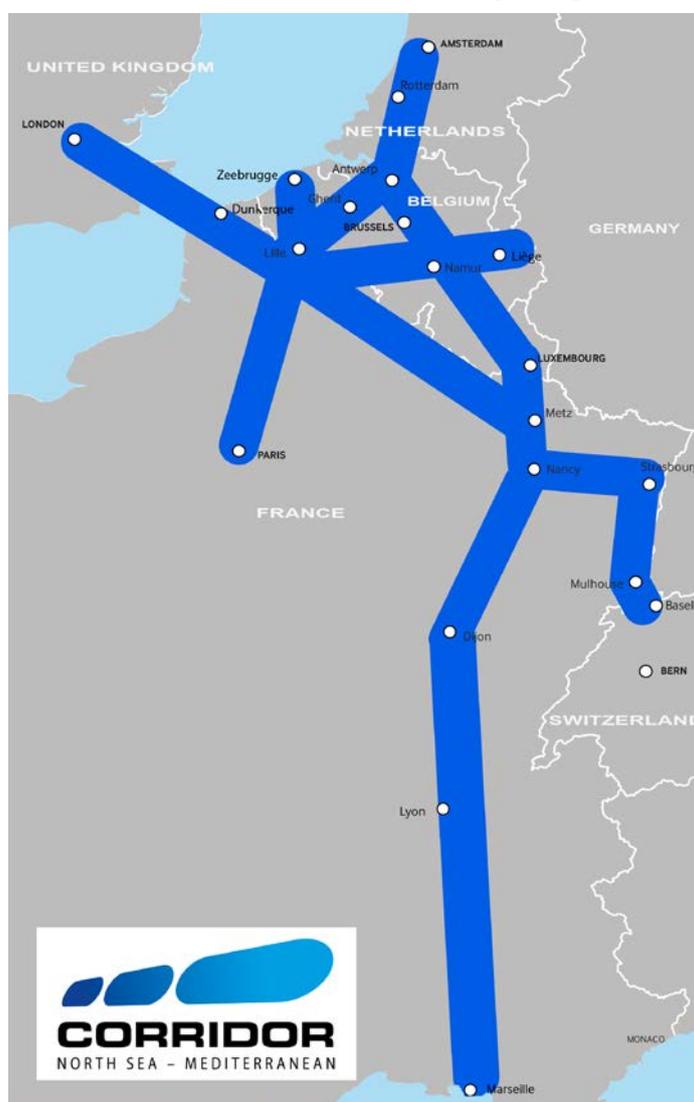


# Rail Freight Corridor North Sea -Mediterranean

## Corridor Information Document

### Book 1 – Generalities Timetable 2018



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## Version Control

Version	Chapter changed	Changes
09.01.2017	all	Version for publication Main changes compared to <b>TT2017</b> version: <ul style="list-style-type: none"> <li>- Alignment to CID common structure</li> <li>- Updated contact information</li> <li>- Addition CID as IT-tool</li> </ul>

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## Glossary

A general glossary can be found in the annex to Book 5 of this CID (Implementation Plan).

### 1. Introduction

Regulation (EU) 913/2010 of 22 September 2010 concerning a European rail network for competitive freight was published in the Official Journal of the European Union<sup>1</sup> on 20 October 2010 and entered into force on 9 November 2010.

The purpose of the Regulation is to create a European rail network composed of international freight corridors with a high level of performance. It addresses topics such as governance, investment planning, capacity allocation, traffic management and quality of service and introduces the concept of corridor one-stop shop.

In the Annex of the Regulation, nine initial corridors were defined, including RFC2 (Rotterdam – Antwerp – Luxembourg – Metz – Dijon – Lyon / Basel). This Corridor corresponds to the ERTMS Corridor C extended to Rotterdam, Ghent and Lille, following the Rotterdam Declaration of 14 June 2010. Six of these nine initial corridors, including RFC2, became operational on 10 November 2013; the remaining three became operational on 10 November 2015. With Regulation (EU) 1316/2013, the name of the corridor has changed to Rail Freight Corridor North Sea – Mediterranean. This Regulation also changed the annex of Regulation (EU) 913/2010, which means that the RFC North Sea-Mediterranean has to include new lines which are mostly already taken into account from the timetable 2017.

The Regulation requires a governance structure on two levels: an Executive Board (composed of representatives of the authorities of the Member States) and a Management Board (composed of representatives of the infrastructure managers and allocation bodies). It also requires the creation of two advisory groups: one consisting of representatives of terminal owners and managers, the other consisting of representatives of railway undertakings.

The corridors have designated or set-up a corridor one-stop shop (C-OSS) for allocating certain types of international freight capacity (pre-arranged paths and reserve capacity) on the corridor.

A Rail Freight Corridor is a complex project that follows a new set of rules and procedures. For this reason, the Corridor Information Document was created to guide all clients and interested parties through the working of the Corridor.

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<sup>1</sup> <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2010:276:0022:0032:EN:PDF>

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## RFC North Sea-Mediterranean: a major rail freight axis

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RFC North Sea-Mediterranean starts from the two main European ports (Rotterdam and Antwerp) and passes through major industrial areas. It reaches Lyon and Basel as gateways to Southern Europe: Italy via Switzerland, Spain via the South of France and the Paris region via Lille. Starting from timetable 2016, an east-west axis between Montzen on the border between Germany and Belgium and the ports of Calais and Dunkirk in Northern France was added to cover all important rail freight routes in the region. For timetable 2017, this axis was prolonged through the channel tunnel until London. Moreover, the ports of Amsterdam, Zeebrugge and Marseille could from then be reached via RFC North Sea-Mediterranean routes.

It is already one of the most developed European corridors. Each year, more than 30,000 international trains run on RFC North Sea-Mediterranean and carry more than 20 million of tons of freight.

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### History

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The Rail Freight Corridor North Sea - Mediterranean governance body was created on March 16, 2007 under the name EEIG Corridor C. The main goal was to deploy the European Rail Traffic Management System (ERTMS) on the whole corridor. ERTMS is a single European control command system the purpose of which is to replace in the medium run all national ground systems. These legacy systems force international trains to be equipped with the same number of on board national systems.

However, the scope of the corridor has never been limited to the sole deployment of ERTMS. Another goal was to facilitate the cooperation between infrastructure managers to improve the quality of rail service and the interoperability of the rail network. From that angle, Corridor C had anticipated Rail Freight Corridor 2 as foreseen by the Regulation (EU) 913/2010.

This is specifically the case for capacity management. In 2004, RailNetEurope (RNE) had decided to create "RNE Corridors" in order to foster the cooperation between infrastructure managers as far as path construction and path allocation were concerned. One of them, RNE Corridor 05 had similar routes to Corridor C. As early as December 4, 2008, the general assembly of RNE approved the transfer of the RNE 5 corridor manager to the Corridor C structure and from that date on, capacity management became one of the recurring businesses of Corridor C. For example, Corridor C had published a catalogue of end to end international paths every year since 2010.

The objective of improved cooperation between infrastructure managers / allocation bodies on matters linked to service quality and interoperability was one of the goals of the European Commission when it passed Regulation (EU) 913/2010 creating Rail Freight Corridors. Corridor C was then already in line with this evolution and to some extent, it had anticipated it.

With the establishment of Rail Freight Corridor 2 on November 10, 2013, the ERTMS Corridor C and the RNE Corridor 05 brands were no longer used and their business fully transferred to Rail Freight Corridor 2, which became “Rail Freight Corridor North Sea – Mediterranean” in 2015.

## 2. Structure of the Corridor Information Document

The aim of the Corridor Information Document is the publication of all corridor specific information, aimed at all potential Applicants.

It contains:

- ❖ all the information in relation with the Rail Freight Corridor contained in the national network statements
- ❖ information on the corridor terminals
- ❖ information on capacity allocation (C-OSS operational procedures) and traffic management, also in the event of disturbance
- ❖ the implementation plan that contains:
  - the characteristics of the Rail Freight Corridor
  - the essential elements of the transport market study that should be carried out on a regular basis
  - the objectives for the Rail Freight Corridor
  - the indicative investment plan
  - the measures the corridor takes to implement the co-ordination of works, capacity allocation (C-OSS), traffic management etc.

### 2.1 Specification

The Management Board of Rail Freight Corridor North Sea-Mediterranean has decided to use as a basis the RNE Corridor Information Document Common Structure so that all applicants can access similar documents along different corridors and in principle, as is the case with national Network Statements, find the same information at the same place in each one.

The Corridor Information Document Common Structure allows RFC North Sea-Mediterranean to follow a “wide-format” solution for the Corridor Information Document, which follows the logic of the RNE Network Statement Specification, which is largely respected by the IMs/ABs. This leads to comparable and structured information which is particularly important for clients concerned with more than one corridor.

From this year, the CID Book 2 of all corridors will display the information to be found in the respective Network Statements in a similar way. Moreover, the CID Book 4 (Procedures for Capacity and Traffic Management) has now been harmonised across all corridors to improve transparency and comparability, notwithstanding the fact that some corridor specific information, highlighted in the text, still occurs where needed.

## 2.2 Corridor Information Document Main Structure

The Corridor Information Document (CID) is divided into five books, to clarify the specificity and independence of the key content of the document, and to facilitate the organisation and updating of the information.

The main structure of the Corridor Information Document for the working timetabling year 2017 is:

- Book 1: Generalities
- Book 2: Network Statement Excerpts Timetabling year Y
- Book 3: Terminal Description
- Book 4: Procedures for Capacity and Traffic Management
- Book 5: Implementation Plan

The Corridor Information Document is a single document and therefore all five books should be considered as integrated. However, the five books can be considered as independent from each other (and may have different updating needs).

Book 1 is the only one not directly referred to in the Regulation. Its key purpose is the management of all the content included in the four other books and to provide the reader with an efficient guide for the consultation of the CID information.

## 2.3 Content of the Five Books

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### Book 1 – Generalities

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Book 1 serves as an introduction to RFC North Sea-Mediterranean and provides information on the following topics:

- ❖ Overview Corridor
- ❖ Contact details
- ❖ Guide to the CID

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### Book 2 – Network Statement Excerpts

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Book 2 gives an overview of all information published in the national network statements of the IMs/ABs of the corridor. These documents follow an identical structure, allowing a set of links per topic to every chapter in the respective network statements, and displayed in a similar way for all RFCs.

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### Book 3 – Terminal Description

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Book 3 provides information about the designated corridor terminals. The list of terminals has been suggested by the Transport Market Study and a final list was identified by the IMs/ABs of the corridor. A schematic overview of the terminals is also provided in our Implementation Plan (CID Book 5 chapter 2.3).

This book provides links to a designated Corridor page on the websites of these terminals. Some terminals have used the standardised format, proposed by the Rhine-Alpine and North Sea-Mediterranean Corridors, to display the information. For others, the information can be found on their websites in a different format. The main advantage of providing links to the terminal websites is that this way the terminals remain owner of the information, thus they can make sure that the information provided is kept up to date at all times.

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### Book 4 – Procedures for Capacity and Traffic Management

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Book 4 presents a client focused overview on four main topics:

- ❖ How to book capacity on the Corridor via the C-OSS
- ❖ Coordination/publication of Temporary Capacity Restrictions
- ❖ The Corridor specific traffic management rules
- ❖ Train Performance Management<sup>2</sup>

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### Book 5 – Implementation Plan

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The content of Book 5 is specified in Regulation (EU) 913/2010. The following topics have to be covered:

- ❖ Description of the characteristics of the corridor
- ❖ Essential elements of the Transport Market Study
- ❖ Objectives of the corridor
- ❖ Indicative investment plan
- ❖ Measures to implement article 12 to 19 of Regulation (EU) 913/2010

During the drafting of this Implementation Plan, the input of the stakeholders has been taken into account, following a consultation phase. As a final step, the Implementation Plan is approved by the Executive Board of the Corridor before publication

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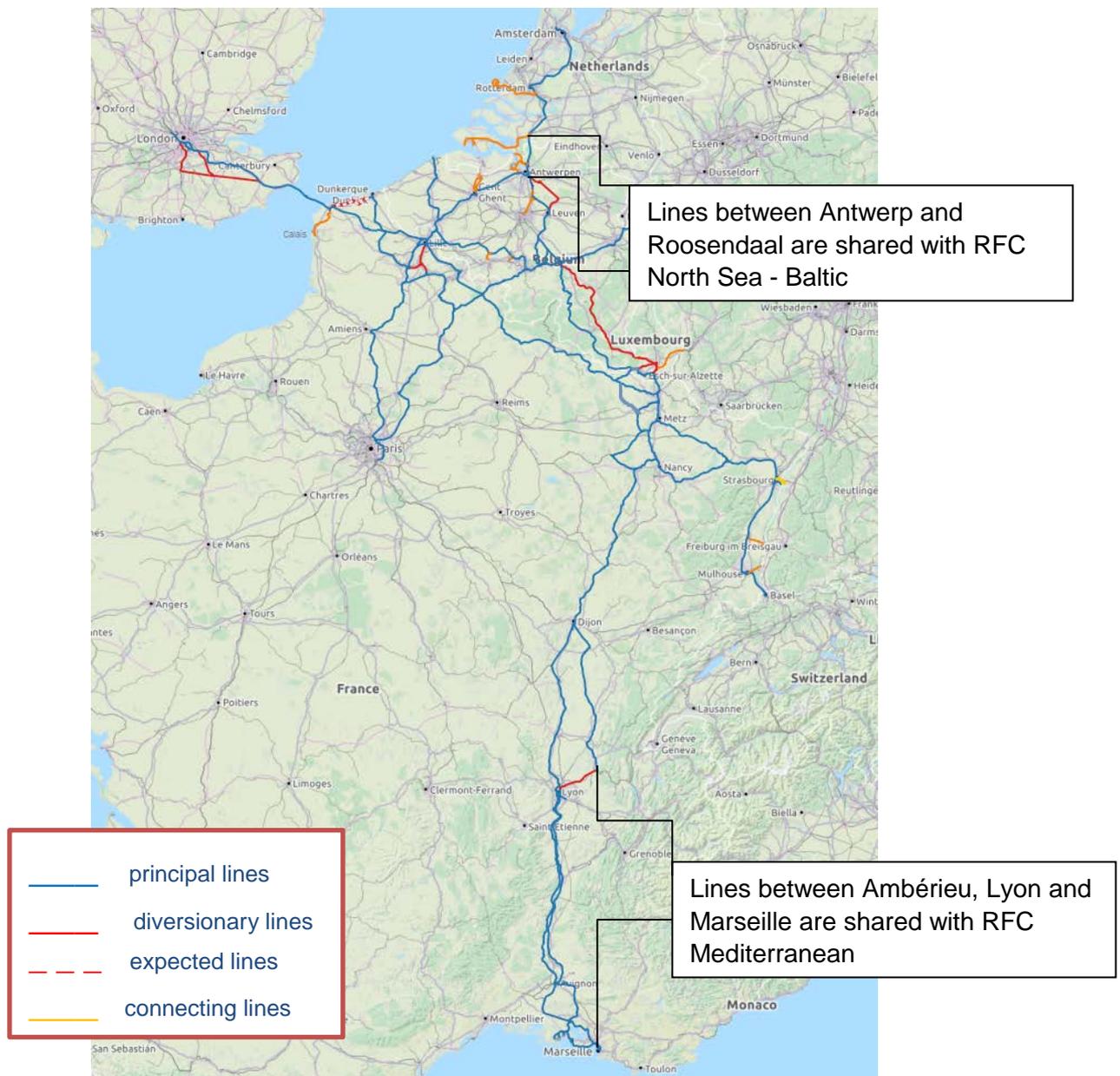
<sup>2</sup> Introduction only. Main information on Train Performance Management can be found in our Implementation Plan (CID Book 5 chapter 5.1)

### 3. Corridor Description

#### 3.1 RFC North Sea-Mediterranean routes

RFC North Sea-Mediterranean is in the continuity of ERTMS Corridor C, and has seen some step by step extensions since the start of the corridor in November 2013. The map below shows the RFC North Sea-Mediterranean lines as per January 11, 2016 (valid for timetable 2017 and 2018). A more detailed description can be found on the customer information platform via the corridor website (<http://www.rfc-northsea-med.eu/en/pages/customer-information-platform>).

The corridor is linked to many other corridors. Moreover, some RFC North Sea-Mediterranean lines are shared with other corridors. The map below shows the two most important of these sections. An overview of all connection points and overlapping sections can be found in Book 4 chapter 3.4.1.4.



## 3.2 RFC North Sea-Mediterranean terminals

In Regulation (EU) 913/2010, terminals are broadly defined. They can be the Infrastructure Managers' marshalling yards and sidings which are necessary for rail system operations such as train formation operations. They can also be many other entry points of the various transportation systems in the commercial zone of influence of the corridor:

- combined transport terminals
- river ports
- multimodal platforms,
- maritime ports
- private rail freight terminals.

The terminals are listed in the CID Book 3: Terminal Description, where a link is provided to terminal specific information<sup>3</sup>. A schematic overview can be found in CID Book 5 chapter 2.3. Moreover, all this information is also available via the interactive map in our customer information platform (<http://www.rfc-northsea-med.eu/en/pages/customer-information-platform>).

## 3.3 RFC North Sea-Mediterranean extension methodology

### 3.3.1 Situation

In the RFC North Sea – Mediterranean, a long list of corridor extensions has been proposed in the recent years, for various reasons, including:

- Extension UK
- Extension Marseille
- Extension Zeebrugge
- Extension Amsterdam
- Extension between Paris and Dijon

The first four were mandatory under the Annex to the RFC Regulation, as amended by the CEF Regulation, and therefore had to be implemented appropriately by the required deadline. The fifth one was declined because of the fact that the marketing of a passage through France via Paris was not appropriate.

### 3.3.2 Objective

The objective of this methodology is to be focused on a market-oriented way of proceeding when it comes to extensions to RFCs.

Where extensions are mandatory, the legislation nevertheless requires the implementation to be based on market studies. To that extent, there may be some discretion to vary the offer of paths and inclusion of terminals in accordance with the evidence in the market study.

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<sup>3</sup> Where available

For other extensions, in order to discuss and take decisions in an efficient and uniform way, it would be helpful to establish criteria which should be taken into account when defining the position of the Management Board regarding such proposals. However, as it is ultimately for the relevant Member State to propose extensions to RFCs in accordance with Art. 5 of Regulation (EU) 913/2010 to the European Commission, any decision must be approved by the authorities of the Corridor member in question.

### 3.3.3 Proposed methodology

Where the Management Board receives a request for extension, e.g. from a terminal, harbour, RU or other, 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 services

If the extension is requested by RUs, 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 the extension is “requested/suggested” by Market Study:

- No “automatic” extensions
- Market Study should be supported by potential customers

If most or all the above mentioned criteria are met, the Management Board shall consider recommending a positive opinion concerning an extension.

## 4. Corridor Organisation

The organisation of Rail Freight Corridor North Sea -Mediterranean is described in detail in the CID Book 5.

## 5. Contacts

Please find the contact details for all corridor related matters below. For more information, please visit [www.rfc-northsea-med.eu](http://www.rfc-northsea-med.eu).

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### Postal addresses

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#### **Operational address of C-OSS**

13, Avenue Fonsny  
B-1060 Brussels

#### **Legal address**

EEIG RFC North Sea-Mediterranean  
9, place de la Gare  
L-1616 Luxemburg

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### C-OSS

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The C-OSS is the EEIG RFC North Sea-Mediterranean, and all concerning tasks are performed by the permanent team of the EEIG RFC North Sea-Mediterranean.

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M: +32 499 80 34 45

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**The C-OSS office will be closed on:**

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<b><u>Holidays in 2017</u></b>	<b><u>day</u></b>	<b><u>date</u></b>
Easter Monday	Monday	17-Apr-17
Labor Day	Monday	01-May-17
Ascension Day	Thursday	25-May-17
Ascension Day - Extra closing day	Friday	26-May-17
Whit Monday	Monday	05-Jun-17
Belgian National Day	Friday	21-Jul-17
Assumption of Mary - Extra closing day	Monday	14-Aug-17
Assumption of Mary	Tuesday	15-Aug-17
All Saints' Day	Wednesday	01-Nov-17
Christmas Day	Monday	25-Dec-17
Boxing Day	Tuesday	26-Dec-17

<b><u>Holidays in 2018</u></b>	<b><u>day</u></b>	<b><u>date</u></b>
New Year's Day	Monday	01-Jan-18
Easter Monday	Monday	02-Apr-18
Labor Day	Tuesday	01-May-18
Ascension Day	Thursday	10-May-18
Ascension Day - Extra closing day	Friday	11-May-18
Pentecost Monday	Monday	21-May-18
Assumption of the Holy Virgin	Wednesday	15-Aug-18
All Saints' Day	Thursday	01-Nov-18
Christmas – Extra closing day	Monday	24-Dec-18
Christmas	Tuesday	25-Dec-18
Boxing Day	Wednesday	26-Dec-18

## 6. Legal Framework

### 6.1 Regulation (EU) 913/2010

Regulation (EU) 913/2010 forms the main legal framework for the RFC North Sea-Mediterranean, together with the amendment of its Annex by Regulation (EU) 1316/2013.

### 6.2 Framework for capacity allocation

A framework for capacity allocation has been drawn up by the Executive Board, according to the requirement of the Regulation (EU) 913/2010. This document has been revised for timetable 2018. More information can be found in Book 4 of this CID.

## 7. Legal Status

This Corridor Information Document serves for information purposes only. However, parts of this Corridor Information Document may be incorporated in contractual documents.

## 8. Validity and Updating Process

The validity and updating is different for every of the five Corridor Information Document books. In general, the CID for the timetabling year Y shall be published on the 2nd Monday of January of the year Y-1 (the same date as the publication of the pre-arranged paths catalogue), one month after the annual publication of the national Network Statements. A parallel publication/updating for the CID will be carried out every year – one for the timetabling year Y and the second for the timetabling year Y-1.

Books 1, 2 and 3 will be published once a year, but it is probable that intermediate versions will be required due to changes in any of the books. Books 4 and 5 can have a different updating process depending on the context.

Any change in the CID will be immediately published. However, it must be noted that both the Network Statements and the Implementation Plan may have specific consultation processes.

## 9. Publishing

The Rail Freight Corridor North Sea - Mediterranean Information Document will be published in English and updated on the Corridor website.

## 10. IT-Tools

### 10.1 PCS (Path Coordination System)

PCS is the only tool for publishing the offer of PaPs and RC and for placing international path requests on the corridor. The advantage of this solution is that the displayed data for a PaP or RC may be used for creating a path request dossier – without any manual copying. Furthermore, this method simplifies the presentation and management of the paths, which remain in the catalogue for allocation as ad-hoc paths during the running timetable period.

More information and access to the tool can be found in Book 4 of this CID or on <http://pcs.rne.eu>.

### 10.2 TIS (Train Information System)

#### 10.2.1 Access

The main purpose of TIS is the real time monitoring of international trains via a web based interface. The tool can be used by IMs, RUs, and more recently, by Terminals. In order for RUs to see trains from other companies, mutual agreements have to be signed. A similar document has to be signed between terminals and RUs.

The IMs send data to TIS, where all the information from the different IMs is combined into one train run from departure or origin to final destination. In this manner, a train can be monitored from start to end across borders. All collected data for the train runs, is accessible in TIS and OBI SE 1.

The range of the tool will be continuously extended to other parts of the European railway network. TIS data is based on the standard UIC data exchange process. Most RFC North Sea-Mediterranean routes are covered by TIS.

RFC North Sea-Mediterranean encourages all Corridor clients and terminals to request access to TIS.

More information and access to the tool can be found on <http://tis.rne.eu>, or you can contact the C-OSS for info and demos.

### 10.3 CIS (Charging Information System)

CIS is an infrastructure charging information system for Applicants provided by IMs and ABs. The web application provides fast information on charges related to the use of European rail infrastructure and estimates the price for the use of international train paths within minutes. It is an umbrella application for the various national rail infrastructure charging systems. Future developments of the CIS aim to implement a RFC route-based estimate of infrastructure charges according to the RFCs' requirements. Most of RFC North Sea-Mediterranean routes are included in CIS.

More information and access to the tool can be found in Book 4 of this CID or on <http://cis.rne.eu>.

## **11. Corridor Information Document Language**

The CID is an international document and therefore its original version is in English. If any versions in other languages would be drafted, the English version will prevail over all other translations in case of inconsistencies.