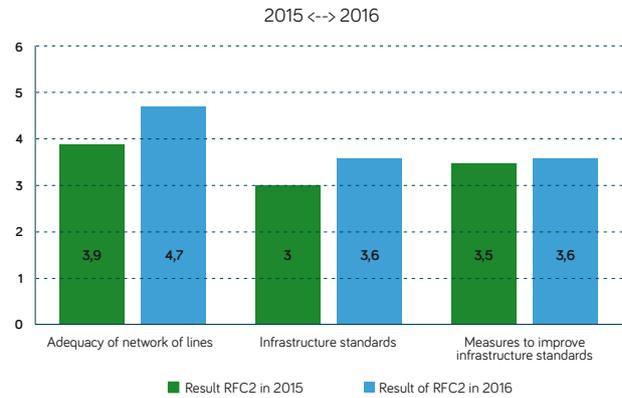
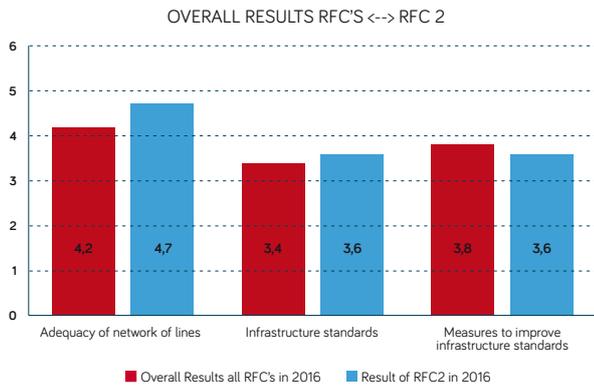
New: Overall satisfaction question RFC 2



Remarks formulated by respondants on the open question:

- SNCF Réseau should be more customer orientated in planning construction works
- Please harmonize the national network statements
- Ministries should take over more responsibility to solve problems they are in charge like longer trains (financing of longer tracks)
- A cross-corridor coordination and consultation process together with RU should be set up
- An official body (e.g. Executive Board) should approve that process and eventually establish a regularly reporting
- Development of ETA on the whole corridor

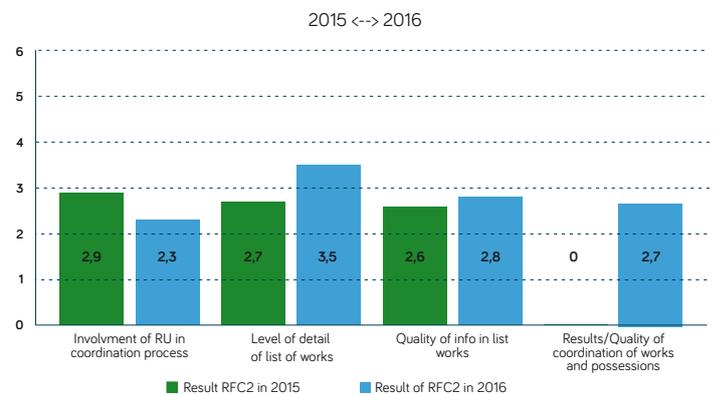
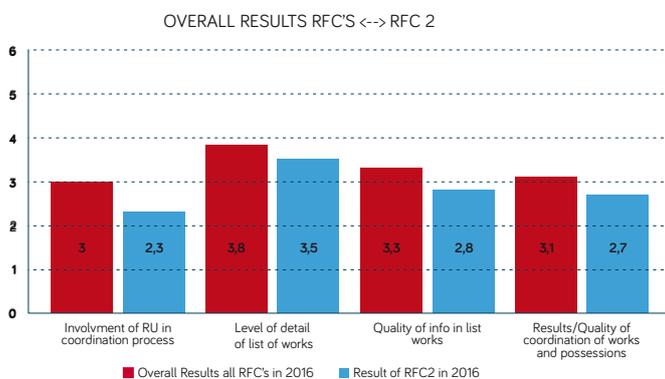
Satisfaction with Infrastructure



Action plan

- Done: Deployment ERTMS achieved on main lines in Belgium, under achievement in LU and for the Longuyon-Basel section in France
- Action 9: recheck the loading gauge limitation along the corridor
- Action 10: test train along the corridor
- Action 11: loading gauge infrastructure enhancement investments
- Action 13: infrastructure enhancement investments

Satisfaction with Coordination of Works

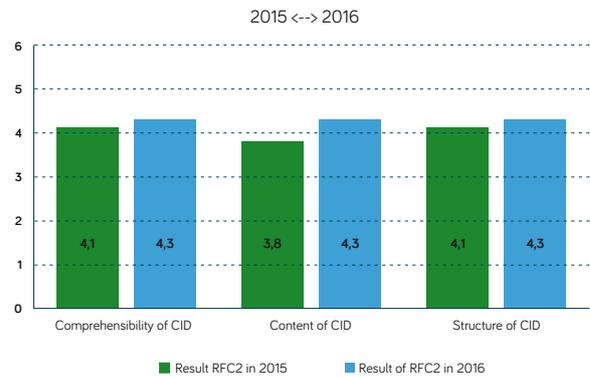
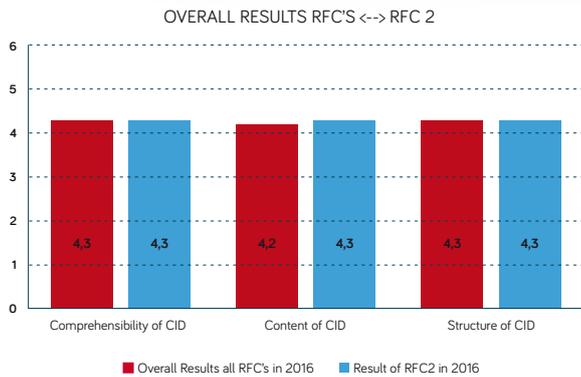


Action plan

- Action 7: coordination for all border points within RFC North Sea - Med ([Y-4; Y-2] & [Y-2; Y])
- Action 8: systematic implication of RU's in TCR ([Y-4; Y-2] & [Y-2; Y] periods)

Annex . Results of the 2016 user satisfaction survey

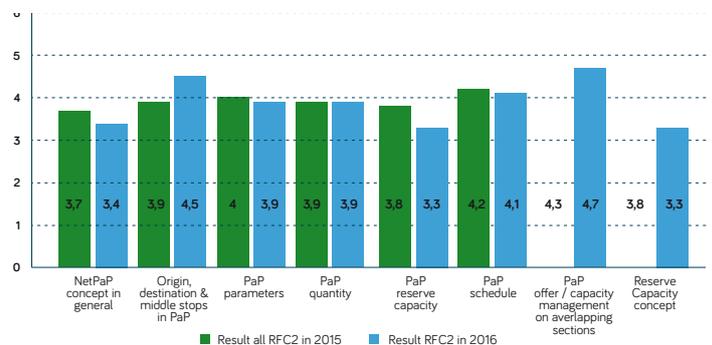
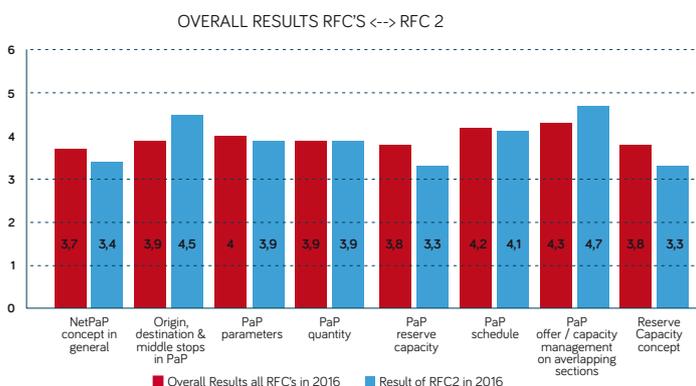
Satisfaction with the CID



Action plan:

- Done: The CID harmonization was accelerated in 2016 thanks to the active action of RFC North Sea - Med
 - Harmonized Book IV for TT2018
 - Works on harmonization of Book I & III have been started
- Future Objective is to enhance the visibility & readability of the corridor documentation

Satisfaction with PAP's

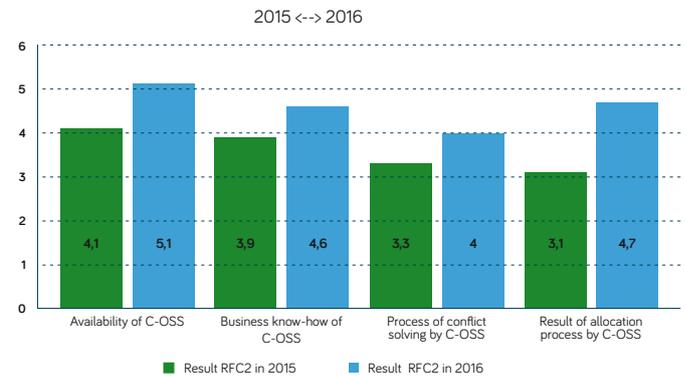
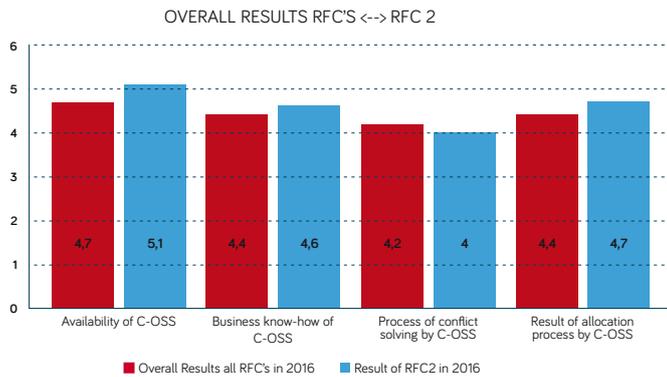


Remark: New questions: Offer/capacity overlapping sections & Reserve capacity concept

Action plan:

- Action 1: Benchmark launched by SNCF Réseau with the help of RFC 2, 4 & 6
- Action 2: monitor the allocation process and the quality of the capacity offered

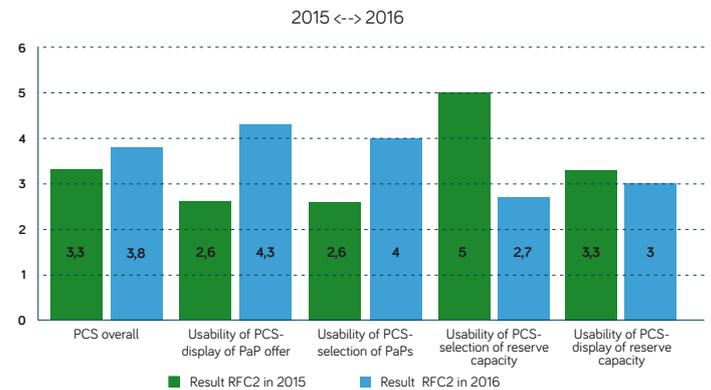
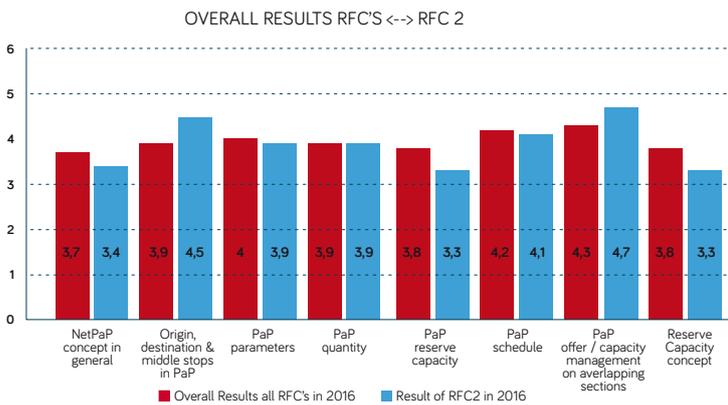
Satisfaction with C-OSS



Action plan:

- Action 2: monitor the allocation process and the quality of the capacity offered

Satisfaction with PCS

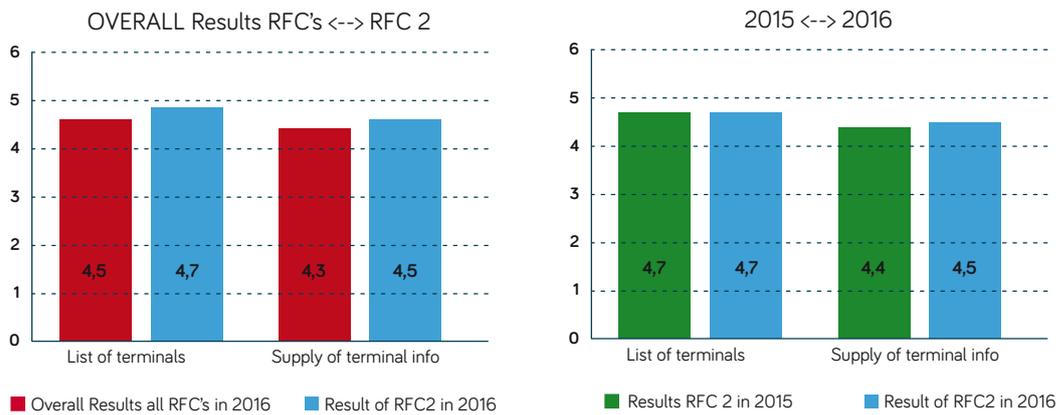


Action plan:

- Action 5: publish Flex-PaPs instead of PaPs in the French sections of the corridor

Annex . Results of the 2016 user satisfaction survey

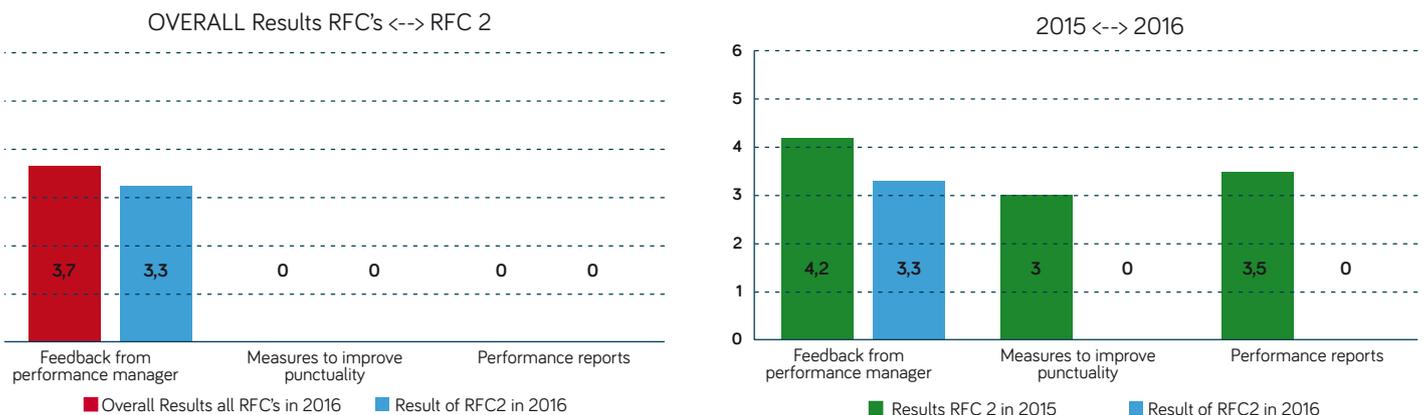
Satisfaction with Terminal Services



Action plan:

- Done: The GIS via CIP is now operational
- Future Objective: Current investigations are in progress to include the tool developed by UIRR in the Customer Information Platform developed by RNE

Satisfaction with Train Performance Management

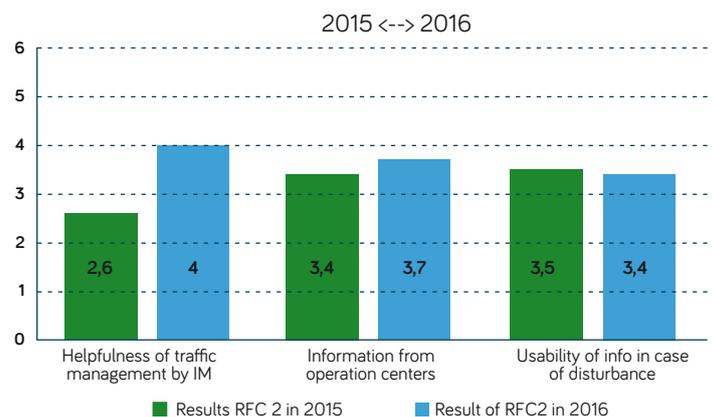
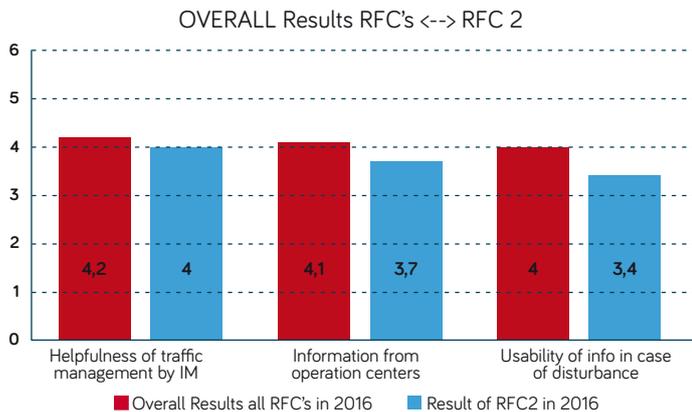


Remark: Question 2 & 3 have been skipped in 2016

Action plan:

- Done: The RU/RFC working group on TPM was relaunched in 2015
- Medium term Future Objective: Data quality is being improved
- For the improvement of punctuality, see next page about traffic management as these measures will finally improve punctuality

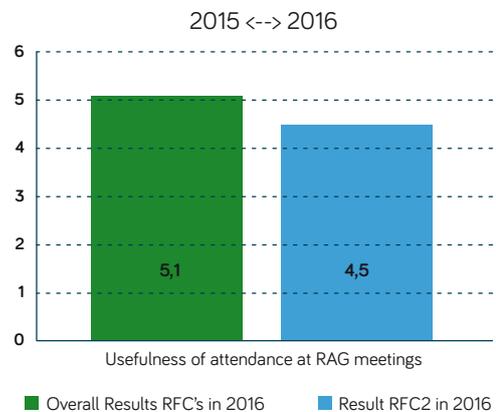
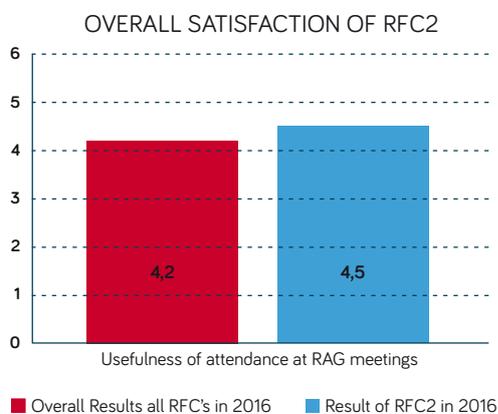
Satisfaction with Traffic Management



Action plan:

- Done: The bilateral agreements and border section documents have been updated (published on the website)
- Future Objective: The Traffic Management Working Group of RFC North Sea - Med is implementing an action plan to improve the data exchange between Traffic Control Centers (short term)

Satisfaction with the Management Board

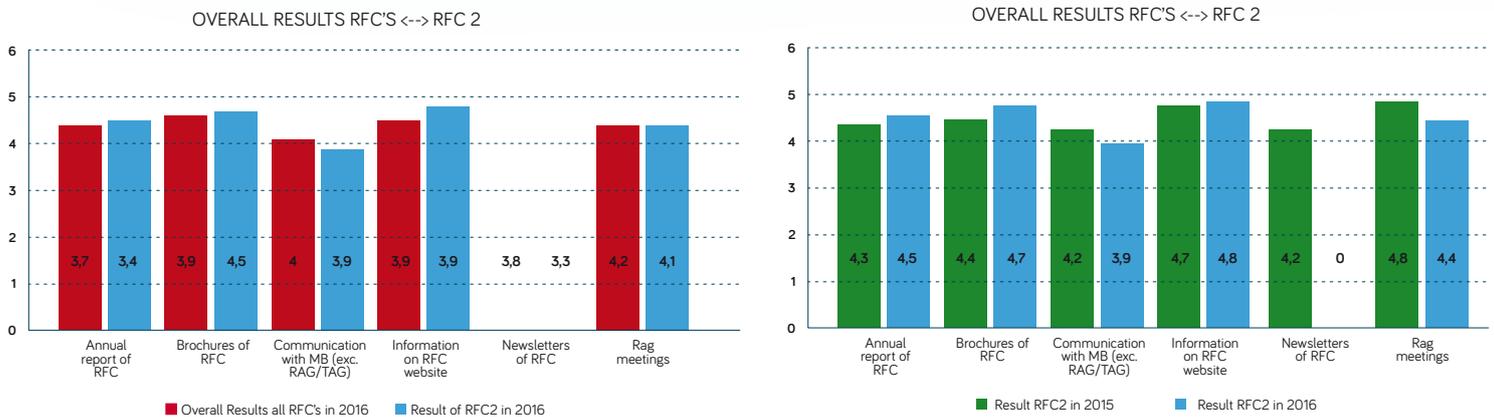


Action plan:

- Done: New RAG windows proposed to ExBo
- Future Objective: Proposal to increase the frequency of WG including RU's

Annex . Results of the 2016 user satisfaction survey

Satisfaction with overall Communication



Action plan:

- Done: A web-based application (Electronic data management system) containing all RAG working groups' documents is now available to members of the RAG
- To Do Short term: A CIP with GIS is currently implemented and must now be promoted to our customers
- To Investigate: the development of a RFC North Sea - Med newsletter with up-to-date contact list

Conclusions

- Results in line with the one of the other corridors
- Satisfaction decrease for:
 - Coordination of works (involvement of RUs in the process)
 - PCS (display & usability of reserve capacity)
 - Train performance management
 - RAG meetings
- Light satisfaction increase for:
 - Infrastructure developments
 - Coordination of works (level of detail & quality of info), but still under the standard RFC level
 - Satisfaction with the CID
 - Satisfaction with PaP
 - Satisfaction with the C-OSS
 - Satisfaction with PCS (overall, usability)



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