

# What's new on the corridor?

RAG - 27 May 2015



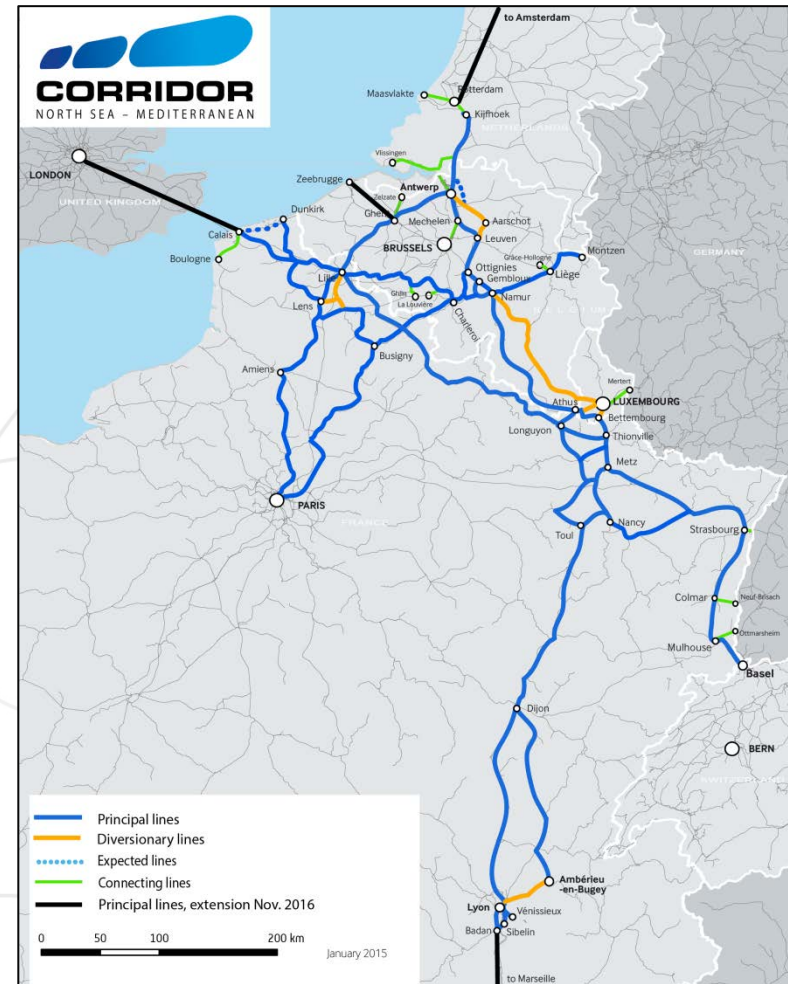
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# Extensions of the corridor in Nov. 2016

Following Regulation 913/2010, the extensions which have to be performed in 2016 are London, Amsterdam, Zeebrugge and Marseille (Dunkirk, Lille, Liège and Paris are already included)

- London: talks are ongoing with HS1 to include HS1 line at least as alternative route
- Amsterdam: a market study has to be performed to assess its necessity, as traffic between Amsterdam and the corridor is currently very low



# Main infrastructure improvements

## In 2014

### **Belgium:**

- ETCS on Athus Meuse, following the deployment on the sections Dinant – Namur, Anseremmes – Jambes and Duffel – Mortsel
- the Liefkenshoek Rail Link

**Luxembourg:** ETCS between Luxembourg and Kleinbettingen (Belgium border section), with new signalling boxes. Therefore all the sections of the corridor are now equipped

**France:** the 3rd track between Strasbourg and Vandenheim, including traffic control center renewal

**Switzerland:** ETCS on the first part of the Saint-Louis – Basel section (the St Johann area) with Baseline 3 Level 1 Limited Supervision

# Main infrastructure improvements

## In 2015/2016 for ERTMS deployment (forecast)

**The Netherlands:** start of a pre-study phase in 2015 to equip the section Kijfhoek (Port of Rotterdam) – Roosendaal (Belgium border) by 2020

**Belgium:** finalisation of the section Namur – Antwerp in 2015. The cross border sections between Athus and the Luxembourg & French borders will be operational in 2016

**Luxembourg:** complete homologation for 2016

**France:** two pilot sites at the Luxembourg and Belgium borders in service first quarter 2016. The Longuyon-Basel section will then be equipped gradually until end 2019

**Switzerland:** equipment of the route between St Johann and Muttenz with Level 1 Limited Supervision in 2015 and commercial service in 2016

# Cooperation with RFCs



A common declaration was signed end 2014 for the cooperation of RFCs to facilitate the RFC network

## Common Declaration of the European Rail Freight Corridors for their cooperation in facilitating the RFC network

Having regard to Regulation (EU) No. 913/2010 of the European Parliament and the Council of 22 September 2010 concerning a European rail network for competitive freight,

Having regard to Regulation (EU) No. 1315/2013 of the European Parliament and the Council of 11 December 2013 on Union Guidelines for the development of the trans-European transport network and to Regulation (EU) No. 1316/2013 for the European Parliament and the Council of 11 December 2013 establishing the Connecting Europe Facility, and in particular its Annex II,

Acknowledging the common aim of developing European Rail Freight Corridors (thereafter "the RFCs") in a competitive network, and thus of promoting consistency of approaches for issues of cross-corridor interest,

- (1) The Management Boards of the RFCs herewith share and support the following vision: striving to make the RFC network the first choice for all cross-border freight traffic for our customers.
- (2) In order to substantiate this vision, the Management Boards of the RFCs agree to:
  - a. Cooperate whenever deemed appropriate to improve the quality of corridor products and customer services,
  - b. Jointly foster compatible solutions for issues mutually identified as of primary and general interest to support seamless operations on an RFC network,
  - c. Organise regular meetings of its representatives in order to define the common scope of cooperation for the RFCs,
  - d. Participate in the above mentioned meetings on voluntary basis,
  - e. Sketch proposals and suggest next steps for reaching a common approach,
  - f. Make its efforts to work out and present common position towards the third parties whenever possible and required;
- (3) In doing so, the Management Board of the RFCs pay particular attention to involving Rail Net Europe as a coordination platform for supporting RFCs requirements;
- (4) The Management Boards of the RFCs goal is to create a harmonised and customer-friendly network for rail freight transport across the Europe;
- (5) The Management Boards of each of the RFCs remain the only decision-making instance.

Signed in ten originals

For the RFC Rhine-Alpine

For the RFC Atlantic

For the RFC Orient/East-Mediterranean

For the RFC North Sea - Mediterranean

For the RFC Baltic - Adriatic

For the RFC North Sea - Baltic

For the RFC Scandinavian-Mediterranean

For the RFC Mediterranean

For the RFC Czech-Slovak

# Cooperation with other corridors

An extensive and operational international coordination of corridors

- RFC Talks : quarterly meetings with RFCs MD & Presidents
- RNE RFC High Level Meeting: quarterly meetings between RNE & RFCs for the follow-up of the on-going projects
- Working groups from RNE
- Expression of needs for capacity coordinated between RFC North Sea - Med, Atlantic & Med
- Coordinated contacts of RFC with EC and national ministries

# State of play of the RAG working groups <sup>(1)</sup>

- **Infrastructure upgrade (Loading gauge)**

**State of play:** the market's needs have been further assessed and more specifically the needs analysed in terms of loading gauge of combined transport operators and rolling highways.

**Conclusions:** see presentation

**Next steps:** see presentation

# State of play of the RAG working groups (3)

- **Competitiveness of RFC North Sea - Med**

State of play:

Conclusions of the WG presented at last RAG meeting:

Costs for RU are roughly comparable on RFC Rhine Alpine & RFC North Sea - Med

**Conclusions:** WG concluded that paths costs are not the main obstacle. The main issue is the higher number of signalling systems on RFC North Sea - Med compared to RFC Rhine Alpine

**Next steps:** the WG is closed



# State of play of the RAG working groups (3)

- **Light cross acceptance**

**State of play:** Light cross acceptance already exists in the countries of our corridor

**Conclusions:** Light cross acceptance is not really a solution as far as the station right after the border pint is not a hub used by the RU. ETCS seems to be the best solution for the long term

**Next steps:** Roosendaal detailed study to be planned

# State of play of the RAG working groups

## ● Coordination of works

State of play:

- Ongoing process to coordination major works on the corridor
- Publication can be fine tuned

**Conclusions:** RUs agreed to consider Athus-Meuse and Artère Nord Est as alternative routes

**Next steps:** WG activated on demand

# Outcomes of the ECCO/RNE meeting of 27 April 2015

- Common RAG meetings will be organised on subjects of common interest, besides corridor RAG meetings for subjects of geographical interest
- The first Common RAG meeting will take place at the side of the RNE business conference of December 2015
- RNE is not willing to create new RU/IM working groups, but prefers to invite RUs to IM/Corridor working groups when necessary

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