

CORRIDOR EXTENSIONS ASSESSMENT PROCEDURE

Corridor extensions generalities

Regulation 913/2010 does not foresee rules for the extensions of the rail freight corridors created by this regulation. DG Move therefore recommend to use article 5 of the regulation to provide the framework.

The points to be taken into account in such a case are summarized in a document presented by DG Move during the SERAC Meeting on 24 May 2016.

Extension of initial corridor assessment

Before giving its position on the opportunity to extend an initial corridor on the basis of the art. 5 of the Regulation, the Executive Board is invited to consult the Management Board. In this matter, the Management Board will follow an assessment methodology defined by the RFC Network Group.

Unless the concerned Management Board unanimously approves without reserve the suggestion of the Executive Board to extend the corridor, the Management Board will follow the following common methodology to standardize the treatment of other extension requests, which are market-oriented.

Where the Management Board receives a request for extension as modification of initial corridor, e.g. from an Infrastructure Manager, terminal, harbour or RU, it shall without delay inform the Executive Board about the request and ask the proposer to do likewise.

If the extension is requested by harbours or terminals, the Management Board will ask for:

- Clear statement of the harbour/terminal that rail traffic is a strategic issue for the development of the harbour/terminal,
- Aim in shift of modal split to rail, forecasts in volume for next years,
- Names of cooperation partners,
- Evidence of marketing plan,
- Description of existing rail services and, if applicable, plan for development of rail service.

If the extension is requested by RU's or IM, the Management Board will ask for:

- Evidence of current volume of traffic and, if available, volumes on other transport modes,
- Evidence of current number of trains and paths,
- Indication of expected traffic growth and reasons for growth,
- Evidence of investments planned or undertaken,
- Names of cooperation partners.

If a Market Study shows a potential for an extension as modification of initial corridor:

- No "automatic" recommendation for extensions,
- Market Study should be supported by potential customers.

If most or all the above mentioned criteria are met **and if the amount of forecasted traffic justifies an extension of the RFC**, the Management Board shall consider recommending a positive opinion concerning an extension.

Once all the elements of the assessment are given by the demanders, and studied by the Management Board, it shall transfer its documented recommendation to the Executive Board.

It should be noticed that no automatic extension is granted after this assessment, even if the results are positive when considering the principle of an extension.

The next steps of the procedure are the following:

- After recommendations by the Management Board, the Executive Board will take into account this recommendation and adopt a position on the request. This part of the procedure constitutes the consultation of the infrastructure managers and applicants concerned, referred to in Article 6 of the Regulation.
- As any extension decision is a matter for the Member States and countries involved in the concerned corridor, they will present a joint proposal to the European Commission if they agree on the extension.
- The European Commission shall then adopt a decision on the proposal in accordance with the regulatory procedure referred to in Article 21(3) of the Regulation taking into account the criteria set out in Article 4 of the Regulation. This procedure involves a regulatory committee composed of the representatives of the Member States and chaired by the representative of the Commission.
- If the decision of the Commission is positive, the corridor implementation plan will be then adapted by the Management Board. The Executive Board will have to approve the revised implementation plan.
- The new extension will be subsequently taken into consideration when establishing the first possible timetable.

In any case, an extension of initial corridor is exceptional by nature.