

FLASH

Meeting of the Railway undertaking

advisory group

Rail Freight Corridor 2

Paris, 2 October 2013

Progress of the corridor

The Management board informs on the progress of the corridor on the following topics: the implementation plan, the three phases of the extension of the corridor, the coordination of works, traffic management, the European subsidies and the communication of the corridor.

ERFA would like the process of UK extension to be speeded up and insists on the need of an extension beyond London.

Railway undertakings think that small investments will enable 740 meter train runs on the whole corridor 1. It is decided that the RAG working group "infrastructure upgrade" will deal with that matter in a second phase, as it has to deal with the more urgent subject of loading gauge first.

Corridor Information Document

The aims and the structure of the Corridor Information Document are presented. This document gives all information on the conditions to access the corridor. It is published on RFC 2 website (www.rfc2.eu).

Concerning the corridor allocation calendar, participants are informed that it is coherent with the infrastructure managers' timelines, which all follow the RNE calendar.

Book IV: Capacity allocation and traffic management procedures

The Management board informs participants on:

- the role of the corridor one-stop shop;
- the type of paths allocated through the corridor, called pre-arranged paths (PaPs). They have a good quality, but cannot be modified (at least not the times at borders);
- the fact that anyone can request corridor PaPs (not only railway undertakings)
- PCS, which is the only tool to book PaPs,
- The priority rule which will be used in case of path requests conflict. CFL Cargo hopes that this rule will not lead to path requests Luxembourg/Basel being systematically rejected in case of conflict because of longer requests coming from North of Luxembourg.

PaPs are protected from modifications, for example due to works. All railway undertakings agree that it is still better to build a normal number of PaPs, though there could then be a risk of modification of these paths, than only build a small number of them to prevent all risk of modifications.

Results of the transport market study

The Management board informs on the results of the third and fourth phase of the market study which is currently being finalised: the market projections and the action plan proposals.

CER informs that 25% of the traffic in Europe is now carried out by newcomers. Still, the European Commission did not go far enough to prevent the modal shift from rail to road.

CFL gives an example of new market opportunities on RFC 2: CFL can now run trains between Bettembourg and Noisy or Vénissieux with P400 gauge trains.

As the topic "reserve capacity" has been dealt within the topic "capacity allocation", it is decided not to come back to it.

RAG working groups

The four working groups have now been set up. Their first meetings will take place in November and January 2014.

Miscellaneous

Both the Management board and the Executive board encourage terminals to use TIS (Train Information System) and therefore railway undertakings and terminals to sign the corresponding confidentiality agreements.

Conclusion

The Management board informs on the next steps: the publication of the CID and list of works. Railway undertakings will be informed by mail. The next RAG meeting will take place end 2013 or beginning 2014.

The president of the RAG concludes that there is a common will between railway undertakings and the Management board to improve rail freight on the corridor. He informs having been invited to participate to the next Executive board meeting and explains that the aim of the RAG presidency is not only to represent railway undertakings but also to participate in such meetings.

Participated in the meeting representatives from the following organisations:

RAG of RFC 2: SNCB Logistics, CFL Cargo, Sibelit, Fret SNCF, DB Schenker, Europorte, TX Logistics, ERFA and CER;

Executive board of RFC2: Belgium ministry;

Regulatory bodies: ARAF (France)

Management board of RFC2 : Infrabel, Sillon Suisse, SBB, ACF, CFL, RFF, GEIE RFC 2.