

Easier, faster, safer



RFC NORTH SEA - MED 2018 ANNUAL REPORT



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Message from the Presidents and Managing Director



2018 marks a pause in the 4-year continuous growth on rail freight traffic on our lines.

For the first time since the start of the Corridor, 5 years ago, and after an exceptional year 2017 where the traffic progressed for almost +20% in one year, 2018 marked unfortunately a decline of rail freight traffic of -10%, bringing the growth of freight traffic since the launch of the Corridor to a +24% in 5 years. This counter-performance is mainly due to strikes in France in the second quarter of 2018, and to the application of new safety instructions on works in Belgium in the third quarter of 2018. Fortunately, in the fourth quarter of 2018, traffic is back at the same level as the one observed in 2017 around the same period.

These conjunctural events show the necessity to implement measures that will reinforce the market's resistance for the future.

The Rail Freight Corridor North Sea – Mediterranean has set up measures in order to

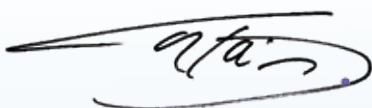
reinforce the robustness and the efficiency of the Corridor with its partners. In particular, we published rules on handling temporary capacity restrictions, which allow us to study on systematic base deviation alternatives on lines, and this in an international context.

We also published our first re-routing scenarios plan in case of major international incident. On capacity level, in order to increase transparency on the offer of international pre-constructed paths, the Infrastructure Managers and Allocation Bodies decided to bring to the corridor timetable 100% of the international capacity crossing the corridor border points. This led to an almost doubling of the Path Catalogue of the Corridor, and ensures that the international paths are internationally built from origin to destination. We will also reinforce the cooperation with the Railway Undertakings and stakeholders, and we will continue to steer the Rail Freight Corridor action plan, that enables to work together as a sector on a continuous improvement of our efficiency. Regarding the Terminals, we have now in place a governance of the Advisory group, with the nomination of a chair and co-chair, with the aim to address on a more efficient way the expectations of the terminals toward the Corridor.

Finally, the Corridor transferred the detailed results of the loading gauge working group to SNCF Réseau, who launched a working group “Coopere” within its organisation treating the same topic on the French lines. This new organisation aims to launch a socio-economic study on the impact of potential investments on loading gauge. Together with the decision of the Swiss Federal State to invest in the tunnels under the Basel area, this major challenge on our Corridor will be fully and transparently studied. The year 2018 was also marked by the implementation of the ERTMS pilot sites in France. Together with the implementation on main section of the RFC already done in Switzerland, Belgium and in Luxembourg, we now have pilot sites on the border points between these countries and France, where the Corridor saw its first international freight traffic on these border points.

In 2019, we will strengthen these actions together with our partners, Railway Undertakings, Infrastructure Managers, Terminals, Member States and the European Commission, who we all want to thank again for this very valuable cooperation.

Guillaume Confais-Morieux
Managing Director
RFC North Sea - Med



Valérie Verzele
President
Executive board



Michaël Dierickx
President of the Assembly
RFC North Sea - Med



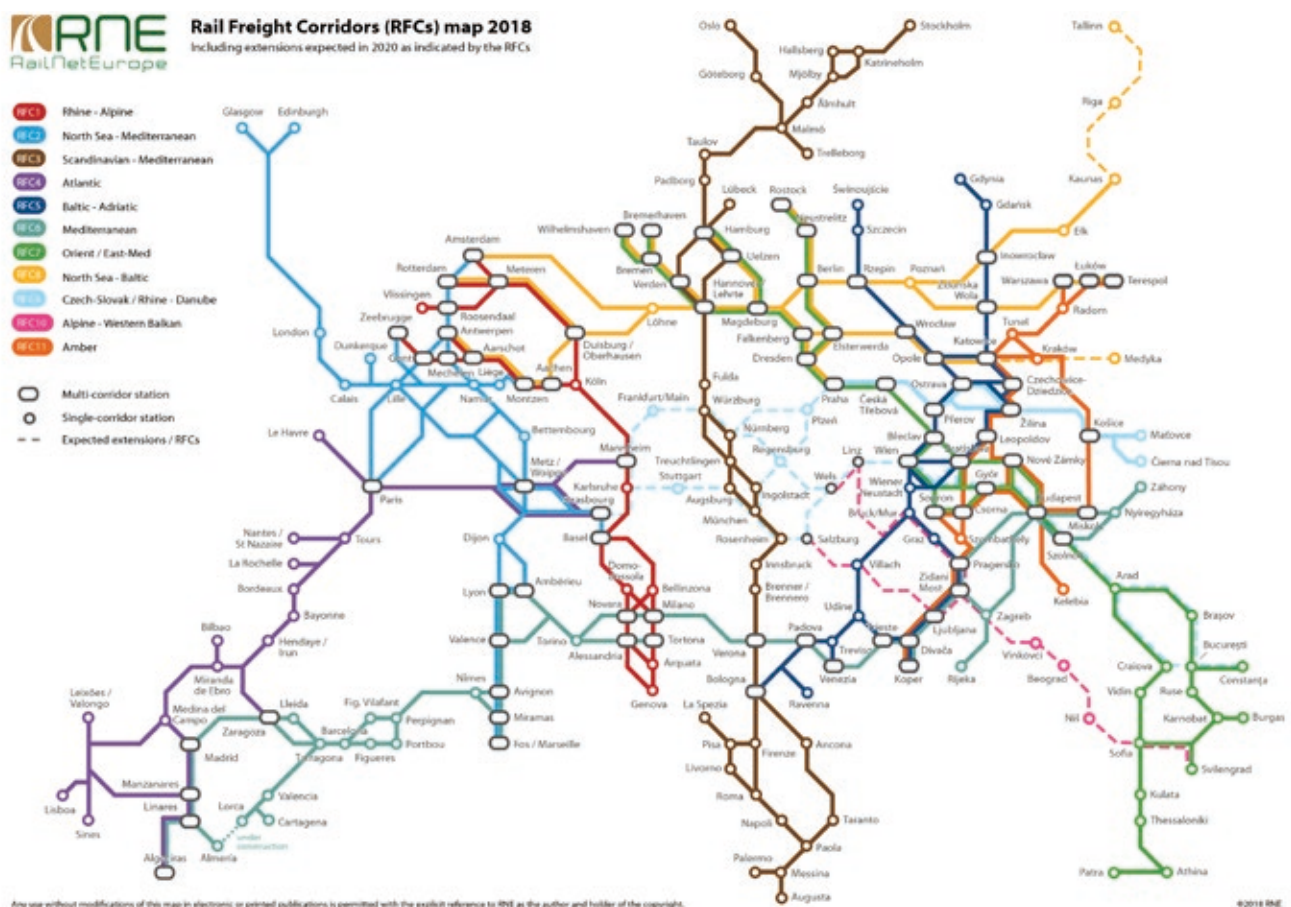
1. About the corridor

1.1. A major European rail freight route

Rail Freight Corridor North Sea – Mediterranean (RFC North Sea – Med) is a freight oriented route connecting the Netherlands, Belgium, Luxembourg, the United Kingdom, France and Switzerland. It links main European ports (Amsterdam, Rotterdam, Antwerp, Zeebrugge, Dunkirk, and Marseille) to the industrial zones of Western Europe and to the gateways of Southern Europe, with 5500 kilometres of lines now. An extension beyond London was done for timetable 2019, and to Geneva for timetable 2020.

The Corridor is also a gateway to the rest of Europe, being connected to the RFCs Rhine – Alpine, Atlantic, Mediterranean and North Sea – Baltic and building together with all corridors a European network of rail freight corridors.

RFC North Sea – Med is one of the most promising rail corridors in Europe, with already more than 38 000 international trains per year.





1.2. *Easier, Faster, Safer*

Easier, with a single counter for the supply of quality paths

Railway undertakings and other entities, such as shippers, freight forwarders and combined transport operators, can request capacity for international rail freight traffic, through the corridor one-stop-shop and by using the Path Coordination System (PCS) for international bookings.

This capacity takes the form of “off the shelf” paths, called pre-arranged paths, reserved for international freight and that can either be requested for the next annual timetable or, for more flexibility, at short term notice.

These paths benefit from a high quality, because:

- they are defined after the yearly consultation of all our customers;
- they are reserved for international freight traffic ahead of booking time and benefit from a specific legal protection against cancellation;
- they are built on the basis of coordinated works along the corridor;
- they are coordinated with the paths of other rail freight corridors.

Faster, with a high level of performance

In order to increase punctuality on the Corridor, train performance is measured and analysed. When a train deviates from its planned schedule, the European IT tool Train Information System (TIS) provides the relevant information on the delay. Railway undertakings therefore benefit from an international view of the punctuality of their trains, summarised in regular reports they receive from the one-stop-shop.

Safer, with an optimised network

By improving interoperability and exchanging information on investments across borders, the lines of the Corridor are optimised for international traffic.

RFC North Sea - Med is currently deploying the European Rail Traffic Management System (ERTMS) on its main lines following the new EDP published by the European Commission. This system is designed to eventually replace national ones, which requires specific equipment on engines running on several networks.

RFC North Sea - Med is one of the most advanced corridors in terms of ERTMS track deployment, as the system is fully deployed on Corridor lines in Switzerland, Luxembourg, Belgium and partly in France on the pilot border sites.

1.3. *An initiative from the European Commission*

The Rail Freight Corridors

In order to promote rail freight transport and increase its modal share, the European Parliament and Council adopted Regulation (EU) 913/2010 concerning a European rail network for competitive freight, which entered into force on 9 November 2010. The network of Rail Freight Corridors now consists of 11 corridors accross Europe, that regularly meet and coordinate their activities.

The Core Network Corridors

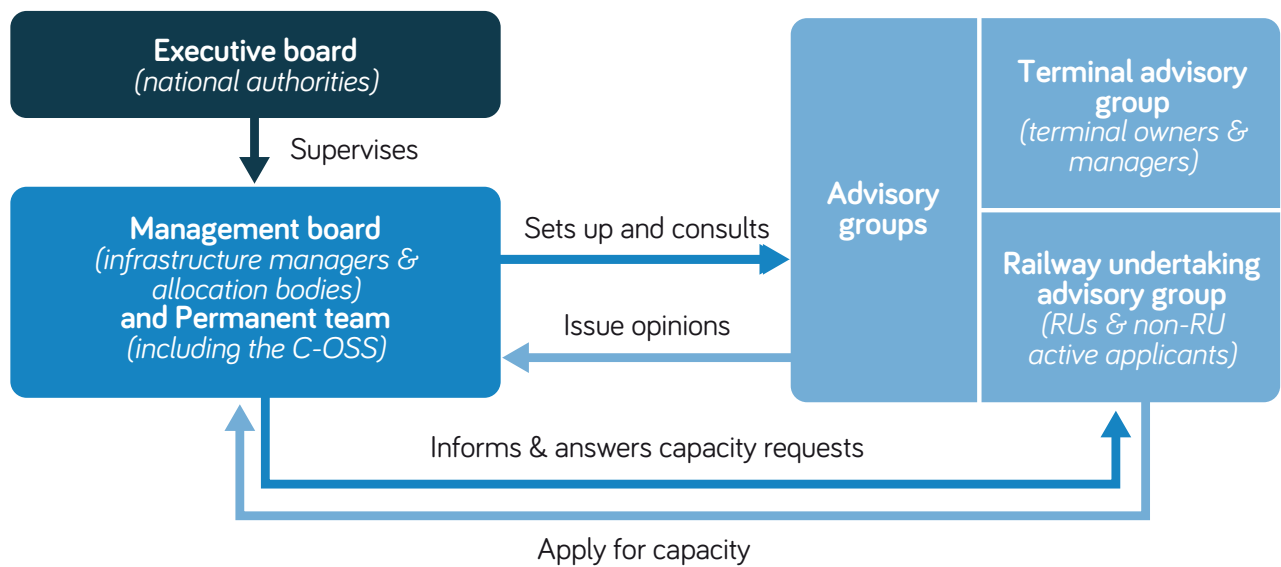
Regulation (EU) 1315/2013 on Union guidelines for the development of the Trans-European Transport Network and Regulation (EU) 1316/2013 establishing the Connecting Europe Facility, both adopted on 11 December 2013, have brought new challenges for the rail freight corridors. The first Regulation created nine multimodal Core Network Corridors (CNC). They are coordinated by nine European Coordinators and two horizontal coordinators: one for ERTMS and one for the Motorways of the Sea.

The second Regulation renamed the rail freight corridors and extended their field. Rail Freight Corridor n°2 became Rail Freight Corridor North Sea - Mediterranean.



2. The governance of the corridor, an ambitious collaborative approach

The governance of the rail freight corridors includes an Executive board, a Management board and two Advisory groups. The coordination between these entities is shown in the chart below:



2.1. The Executive board

Mission and vision

The Executive board, through its cooperation at the level of the Ministries of Transport has the objective of improving the conditions for international rail freight transport. It has the general responsibility to implement Regulation (EU) No 913/2010 with regard to RFC North Sea - Med, and the equivalent Swiss measures.

According to the agreement establishing the Executive Board, it has the following main responsibilities:

- to ask the Management board to report on any matter relating to the smooth functioning of the corridor;
- to ensure that the extensions of the RFC North Sea - Med are duly established;
- to take decisions on general matters of common interest concerning the internal functioning of the RFC North Sea - Med without prejudice to the competence of Member States and Switzerland regarding the planning and financing of rail infrastructure;
- to adopt the Framework for Capacity Allocation (FCA);
- to consider, and where appropriate to support, the requests of the Management board for European subsidies;
- to support the Management board's work, in particular if the latter encounters any difficulties in fulfilling its tasks.

It has the following cooperation responsibilities:

- to ensure, as far as it can, that the development and implementation of RFC North Sea - Med is conducted in a manner consistent with those of ERTMS Corridor C and in line with the new EDP published by the European Commission;
- to work together where necessary with the European institutions and organisations, the national railway safety authorities, and the regulatory bodies of its members;
- to strive for good cooperation between rail freight corridors;
- to coordinate the work of the RFC North Sea - Med and the CNC North Sea-Med with the European coordinator and national authorities.

The Executive board of RFC North Sea - Med also assumes the responsibilities of the Executive board created by the Letter of Intent for the deployment of ERTMS on Corridor C "Antwerp – Basel/ Lyon" signed on 6 June 2006 by the Ministers of Belgium, France, Luxembourg and Switzerland¹.

¹ For the purposes of the exercise of the functions of the Board under the above Letter of Intent relating to ERTMS Corridor C, the representative of the United Kingdom of Great Britain and Northern Ireland is not considered to be a member of the Board.

2.1. The Executive board

The functions of the Board under this Letter of Intent include:

- the coordination of deployment of ERTMS along the former ERTMS Corridor C and ERTMS coordination along the corridor in accordance with national implementation plans, as well as coordination of decommissioning of national systems in order to foster the implementation of ERTMS on Corridor C.

Organisation

The Board is constituted on the basis of an international Agreement which was signed on 8 October 2014 by the Ministers of Transport of Belgium, France, Luxembourg, The Netherlands, Switzerland and the United Kingdom.

It is composed of representatives of the authorities of the Member States concerned and Switzerland. The Board takes decisions, which are provided for by Regulation (EU) 913/2010, on the basis of mutual consent. These decisions, signed by all the members of the Board and published, are legally binding on their addressees.

The Executive board meets four times a year. The following have a standing invitation to attend the meetings of the Board:

- the representatives of the Management board;
- the representatives of the European Commission and of the Innovation & Networks Executive Agency (INEA);
- a representative of the Regulatory Bodies for the railway sector in the countries concerned.

And on invitation:

- the European coordinators for TEN-T;
- the representative(s) of the National Safety Authorities of the countries concerned;
- the representative(s) of the European Union Agency for Railways (EUAR);
- the Speakers of the advisory groups.

The Executive board is chaired by the Belgian Ministry of Transport. The chair is responsible for the secretariat, which provides the appropriate administrative support to enable the Board to carry out its work. It ensures that the tasks of the Board are properly coordinated and organises all other associated aspects of the work.

The activities of the Executive board are described in Chapter 4 - Results in 2018.

FULL REPRESENTATIVES



Valérie Verzele
Director-General
Federal Public
Service Mobility
and Transport of
Belgium



Jeannot Poeker
Principal Inspector
Ministry of Mobility
and Public works,
Grand Duchy of
Luxembourg



Pierre-André Meyrat
Deputy Director
Federal Office of
Transport of
Switzerland



Robin Groth
Director of Rail
Strategy
Department
for Transport
of the United
Kingdom



Rob Morsink
Program Manager
Rail Freight,
Ministry of
Infrastructure and
Water management
of The Netherlands



Joseph Lunet
Head of unit
National railway
network unit,
Ministry of
Ecological and
Inclusive Transition
of France

2.1. The Executive board

STAND-IN REPRESENTATIVES



Peter Geens
Federal Public
Service Mobility
and Transport
of Belgium



André Bissen
Ministry of Mobility
and Public works,
Grand Duchy of
Luxembourg



Matthias Wagner
Federal Office of
Transport of
Switzerland



Bethan Stokes
Department
for Transport
of the United
Kingdom



Hinne Groot
Ministry of
Infrastructure and
Water management
of The Netherlands



Antoine Haouchine
Ministry of
Ecological and
Inclusive Transition
of France

2.2. *The Management board*

Mission and vision

The mission of the Management board is to offer a service to our customers which answers their needs and the need of the market. By doing this, we intend to increase the market share of rail freight by promoting measures to improve its efficiency and more specifically:

- to allocate capacity on behalf of its members and partners;
- to improve interoperability, inter alia by the deployment of ERTMS on the lines of the former Corridor C and according to the new EDP published by the European Commission;
- to improve quality of service on the corridor;
- to coordinate and monitor applications for financial support relating to the corridor;
- to coordinate the corridor approach and action plan with the other RFCs;
- to check and evaluate the results obtained, with a view to implement further developments to progressively improve the quality offered.

Its vision is to make rail freight transport progressively more reliable, more accessible, faster and safer.

Organisation

The EEIG

The Management board takes the form of a European Economic Interest Grouping (EEIG), named Rail Freight Corridor North Sea – Mediterranean (in short RFC North Sea – Med). Its head office is located in Luxembourg and the office of its one-stop-shop in Brussels. It is composed of the infrastructure managers and allocation bodies of the corridor, which either have the status of member or partner.



2.2. The Management board

Members

The Netherlands:
ProRail

ProRail

Belgium:
Infrabel

INFRABEL

France:
SNCF Réseau



Luxembourg:
CFL



United Kingdom:
Network Rail



France / United Kingdom:
Eurotunnel/Getlink



Partners

Luxembourg:
ACF



Switzerland:
Trasse Schweiz, SBB Infra





2.2. The Management board

The Assembly



Michaël Dierickx
President of the Assembly

Decisions on the strategy of the corridor, its objectives, actions and any administrative and financial issues of importance are taken by the Assembly, with mutual consent.

The Assembly is chaired by Michaël Dierickx from May 2018 on, who took over from Ann Billiau. The Permanent team and Management Board members want to thank Ann Billiau for her dedication and fruitful work during the years of her presidency.

The Vice-President of the Assembly is Daniel Thull. The representative or stand-in representative of each member and partner, the Managing Director of the EEIG, the ERTMS technical advisor and the permanent team attend the Assemblies. The Assembly meets on average six times per year.

ASSEMBLY REPRESENTATIVES



Pier Eringa
President Director
ProRail



Luc Lallemand
CEO,
Infrabel



Patrick Jeantet
President,
SNCF Réseau



Marc Wengler
General Director,
CFL



Marc Oestreicher
Director,
ACF



Philippe Gauderon
Head of SBB
Infrastructure



Jacques Gounon
Chairman and Chief
Executive Officer
Eurotunnel



Thomas Isenmann
Managing Director,
Trasse Schweiz



Andrew Haines
CEO,
Network Rail

2.2. The Management board

STAND-IN REPRESENTATIVES



Guus de Mol
Head International
Logistic Affairs ProRail



Claire Hamoniau
Corridor Manager
SNCF Réseau



Michel Geubelle
Manager Corridor
Management, Infrabel



Daniel Thull
Head of external affairs,
Infrastructure management
department, CFL



Claude Lambert
Head of Path Division,
ACF



Rudi Achermann
Program Manager
SBB Infrastructure



Daniel Haltner
Head of Path
Capacity,
Trasse Schweiz



David Marteau
Head of
European affairs
Eurotunnel



Steve Rhymes
Head of Freight
Network Management
Network Rail

The permanent team



Guillaume Confais-Morieux
Managing Director



Thomas Vanbeveren
One-stop shop leader
Quality & Capacity Manager



Mohamed Salimène
Operations &
Investments manager
ERTMS coordinator



Matthieu Maeselle
Communication &
Finance Manager
advisory groups

The Management board has a permanent team which is responsible for the day-to-day business and the chairing of working groups. It consists of four people, all coming from the members of the EEIG.

This streamlined structure allows the EEIG to react with promptness, flexibility and efficiency.

2.2. The Management board

Working groups and Committees

RFC North Sea - Med has implemented working groups and committees, which are composed of experts from the members and partners of the EEIG, as well as for some working groups, representatives from railway undertakings.

Working Groups and committees		
C-OSS WG leader Thomas Vanbeveren <i>RFC NSM</i>	Temporary Capacity Restrictions leader Mohamed Salimène <i>RFC NSM</i>	Train Performance Management WG leader Thomas Vanbeveren <i>RFC NSM</i> Mohamed Salimène <i>RFC NSM</i>
Traffic Management WG leader Mohamed Salimène <i>RFC NSM</i>	Corridor Information Document WG leader Matthieu Maeselle <i>RFC NSM</i>	Legal WG leader Guillaume Confais <i>RFC NSM</i> Daniel Thull <i>CFL</i>
Communication WG leader Matthieu Maeselle <i>RFC NSM</i>	GIS WG leader Matthieu Maeselle <i>RFC NSM</i>	Transport market study Committee leader Mohamed Salimène <i>RFC NSM</i>
	ERTMS Committee leader Mohamed Salimène <i>RFC NSM</i>	

The activities of the Management board, including the permanent team and the working groups and committees are described in Chapter 4 - Results in 2018.

2.3. *The Advisory Groups*

The Railway undertaking Advisory Group (RAG) and the Terminal Advisory Group (TAG) were created in 2012 in order to comply with the Regulation (EU) 913/2010. These groups can issue an opinion on any proposal made by the Management board. They may also issue own-initiative opinions, which are to be taken into account by the Management board.

The Railway undertaking Advisory Group (RAG)

The RAG is composed of all railway undertakings interested in the use of the corridor. The following are also invited to take part in activities of the RAG:

- four railway sector organisations: CER (Community of European Railway and Infrastructure Companies), ERFA (European Rail Freight Association), RFG (Rail Freight Group) and KNV (Royal Dutch transport federation);
- applicants who are active on the corridor, but who are not railway undertakings.

The RAG is chaired by Lieven Goethals (Lineas).

If he is not available, Eric Lambert (CFL Cargo) replaces him.



“The main challenges for a Rail Freight Corridor? It's all about rerouting: International Contingency Management to keep industrial logistics trusted to rail rolling 24/24 - 7/7; and quickly developing a policy with according investments to persuade the truck volumes to come on the train!”

Lieven Goethals, Chairman of the RAG

2.3. The Advisory Groups

Two RAG meetings and one dedicated workshop on the action plan were organized in 2018, which were each preceded by a pre-RAG meeting between railway undertakings:

- On the 31st of January in Basel (Switzerland). This meeting focused on the update of the Corridor Action plan, the PaP Catalogue for TT 2019, the Temporary Capacity restrictions update, the ERTMS Deployment Action Plan, and the update of the loading gauge in France and Switzerland. The User Satisfaction Survey results of 2017, and a presentation of the ELETA project have also been presented to the RAG members.



- On the 30th of May in Brussels, a dedicated workshop on the RFC North Sea-Med Action plan was organised with the RAG members. A full review of the action plan was done during this workshop.



- On the 24th of September in Paris (France). This meeting focused on the update of the Corridor Action plan, the update on the Performance report of the 1st semester of 2018 and the update of the loading gauge in France regarding the COOPERE working group organised by SNCF Réseau.

Outlook 2019: *Two RAG meetings are scheduled in 2019: on 20 and 21st of February in Brussels, and on the 18th of September in Paris.*

The Terminal Advisory Group (TAG)

All the managers and owners of terminals - such as combined transport terminals, river ports, multimodal platforms, maritime ports or infrastructure managers' marshalling yards - which are situated on the corridor, are invited to the TAG meetings. In 2018, the Terminal Advisory Group members agreed on the nomination of a TAG Chair: Paul Kronenberger as Chair and Frédéric Buyse as Vice-Chair. As speakers of the TAG community, they will represent and advocate the interests of the whole TAG community.

The tasks of the Chair of the TAG are the following:

- Chair the yearly TAG meeting organised by the RFC North Sea - Med in order to coordinate the messages and expectations from the TAG members to the Rail Freight Corridor Management board & permanent team;
- Participate in the common TAG meeting organised by UIRR as a representative of the TAG community of RFC North Sea - Med;
- To participate, where possible in meetings and events organised by the European Commission (2 to 3 a year, such as SERAC, Rail Freight Days, TEN-T day,...) as speaker of the TAG community of RFC North Sea - Med.



Paul Kronenberger
Head of Freight
CFL-MultiModal
Chair of the TAG
community



Frédéric Buyse
Head of Freight
Lineas Terminals
Vice-Chair of the
TAG community

2.3. The Advisory Groups

A TAG meeting took place on the 11th of December in Zeebrugge. In this meeting, the focus was put on the expectations of the terminals towards the corridor with a discussion and input on the specific topic 'How to develop intermodality with Rail'. Also, the upcoming implementation of the Service facility act was discussed during the meeting.

The meeting was closed by a speech of Prof. Péter Balázs, the European Coordinator of the Core Network Corridor North Sea-Mediterranean at the European Commission. In the afternoon, a guided visit of the Port of Zeebrugge was organised, focussing on the intermodality and rail infrastructure in the port.

19 persons participated in the meeting, representing the ports of Zeebrugge, Marseille and North Sea Ports. UIRR as interest group took also part in the meeting. The terminals of Lineas, DFDS (Ghent), Euroports (Zeebrugge), P&O Ferries (Zeebrugge), Hupac (Antwerp) and Zuidnatie (Antwerp) took part, along with the Management board members.



Outlook 2019: The next TAG meeting will take place in Lyon in October 2019.



3. Cooperation with stakeholders



The European Commission

The European Commission plays a major role in the corridor. Sharing the common objective of improving the conditions for international rail freight, it acts as a facilitator for communication and coordination. It contributes also to the development of the corridor through its financial support (see chapter 7. Finance).

- The European Commission organises the **Single European Railway Area Committee (SERAC) working group on Rail Freight Corridors** which aims at facilitating dialogue with all ministries, infrastructure managers and regulatory bodies involved in the rail freight corridors.

The Permanent Team of the Corridor participated to the two meetings which took place in 2018. The following topics were addressed:

- ***Meeting of the 15th of May 2018:***

- Capacity: Short term, TTR pilots, reporting;
- Contingency Management and re-routing catalogue;
- RFC Input on TEN-T Core Network Parameters;
- Rail Freight Locations portal;
- ELETA project.

- ***Meeting of the 23th of October 2018:***

- Capacity: TTR pilots, FCA revision, reporting, Short-term capacity;
- ERTMS deployment plan state-of-play;
- Interoperability issues logbook;
- Sector statement implementation;
- EU Rail Freight Locations portal;
- Rail Freight Policy;
- Evaluation of Regulation (EU) 913/2010;
- Contingency management and re-routing catalogue.

The Rail Freight Corridors Network

The RFC Network intensified its common work in 2018 in organizing 4 RFC Network meetings, and participating in 2 RNE/RFC High Level Group Meetings (preparation of the General Assemblies), one common TAG meeting organised by UIRR on the 15th of June 2018, and to the Sector Statement Group meetings (hosted by CER, and composed of the sector rapporteurs and RFC managers).

This intensified cooperation intends to harmonize its methods and documentation, with the goal to facilitate the allocation of capacity for trains running on more than a single corridor.

The Managing Director and a representative of the Management board participated in four meetings of the RFC Network, mainly to discuss harmonisation between RFCs, common tools and studies.

This group steered also a position paper concerning the ERTMS Deployment Action Plan, which was shared with our stakeholders, the Executive board and the European Commission.

The RFC North Sea -Med has set up a working group to formalize its re-routing scenario document. All IMs involved in the corridor identified critical sections and worked on traffic diversion scenarios in the event of a major international incident.

The document was presented to all stakeholders and in particular the RUs, who welcomed the approach and the clarity of the document. In 2019, the RFC North Sea - Med will simulate a major international incident to test the process and identify areas for improvement.



3. Cooperation with stakeholders

The Core Network Corridor

Coordination between the core network and rail freight corridors is required by Regulation (EU) 1315/2013.

- We participated on invitation of Prof. Péter Balázs, the European Coordinator for the Core Network Corridor North Sea - Mediterranean at the European Commission, in the round tables organized during the TEN-T days, from the 25th till the 27th of April, in Ljubljana.
- We participated in the CNC forum on 15th of June and 23th of October. We presented a strategy from RFC North Sea - Med to be shared with CNC.
- We invited to the Strategic Workshop of the Corridor, held in Brussels on the 12th of December, the European Coordinator for the Core Network Corridor North Sea - Mediterranean.



The Regulatory bodies

As required by Regulation (EU) 913/2010, the Regulatory bodies covering the networks of the corridor coordinate in order to ensure non-discriminatory access to the corridor for international rail services. They are also the appeal body under Art 56 (1) of Directive 2012/34/EU. In general, the Belgian Regulatory body represents all regulatory bodies at the Executive board meetings of the corridor. On top of that, the Permanent Team of the Corridor met two times with the Regulatory bodies to provide insight on the working of the corridor in the field of capacity management. The Regulatory bodies were also represented in the advisory group meetings.

Outlook 2019: RFC North Sea - Med stays in touch with the Regulatory bodies and continues its close cooperation with them.

RailNetEurope

RailNetEurope (RNE) is an association consisting of 34 rail infrastructure managers and allocation bodies in Europe to enable fast and easy access to European rail, as well as to increase the quality and efficiency of international rail traffic. RFC North Sea – Med, which is an associated member of RNE since May 2015, uses RNE services and guidelines as well as the RNE IT tools PCS (Path Coordination System) TIS (Train Information System) and CIP (Corridor Information Platform).

The Management board or members of the Permanent Team also participated in the following RNE meetings, working groups and boards in 2018:

- RNE's General Assembly (with possibility to express its views, but with no voting rights)
- RNE / RFC High level group (which proposes and follows-up projects to be coordinated by RNE)
- Traffic management and its sub-group Corridor trains and priority rules
- Capacity working group:
 - TCR (Temporary Capacity Restrictions) coordination
 - PCS Next generation
 - Train performance management and Common KPI's
 - TCC Com (traffic control centre communication)
 - International Contingency Management Planning (ICM)
 - TIS (Train Information System)
- CID & network statement working group
- User satisfaction survey working group
- CIP (Customer Information Platform) Change Control Board.

4. Results in 2018

Actions of the Executive board

The activities of the Executive Board in 2018 continued to implement the orientations set in 2017.

Nevertheless, the elaboration of an international contingency management by the infrastructure managers and the impact on the RFC North Sea-Med of the interruption of the freight traffic at Rastatt on the RFC Rhine-Alpine between August and October 2017 required to reconsider priorities for 2018.

International Contingency Management and the Leipzig Declaration

Ministers in charge of Transport or their representatives of Belgium, the Netherlands, Luxembourg, France, Switzerland, Germany and Italy signed a political declaration providing a framework to support the implementation of the contingency measures, on 23 May 2018 during a side event at the ITF Summit in Leipzig. This declaration enlists a series of priorities on the allocation of capacity, on cross-border interoperability, on International contingency management, on digitalization, on ERTMS and on infrastructure improvements. This declaration also drew attention to the need to achieve a closer coordination between the RFC Rhine-Alpine and North Sea – Mediterranean.

The Executive Board decided to support the initiative of the Executive Board of RFC Rhine-Alpine to set up a Leipzig Action plan by adopting a similar approach regarding the follow-up of the Leipzig Declaration. The Executive Board endorsed a Leipzig Action plan at its meeting on 3 October 2018. This Action plan is based on the issues listed in the Leipzig Declaration and where substantial progress is necessary to achieve the objective of a deeper cooperation in order to improve resilience between the two RFCs. The Ministries are rapporteurs to the Executive Board on the identified issues. This includes the identification of responsible entities, the determination of proposed milestones and activities and to propose a timeline. The Management Board agreed to cooperate by designating a contact point for each issue.

A joint meeting between the Executive Boards of the RFC Rhine-Alpine and North Sea-Med is planned on 18 March 2019 in Brussels. This joint meeting will review the progress made since the adoption of the Leipzig Declaration.



Regular topics addressed

Aside of the ICM topic, the Executive Board focused on the improvement of the parameters of the routes of the corridor. The loading gauge on some sections of the corridor received specific attention as well as the situation of the coordination of temporary capacity restrictions. The Executive Board's discussions helped to raise the awareness and to progress on these issues.

The Executive Board especially monitored the quality of the offer of the C-OSS. It provided in 2017 a guidance to have a better offer, based on the origin-destination data. The construction of the 2018 offer took into account the proposed guidance.

Other topics regularly addressed by the Executive Board, such as ERTMS deployment and class-B system decommissioning, also helped to find ways forward - through bilateral meetings at the level of Ministries.

4. Results in 2018

European Cooperation

The Executive Board met the ERTMS Coordinator, Mr Karel Vinck, on 6 June on the specific topic of the coordination of ETCS deployment and decommissioning of class-B systems. The funding of on board units was also addressed during this meeting.

The Executive Board also met the CNC Coordinator, Pr Peter Balázs, on 12 December. This meeting occurred in the context of the Executive Board's strategic workshop (see chapter "Governance"). The outcome of the discussions outlined the framework for further cooperation between the CNC Coordinator and the RFC. The idea to have once a year a meeting with the Coordinator was raised and is to be pursued in the following years.

The Ministries of the Executive Board contributed to the work of the Network of Executive Boards on RFCs. The NExBo issued two recommendations, on the use of a common platform for the exchange of information on Estimated time of arrival and on a common set of key performance indicators for RFCs. The NExBo also addressed the revision of the harmonised framework for capacity allocation, allowing capacity allocation (Timetable redesign) pilots on some parts of some RFCs. Two workshops were organised by the NExBo, on the implementation of TEN-T requirements on the RFCs (13 March 2018) and on the development of a new set of KPIs (12 November 2018). The Ministries also provided their input for the preparation of the so called "Graz Declaration" on decarbonisation and digitalisation and for the political statement of the Austrian Presidency of the EU Council on the progress of the implementation of the Rotterdam Declaration. This political statement was presented during the Rail Freight Day in Vienna on 6 December 2018.

Cooperation with Railway undertakings

Continuing its policy to foster cooperation with the corridor's customers set up since 2017, the Executive Board invited the RAG speaker at each meeting to exchange respective views on most critical issues expressed by the RAG.

During the strategic workshop of the Executive Board held on 12 December, railway undertakings' representatives called for the harmonization of ETCS implementation, coordination of works, the P400 implementation, longer trains but also high quality PaPs, green waves or contingency planning. This input was discussed in depth during the discussions held during the day by the Ministries and the Management Board. RU's views were taken into consideration for the establishment of the strategic goals and objectives of the Executive Board.

Governance

The Executive Board delivered its report pursuant Article 22 of the Regulation 913/2010 on 30 March 2018. This report focused on a comprehensive assessment of the implementation plan, drew the lessons learnt and proposed objectives to be further discussed.

The proposed objectives set in the report were discussed by the Executive Board at its strategic workshop on 12 December. This workshop defined a new set of objectives for the Executive board and outlined a new working method. These objectives concern the fostering of national coordination and cooperation among all ministries and take into account the views expressed by the RUs during the workshop. Objectives and the new working method will be finetuned and implemented from 2019 on.

The Executive Board also adopted the revision of the implementation plan of the RFC and the revised framework for capacity allocation for timetable 2020.



The revision of the implementation plan contains the following aspects:

- new details of the corridor's extension beyond London and to Geneva,
- updated objectives,
- updated indicative investment plan,
- revised ERTMS deployment plan
- alignment to the common structure of the Corridor Information Document used by all RFCs.

The revision of the harmonised framework for capacity allocation was discussed at the Network of Executive Boards level. It provides a legal framework for the start of a pilot project between Rotterdam and Antwerp on RFC's routes from the timetable 2020. This pilot aims to test several aspects of the timetable redesign project, supported by RNE.

4. Results in 2018

Actions of the Management board



Mohamed Salimène
ERTMS coordinator



Sylvain Mosmann
ERTMS technical advisor

The Management board set up the ERTMS committee, composed of experts from infrastructure managers and railway undertakings, which has the mission to coordinate both the technical developments and the planning for implementing ETCS on then corridor. In 2018, the committee worked on different operational and technical topics in an exchange approach with RUs. In 2017, the results of the working group have been shared with the RFC Network and the EUAR.

Deployment of ETCS on the corridor

- | | |
|---------------------|--|
| Belgium: | all the principal lines of the former Corridor C were deployed in 2016 (level 1 version 2.3.0d and level 2). Some trains are already running on these lines with ERTMS equipment; |
| France: | ERTMS (level 1, version 2.3.0d) was deployed on the two pilot sections, Zoufftgen - Uckange and Longuyon - Mont-Saint-Martin, in 2017. On the Longuyon - Saint Louis section, SNCF Réseau started the civil works; |
| Luxembourg: | all routes are equipped and certified in spring 2017 (level 1 version 2.3.0d); |
| Netherlands: | in the Netherlands, from the Roosendaal border point will be equipped in 2026; |
| Switzerland: | ERTMS (level 1 Limited Supervision) was deployed in 2015 between the French border and Basel Marshalling Yard. Since end 2016 it is officially possible for trains equipped with ERTMS to run on this section. |

Capacity and Temporary Capacity Restrictions

Capacity management

Capacity management lies at the heart of the output of the Corridor. The 2019 timetable catalogue of pre-arranged paths was published on the 9th of January 2018. The volume of pre-arranged paths published and ordered via the C-OSS is indicated via the corridor capacity KPIs (see chapter 5 – Performance of the corridor). From timetable 2019, the management of the corridor has clearly shown to put the pre-arranged path catalogue and the C-OSS at the core of the international timetabling process for freight. The catalogue now contains all pre-constructed capacity for international freight, offering all possible slots at the borders of Essen/Roosendaal between Belgium and the Netherlands and Rodange/Aubange between Luxembourg and Belgium.

Outlook 2019: the PaP catalogue for the 2020 timetable was published on the 14th of January 2019 with an again increased offer.

CAPACITY ALLOCATION CALENDAR IN 2018



4. Results in 2018

Temporary Capacity Restrictions

Infrastructure Managers along the corridor coordinate the planning of works that affect capacity along the corridor, so that a Railway undertaking wanting to run a train from country A to country B is no longer in a situation where infrastructure works are at the same time being carried out on the principal line in country A and on the diversionary line in country B. The outcome of this coordination is a list of coordinated works, published on the website for customers' needs. The infrastructure managers of the corridor coordinated the works for the 2018 till 2020 timetables in meetings held twice a year at least.

The list of works updated for the 2018 till 2020 timetables was published in December 2018.

In order to meet operational needs, rerouting recommendations (fiches) have been prepared by consulting the RUs, and published on the RFC North Sea - Med website.

Outlook 2019 : RFC North Sea - Med will accompany the Infrastructure Managers for the implementation of Annex VII that came into force in December 2017.

Train performance and traffic management

Train performance management

The train performance management project has as goal to monitor punctuality of international freight trains running on the corridor, and initiate actions to improve punctuality where necessary. The working group consisting of performance managers from the infrastructure managers have been analysing the corridor punctuality reports on the basis of data from the Train Information System (TIS), which provides real-time train data. A list of poor performing trains has been drafted which are in continuous close observation. This way, the working group ensures that the problems are tackled at national level and structural issues can be identified where needed.



Traffic management

Traffic management on the lines of the corridor consists in improving the situation both at the borders between two infrastructure managers and on the lines, in case of disturbance.

The Traffic Management working group, composed of experts of all infrastructure managers of the corridor, contributes to the improvement of traffic management on the corridor. It mainly aims at implementing TIS at all infrastructure managers of the corridor.

In 2018, the priority was to follow up the TIS data exchange implementation. To achieve this objective, IM's within the corridor committed to implement TAF TSI (cf. TAF/TAP TSI Master Plan). RFC North Sea - Med organizes 4 coordination meetings per year with IM's in order to follow up the progress of the project.

In 2018, the Management board approved a new 2019 – 2020 workplan for the Traffic Management working group, taking into account the identified needs in the frame of the International Contingency Management Plan.

International Contingency Management

The Rastatt disruption on the RFC Rhine-Alpine (12 August – 2 October 2017) demonstrated the importance of the resilience and the complementarity of RFCs Rhine-Alpine and North Sea-Mediterranean. This topic was considered with the view to learn from this incident to improve the functioning of RFC North Sea - Med.

The International Contingency Management handbook was approved by RNE, PRIME and the sector, in May 2018, and the RFC North Sea - Med published its re-routing scenarios document in December 2018.

Outlook 2019: A simulation test will be organized involving all the relevant stakeholders in order to test and improve the effectiveness of such tools.

Implementation plan

In 2018, the Management board updated the implementation plan with the extension to Geneva.

The implementation plan contains an indicative investment plan which provides an indicative list of investments which are intended to be implemented within the next ten years and which are focused on capacity management and interoperable systems deployment. This list enables infrastructure managers to exchange information on investments with neighboring

4. Results in 2018

Communication

The Management board strives for better communication and to work in full transparency with its stakeholders, and mainly its customers. The Corridor Information Document, the geographical information system, the website, RFC North Sea – Med brochure and press are the main communication tools of the



corridor. In 2018, the Management board also participated in a number of events (see chapter 6. Events). Also, due to the extension to Geneva, the map of the Corridor and all related communication had to be adapted in 2018.



4. Results in 2018

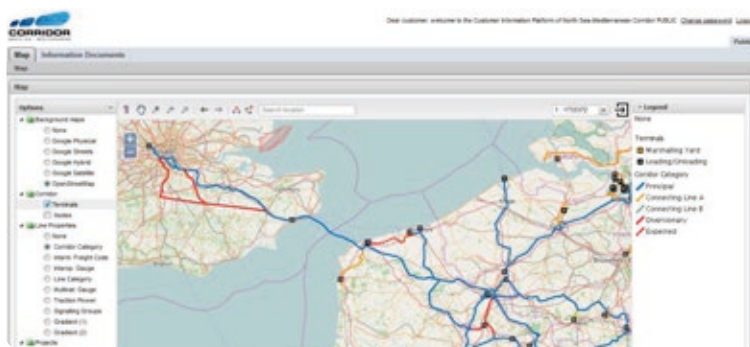
Corridor Information Document

All necessary information to use the corridor is provided in the Corridor Information Document (CID) which is published at www.rfc-northsea-med.eu. This document gives corridor-scale information such as infrastructure and terminal characteristics, access conditions, capacity and traffic management procedures as well as the implementation plan of the corridor. In 2018, all corridors worked together to publish the information on capacity, temporary capacity restrictions and traffic management, listed in Book 4 of the CID, via common texts, leaving open the possibility to add corridor specific information where needed. Also for book 1 and 2, the common and harmonized template has been used for publication. And for the first time, in 2018, RFC's Rhine-Alpine, North Sea - Med, Atlantic and North Sea - Baltic, published a single Book CID Book 1. A simplification of the Book 5 structure has also been done in 2018.

Outlook 2019 : *The CID for timetable 2020 was published on the website on the 14th of January 2019. In 2019, the RFC Network will investigate the possibilities for further harmonisation of CID as well as a single Book 1 for all RFCs.*

Geographical information system (GIS)

In 2018, the Management board continued to work with 7 other RFCs in order to implement a common GIS called CIP (Customer Information Platform), as 1 new RFC (Mediterranean) joined the CIP. RailNetEurope took over the Project management and organised workshops with all RFCs. Nicolas Gatez of Infrabel is improving the quality of the system as implementation manager for RFC North Sea-Med. This GIS is now available on RFC North Sea – Med's website. It contains the main technical characteristics of the lines of the corridor. Further improvements, developments and integration with other RNE tools is foreseen in 2019.



Nicolas Gatez,
GIS Implementation manager

Brochure

The Brochure of the corridor (about us/ publications), was updated in 2018.





5. Performance of the corridor

Performance monitoring

Each year, at the end of the first quarter, the corridor publishes its performance monitoring report. The most important performance indicators are listed in this report below. For more details, see:

https://www.rfc-northsea-med.eu/sites/rfc2.eu/files/telechargements/5._RFC_2_North_Sea-Mediterranean_-_performance_report_2018_final.pdf

Operations

Total Corridor Traffic

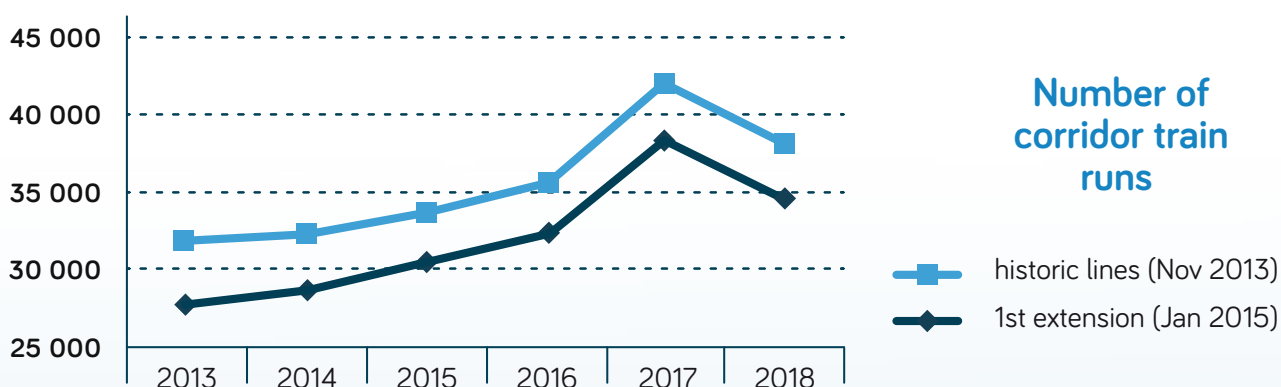
In the figures presented, all international freight trains that pass a border on the corridor are taken into account, if they at least travel 70 km on corridor lines.

The evolution of the total amount of Corridor traffic is influenced heavily by the economic growth of the Corridor region. However, the Corridor aims to increase the amount of Corridor trains in the following matter, compared to the year 2013, taking into account a low economic growth:

RFC NSM Objective	2020	2030
historic lines (Nov 2013)	+3%	+9%

Since the start of the Corridor, we could witness an increase in international rail freight traffic by 38%. In 2017, the sharpest growth so far could be noted, leading to a result of +18% compared to 2016. For 2018, unfortunately, part of the increase of 2017 was lost again.

Evolution compared to 2013 (start RFC NSM)	2013	2014	2015	2016	2017	2018
historic lines (Nov 2013)	27835	+3%	+9%	+16%	+38%	+24%
1st extension (Jan 2015)	31711	+2%	+6%	+12%	+32%	+20%



Traffic Volume (Per Corridor Border)

The evolution of traffic per corridor border is shown to give an indication of the geographical spread of the traffic on the corridor. This is especially important given the fact that there are many different traffic flows with very different O/Ds using the corridor lines.

Traffic per border	2018 vs 2017	Total number of trains in 2018
Bettembourg / Zoufftgen	-12%	9372
Roosendaal / Essen	-9%	9215
Basel / St.Louis	-10%	7271
Mouscron / Tourcoing	-18%	5783
Aubange / Rodange	-23%	4516
Aubange / Mont-Saint-Martin	+11%	4421
Erquelinnes / Jeumont	+5%	2198
Calais-Fréthun / Eurotunnel / Dollands Moor	-11%	1718
Baisieux /Blandin	-18%	1199

The fluctuations at Aubange/Rodange and Aubange/Mont-Saint-Martin can largely be linked to fluctuations throughout the year linked to works, because in general, we see a steady rise in traffic on the Benelux-Switzerland traffic, which for the majority explains the good figure for Basel/St.Louis. More precisely, traffic scheduled via Aubange/Rodange and Bettembourg/Zoufftgen is often rerouted via Aubange/Mont-Saint-Martin because of temporary capacity restrictions, or vice versa.

At the franco-swiss border of St.Louis/St.Johann, a small decrease could be noted, aligned with the evolution we've witnessed over the last couple of years. This also means that the influence of re-routing the traffic from Germany to Switzerland via RFC North Sea - Med following the Rastatt incident was very low, and not significant overall.

Since the traffic volumes at Baisieux/Blandain and Erquelinnes/Jeumont are very small compared to the other corridor borders, new traffic or cancelled traffic can have a big impact on the figures. For some years, we see a decreasing volume for the former, while at the latter, some new promising traffics have started in 2016.

Punctuality

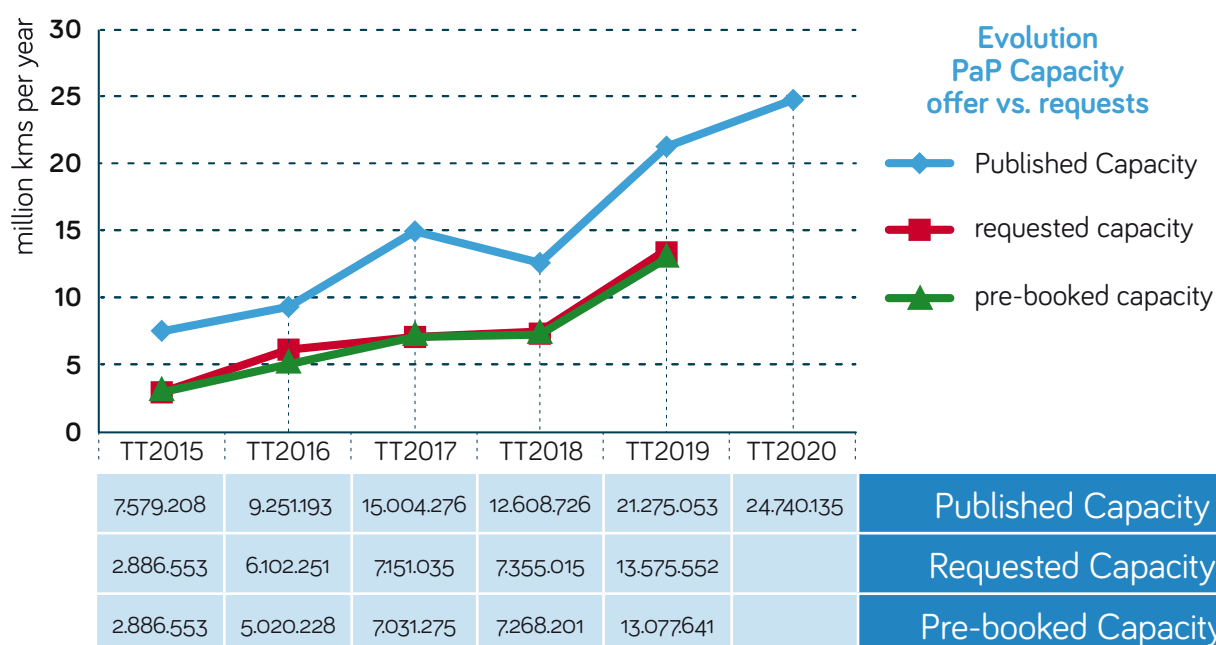
RFC North Sea – Med continues its efforts to reach the objective of 80% punctuality in the future. Unfortunately, for the fourth year running, this objective was not reached. For 2018, the global corridor punctuality figure is the following:

5. Performance of the corridor

Yearly RFC NSM punctuality (30min on selected corridor trains)	2013	2014	2015	2016	2017	2018
punctuality evolution compared to TT2013	77,9%	+ 1%	+ 1%	- 1%	=	=

Capacity Allocation

The graph below displays all the PaP capacity (in KMs per year) that has been published by the C-OSS of the Corridor in January 2018, for the annual timetable 2019 together with what has been requested and pre-allocated in April 2018. It must be noted that most PaPs run Monday to Friday, but some might have more (7) or less (minimum 3) running days, or that a given PaP might not be available on some days throughout the year.



TT2019 vs TT2018	Published capacity	Requested capacity	Pre-booked capacity
	+ 68,7%	+ 84,2%	+ 79,5%

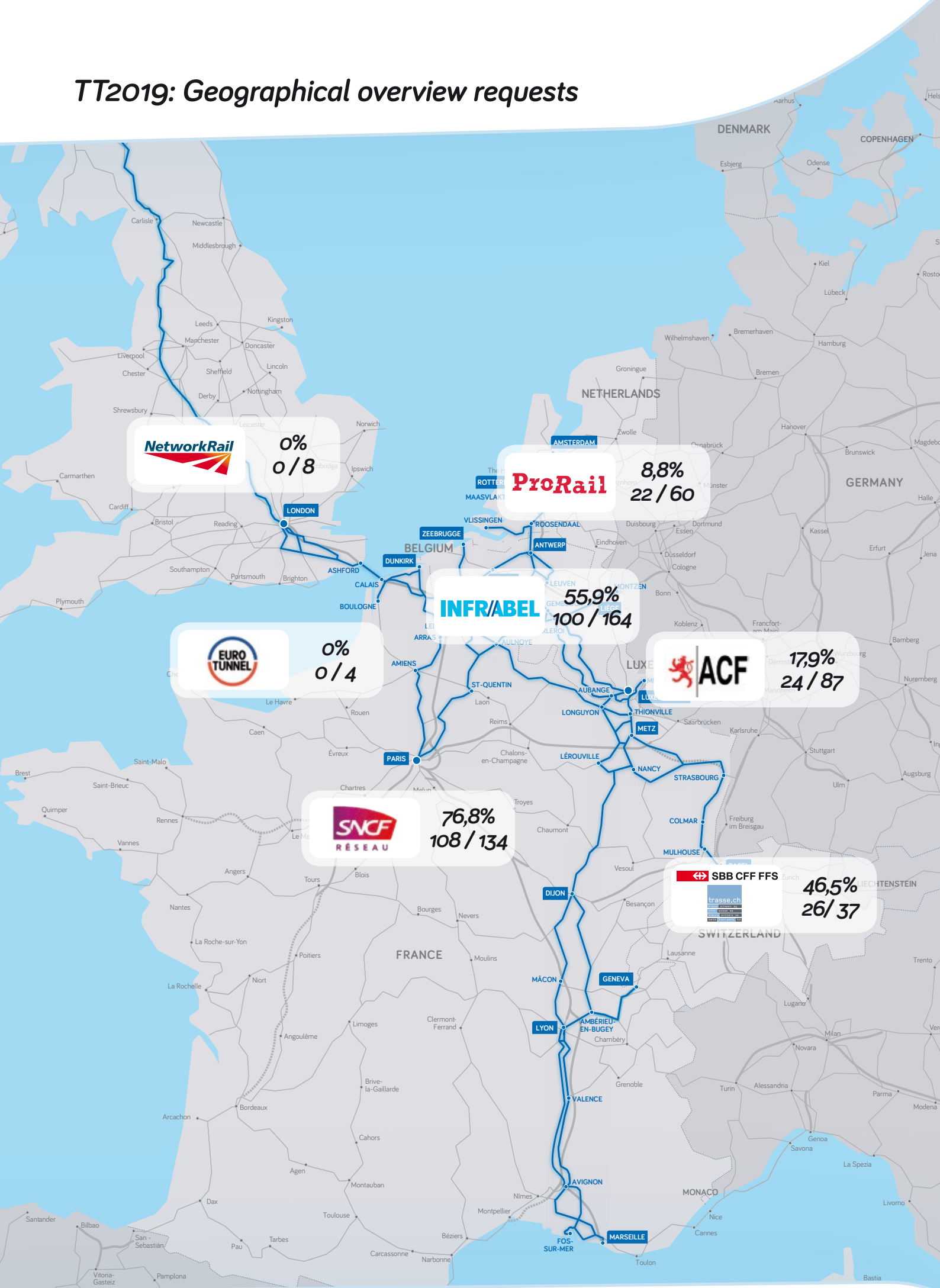
The small difference between the requested capacity and the pre-allocated capacity for timetable 2019 shows that there were only a very limited number of conflicting requests in April 2018. This clearly shows that the PaP offer for timetable 2019 was very much aligned with market demand.

The geographical distribution of the PaP capacity requested per country throughout the corridor is shown below.

For each of the Infrastructure Managers or Allocation Bodies, the following is indicated:

- the percentage of capacity requested in April versus what was offered in January
- the number of PaPs that were at least partly requested in April vs. the PaPs published in January.

TT2019: Geographical overview requests



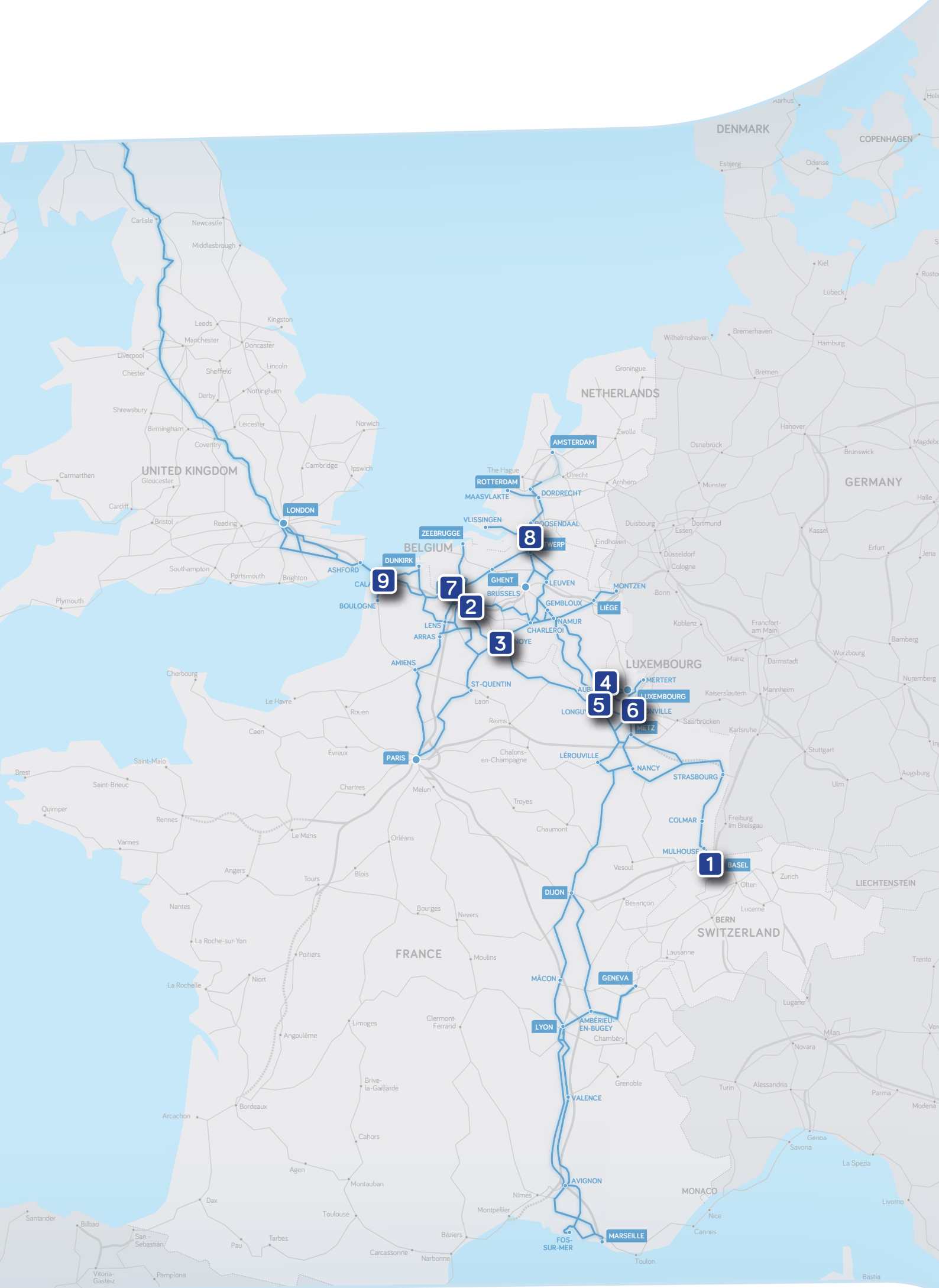
5. Performance of the corridor

To have an idea of the importance of the role of the Corridor in the total allocation process, a comparison was made between the capacity allocated by the C-OSS of RFC North Sea - Med and the total scheduled traffic per corridor border point. This way we can determine the share of trains running on the corridor which were ordered via the C-OSS (either via PaP, or via feeder/outflow), compared to the total amount of foreseen corridor circulations.

RFC NSM border	Share of scheduled trains allocated via the C-OSS (X-3)			
	TT 2016	TT 2017	TT 2018	TT 2019
1 Basel/St.Louis	53%	47%	44%	78%
2 Blandain/Baisieux	51%	21%	46%	141%
3 Erquelines/Jeumont	5%	0%	26%	32%
4 Aubange/Rodange	39%	47%	68%	96%
5 Aubange/Mont-St-Martin	84%	56%	60%	117%
6 Zoufftgen/Bettembourg	16%	14%	15%	36%
7 Mouscron/Tourcoing	64%	43%	37%	94%
8 Essen/Rosendaal	8%	18%	38%	27%
9 CalaisFréthun-tunnel	/	/	16%	48%
All	41%	33%	34%	64%

Figures can only be regarded as an indication:

- Works or last minute demands from the customer might lead to changing timetables, routing or calendar; partly or entirely
- Cancellations (between allocation by C-OSS and start of timetable; partly or entirely).



6. Events

RFC North Sea - Med presented its activities and ambitions to stakeholders at four events in 2018.

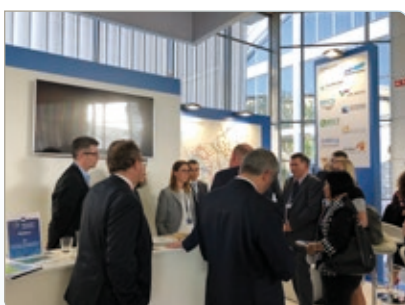
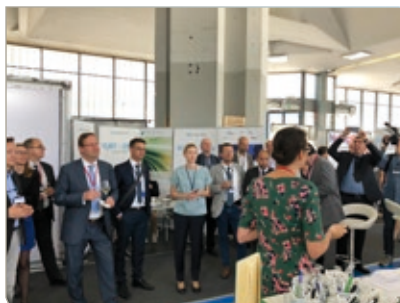
SITL fair in Paris, on 22, 23 and 24 March

RFC North Sea – Med presented its activities at SNCF Réseau's booth. Our Managing Director also participated in the debate discussing the potential of new routes.



TEN-T days in Ljubljana, on 25, 26 and 27 April

RFC North Sea – Med presented its activities at the Common RFC Network and RNE booth in the TEN-T exhibition hall. Also, the RFC Network organized a network drink event during the TEN-T days exhibition.



Ferrmed Conference in Brussels, 21st of November

For the first time, RFC North Sea - Med was invited as speaker to the Ferrmed Conference. This meeting took place in Brussels on the 21st of November.



The EU Rail Freight Day in Vienna on 6 December

The fourth Rail Freight Day was organised by RailNetEurope and the European Commission. RFC North Sea – Med presented its activities in the exhibition area.



7. Finance

The financial resources available for RFC North Sea-Med come from contributions from its members and partners and European subsidies received. Since its creation, RFC North Sea - Med has been granted five subsidies. In 2018, one subsidy contributed to its financing and to some of its members.

“Improvement and promotion of Rail Freight Corridor North Sea – Mediterranean” (Action n. 2014-EU-TM-0043-S)

The Grant agreement was signed on 1 December 2015. This Action covers, from 2015 to 2018, the following activities:

- Capacity, traffic and performance management and studies for the deployment of interoperable systems
- Further harmonisation and updates of the CID and GIS
- Updates of the Transport Market Study
- Coordination of the corridor's further developments and communication
- Loading gauge upgrade study on the Network Rail lines of the corridor (beneficiary: Network Rail).

The forecast amount of the subsidy is 1.2 million €.

“Long-term development, governance and support to the harmonisation process of Rail Freight Corridor North Sea – Mediterranean within the European rail freight network” (Action n. 2016-PSA-RFCo2)

In May 2018, the Grant agreement between INEA and RFC North Sea - Med regarding the 'Program Support Action' (PSA) was signed. This PSA will safeguard the financing of the RFC North Sea - Med for the years 2019 and 2020. The Executive Board gave its full support to the application of the EEIG.

Outlook 2019 : RFC North Sea - Med will start 2019 with the new PSA financing of its activities. Also, RFC North Sea - Med will continue to support financing applications submitted by its members and stakeholders.

Annex. Results of the 2018 user satisfaction survey

1. Survey design

- The survey is organised by RNE and supplier MarketMind.
- Common for all 8 participating RFCs.
- Field phase took place from 13 September to 12 October 2018

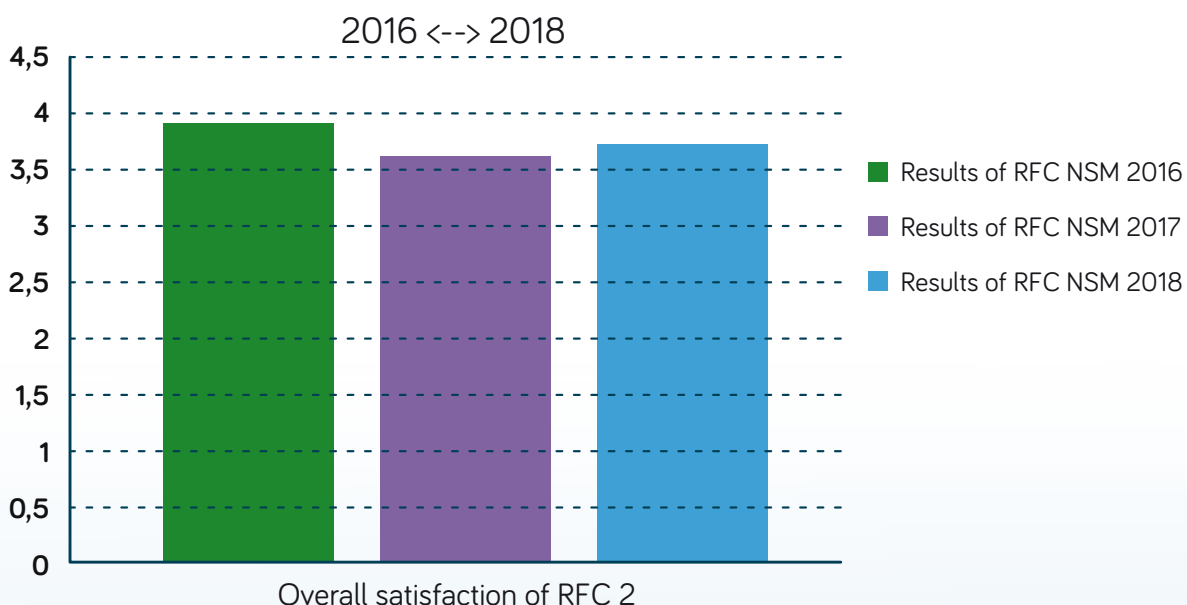
Respondants :

- 68 for all corridors.
- 19 for RFC NSM (out of 75 e-mails sent).
- The survey was sent to one person per RU/Non-RU applicant/Terminal. Questions could be answered by different persons.
- Almost all clients answered, but due to low number of responses hard to compare statistically.
- The questionnaire was carried out by 'Computer Aided Web Interviews' (CAWI).
- Marks are from: 1 (very unsatisfied) to 6 (very satisfied).

2. Overall satisfaction of the RFC North Sea – Mediterranean

The question:

"Overall, how satisfied are you in general as a user of the RFC(s)?", has the following results:



Annex . Results of the 2018 user satisfaction survey

3. Conclusion

- All detailed results are available on our website via following link:

https://www.rfc-northsea-med.eu/sites/rfc2.eu/files/telechargements/6._2018_User_Satisfaction_Survey-overall_comparison_2014-2018_20190221.pdf

Most results are in line with the other corridors, except some specific issues related to e.g. Infrastructure Standards and Allocation Process

Strong satisfaction increase for: Satisfaction with Management Board in RAG & TAG

- Light satisfaction increase for:
 - RAG & TAG meetings
 - Satisfaction with PaP
 - Satisfaction with the C-OSS
- Stable satisfaction for:
 - Overall satisfaction
 - Overall communication
- Satisfaction decrease for:
 - Infrastructure standards
 - Coordination of works
 - Satisfaction with the CID
 - Terminal information
 - Helpfulness of Traffic Management
 - Satisfaction with PCS

All these elements are taken into account to feed the common Action Plan steered by the Corridor.



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