Progress of Rail Freight Corridor 2

Terminal advisory group

26 June 2014

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10 November 2013: operational start of RFC 2

- Publication of the 2014 timetable reserve capacity

- Release of the new RFC 2 website: www.rfc2.eu

- Publication of works for the 2014 and 2015 timetables

- Publication of the 2014 timetable Corridor Information Document

  - It includes the implementation plan, which was not approved by the Executive board, due to no agreement on ERTMS

  - A working group with ministries and infrastructure managers was set up to find a consensus for the ERTMS part of the Implementation plan before September 2014

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Extensions of RFC 2

11 December 2013: Regulation (EU) 1316/2013 establishing the Connecting Europe Facility, confirmed the extension of RFC 2 in two phases:

1. November 2016: Dunkirk*, Calais*, Liège*, Paris*, London, Zeebrugge, Amsterdam and Marseille
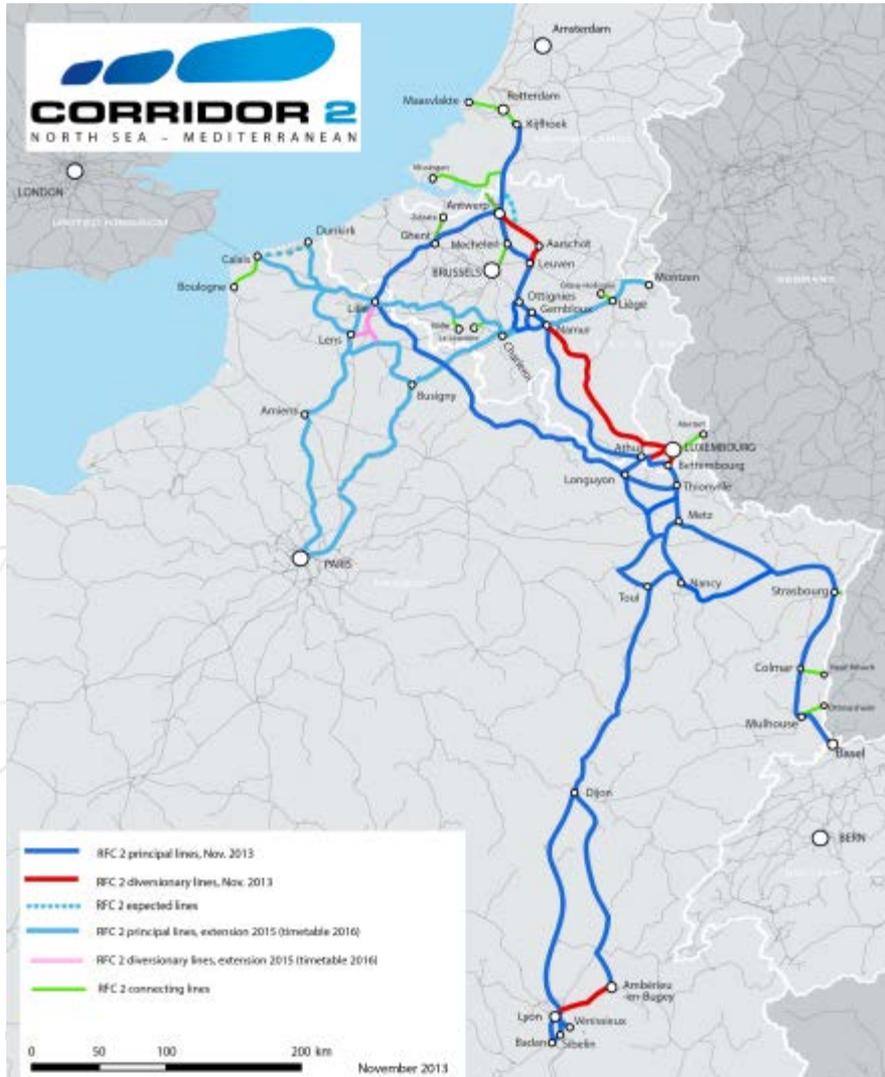
    * The Management board of RFC 2 decided to extend the corridor to these cities already in January 2015

2. November 2018: beyond London (Glasgow, Edinburgh, Southampton and Felixstowe)
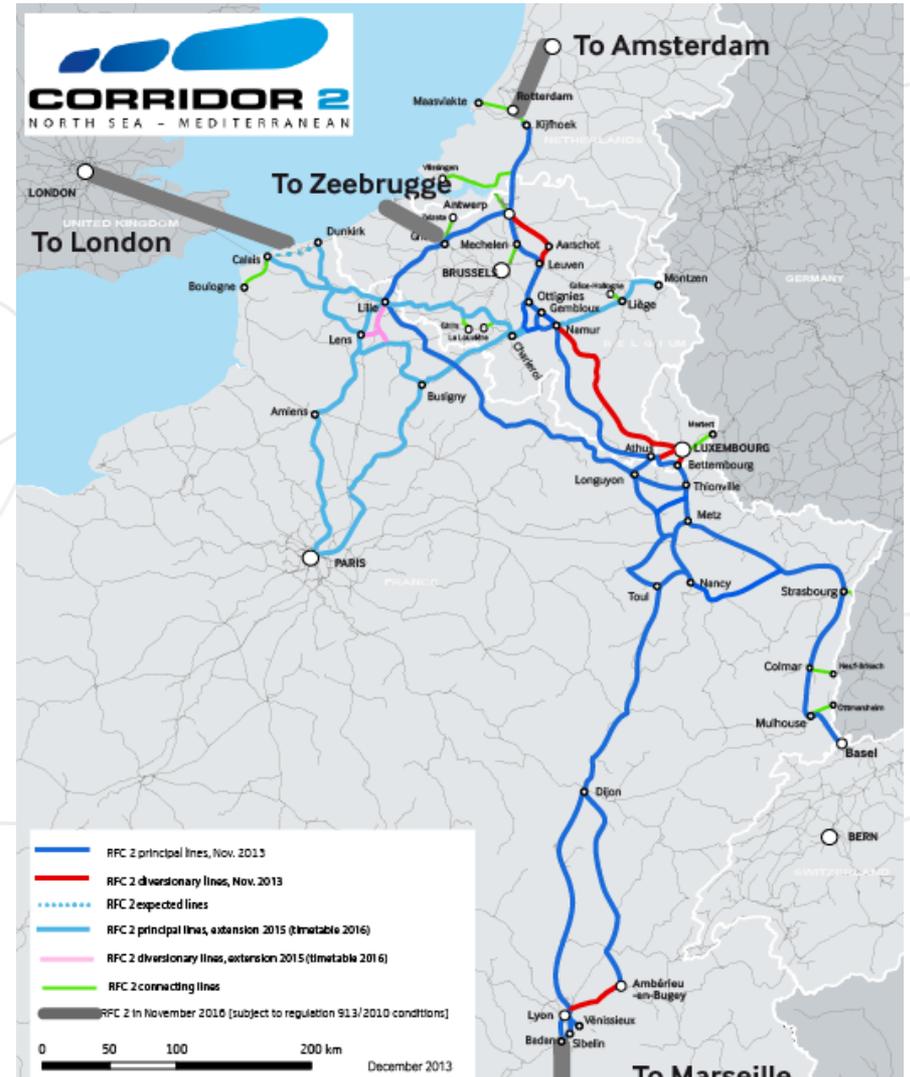
    UK challenged the validity of article 29 and annex 2 of the Regulation on this last extension

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Extensions of RFC 2

January 2015

November 2016

Extension to UK

- To prepare the extension to UK,

  o Network Rail and Eurotunnel participate in all activities of RFC 2

  o an action plan was approved by all IMs/AB (including Network Rail and Eurotunnel) and by all ministries (including the UK DfT)

GB international rail freight 2012/13

5

Extension to UK

- Eurotunnel has a new charging scheme which is expected to double to 5000 per year in 2018 the traffic through the channel. It is based on:
  - o a charge reduction (-25% in off peak period and removal of security surcharge of 600 €)
  - o the extension of the ETICA (Eurotunnel Incentive for Capacity Addition) program to 2018 and to 5 new categories of traffic

- The RFC 2 Railway undertaking Advisory Group asked the Executive board to include as soon as possible HS1 and the lines north of London in the UK extension

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Capacity management

- 14 January 2014: publication of the 2015 timetable pre-arranged paths

- 14 April 2014: end of the 2015 timetable booking

- 30 April 2014: decision about the capacity kept as reserve capacity for the 2015 timetable

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Performance indicators on the corridor
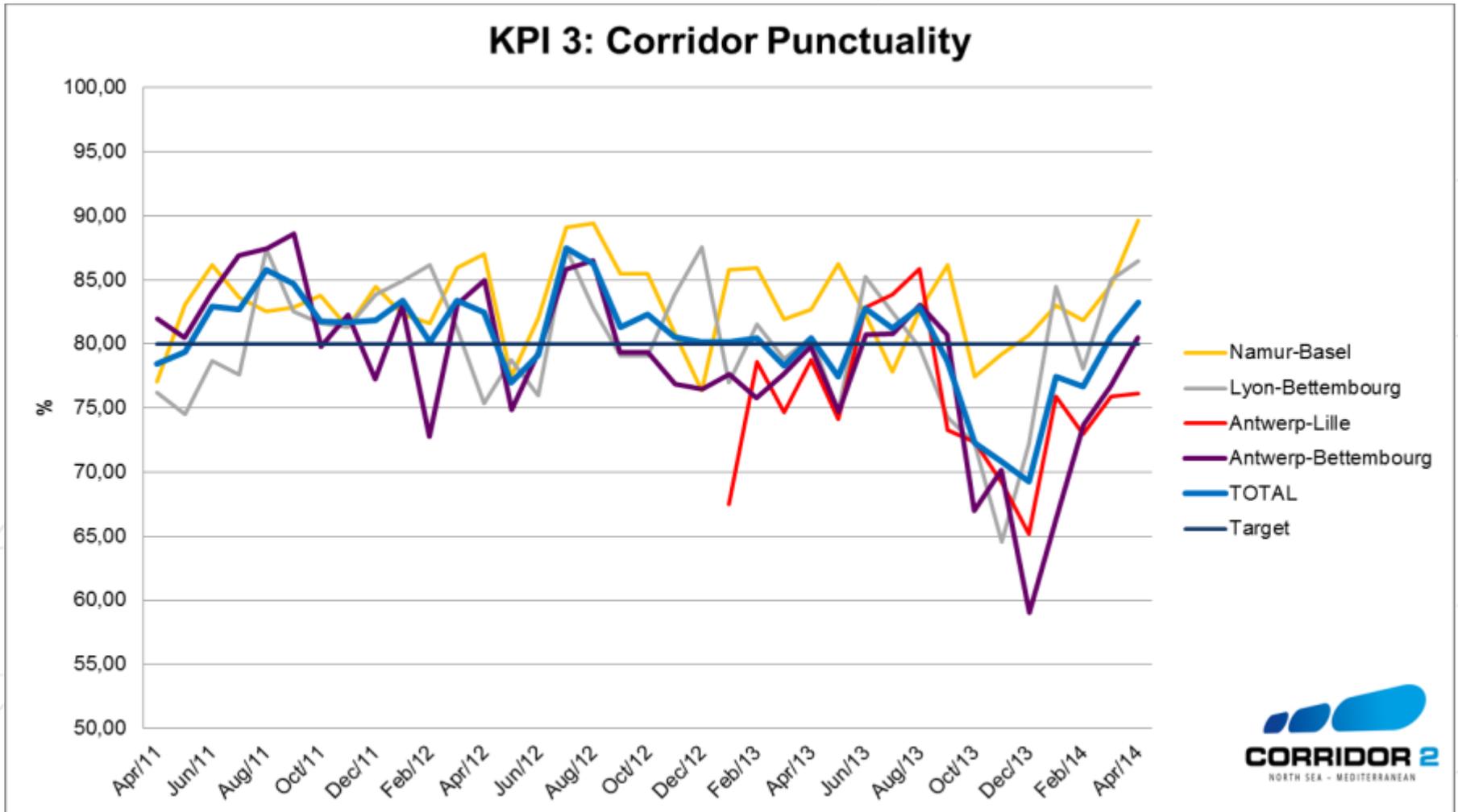
- KPIs are generally measured on the 5 main segments of the Corridor
    - Antwerp – Bettembourg
    - Namur – Basel
    - Bettembourg – Lyon
    - Antwerp – Lille
    - Rotterdam - Antwerp

- Data from TIS (Train Information System) forms the basis for the reporting

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Corridor Traffic

2012 / 2013: + 3%
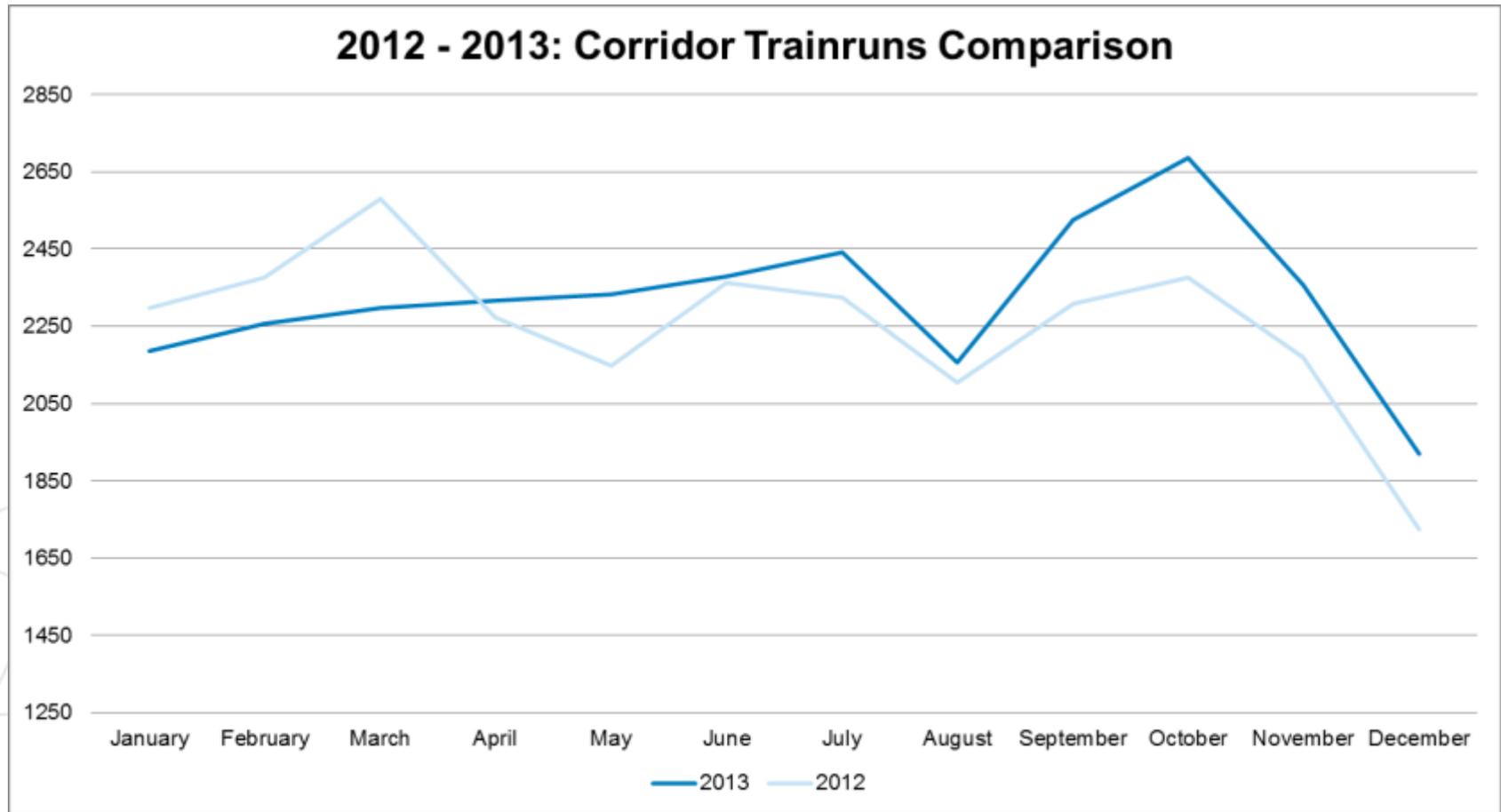
Punctuality

KPI 3: Corridor Punctuality

2012 / 2013: - 5 %

Theoretical Running Time

	KM/H per corridor route	2013	2014	2015	Objective IP
PaP	Antwerpen - Bettembourg	60,74	59,69	61,56	55,00
TT	Antwerpen - Bettembourg		59,52		
PaP	Antwerpen - Basel	57,02	51,43	55,23	50,00
TT	Antwerpen - Basel		55,40		
PaP	Antwerpen - Lille	50,16	52,44	66,45	52,00
TT	Antwerpen - Lille		52,44		
PaP	Rotterdam - Antwerpen	53,39	58,66	71,33	55,00
TT	Rotterdam - Antwerpen		56,79		
PaP	Antwerpen - Lyon	no paths	no paths	60,77	tbd
PaP	Antwerp-Aubange	66,69	65,01	67,86	50,00
TT	Antwerp-Aubange		61,41		
PaP	Aubange-Basel	51,36	44,64	48,49	50,00
TT	Aubange-Basel		49,43		

Average speed per corridor route: comparison actual timetable with past and present path catalogues

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