



Co-financed by the European Union  
Trans-European Transport Network (TEN-T)

# Progress of the corridor

## Terminal Advisory Group

9 October 2013

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***Fast track** your rail freight*

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# Implementation plan (IP)

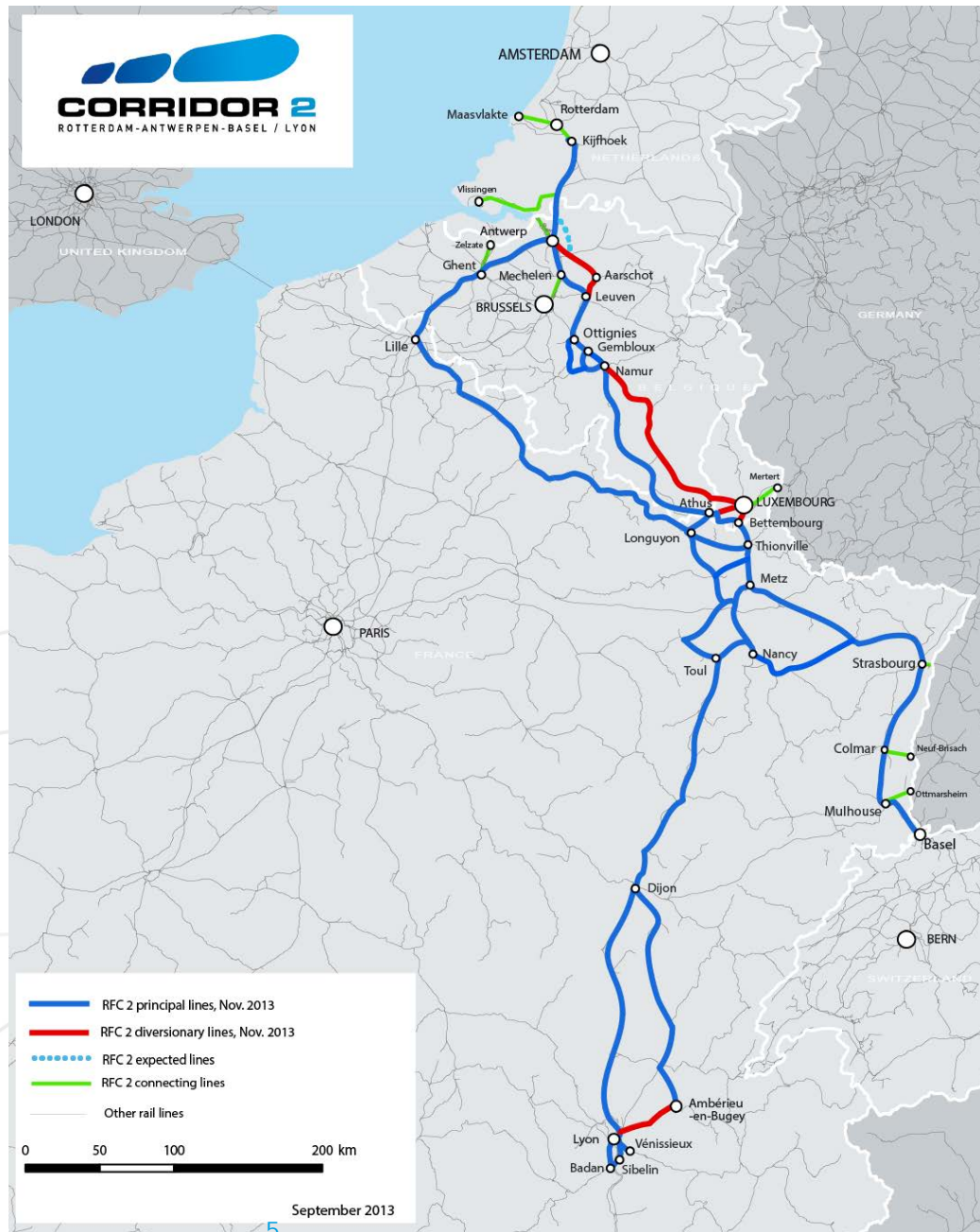
- 15 to 29 April 2013: consultation phase
- 7/5/2013: submission of the IP to the Executive board
- 29/5/2013: feedback on consultation (during RAG meeting)
- 21/6/2013: the Executive board requests some modifications
- Summer 2013: update of the IP to take into account RAG/TAG/ExBo comments
- 24/9/2013: the updated IP is sent to the Executive board for its final approval on 10 October 2013
- 9/10/13: feedback on consultation (during TAG meeting)
- 10/11/2013: the IP will be published on RFC2 website as part of the CID

# Extensions of RFC 2

- The Connecting Europe Facility (CEF) regulation is expected to be voted by EU parliament in October 2013 and formally adopted by the Council in November 2013
- It is expected to contain an annex that updates Annex 1 of regulation 913/2010
- Consistently with this new regulation, RFC2 will have a 3 phase extension

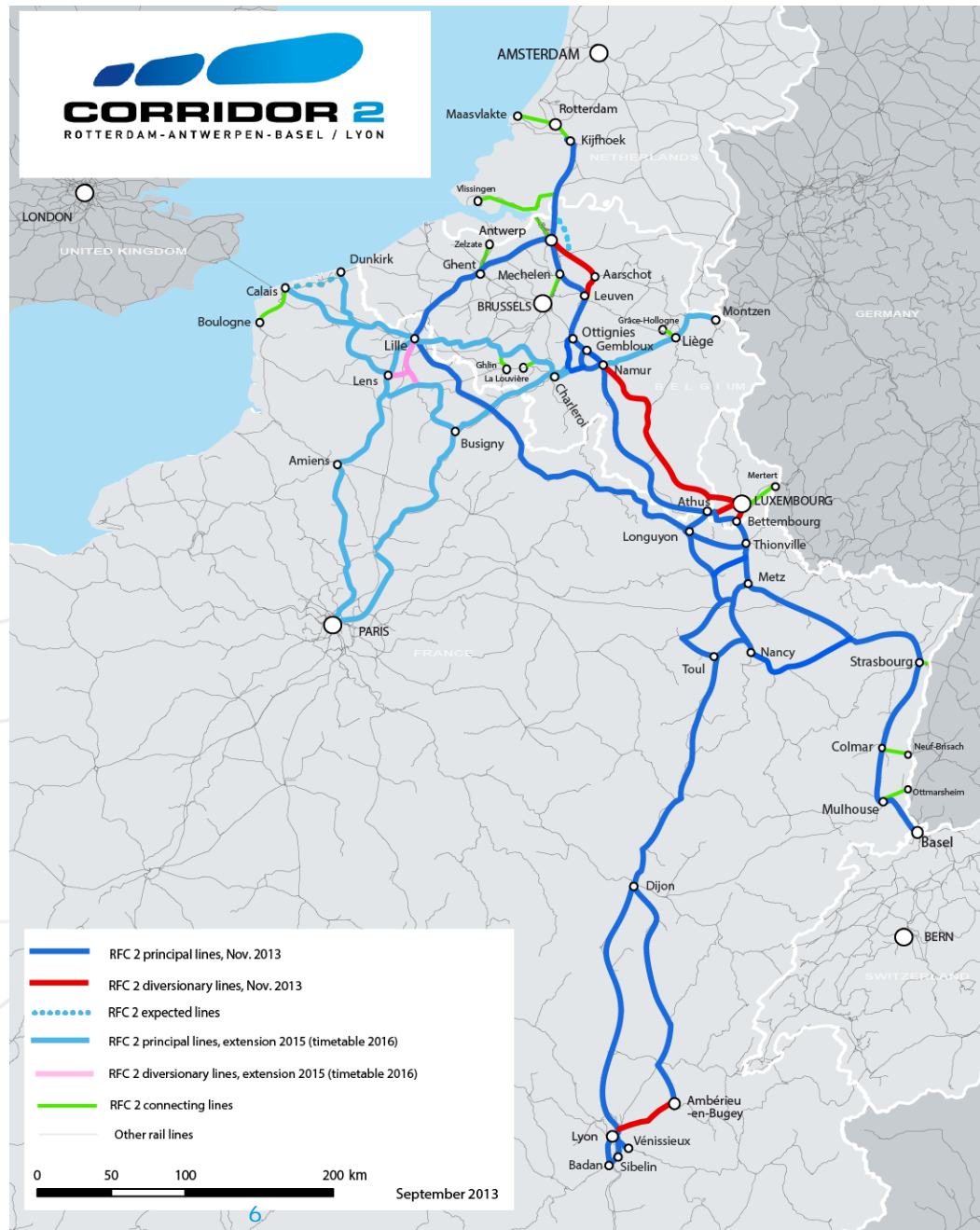
# Phase 1:

routes which  
compose RFC2  
in November  
2013



RFC 2 maps are subject to  
The ExBo approval and to  
the adoption of the CEF  
regulation

# Phase 2: extension in January 2015 (2016 PaPs publication)



RFC 2 maps are subject to The ExBo approval and to the adoption of the CEF regulation



# Phase 3: extension at the latest in November 2016

- based on market studies
- taking into consideration existing passenger and freight transport

RFC 2 maps are subject to The ExBo approval and to the adoption of the CEF regulation



# Definition of lines

The designated RFC 2 lines are split into four different categories (subject to ExBo approval):

- On **Principal lines**, Pre-arranged Paths (PaPs) are to be offered and there is an obligation for ERTMS implementation if required in European Deployment Plan (EDP);
- On **Diversiónary lines**, there is no obligation for ERTMS implementation or investments others than according to national plans. PaPs may be considered;
- **Expected lines** are lines which are either planned in the future or under construction but not yet completed;
- **Connecting lines** are lines connecting a terminal to a principal or a diversionary line and there is no obligation for ERTMS implementation other than European Deployment Plan (EDP) nor for PaPs supply.



# Coordination of works and possessions

- Managers in charge of works planning in NL, BE, LU, FR and CH now meet twice a year, at times which are optimal for planning processes (March and September Y-2)
- Intentions
  - to avoid works at the same time on the main line in country A and on the alternative line in country B
  - to publish works with capacity restrictions (location and dates of planned works for the current year & next 2 years) and update every half-year
  - to anticipate major capacity issues on the main routes sufficiently in advance to elaborate a re-routing strategy with RUs
- 6/2013: publication of an incomplete list of works on [www.rfc2.eu](http://www.rfc2.eu)
- 11/2013: publication of a full list of works for TT2014 and TT2015

# Coordination of works and possessions

- We have not identified “conflicts” for TT 2015 as, at this time,
  - No works are expected on Zoufftgen – Bettembourg
  - No works are expected on Athus-Meuse
  - Works are never scheduled simultaneously on MsM – Longuyon and on Zoufftgen – Thionville
  - Works are never scheduled simultaneously on line 6F and on lines 7+5 in Luxembourg
  - Works are never scheduled simultaneously on Longuyon – Thionville and on Longuyon – Conflans Jarny – Hagondange
- As far as the overall impact of works on the availability of capacity is concerned, significant works are expected in 2015
  - on Aulnoye – Longuyon (*artère nord-est*)
  - on Strasbourg – Mulhouse (*plaine d’Alsace*)

# Traffic management

In 2013, the IM working group on traffic management worked on the compliance of RFC 2 with the minimum requirements of art 16 & 17 of regulation 913/2010 (traffic management and traffic management in the event of disturbance)

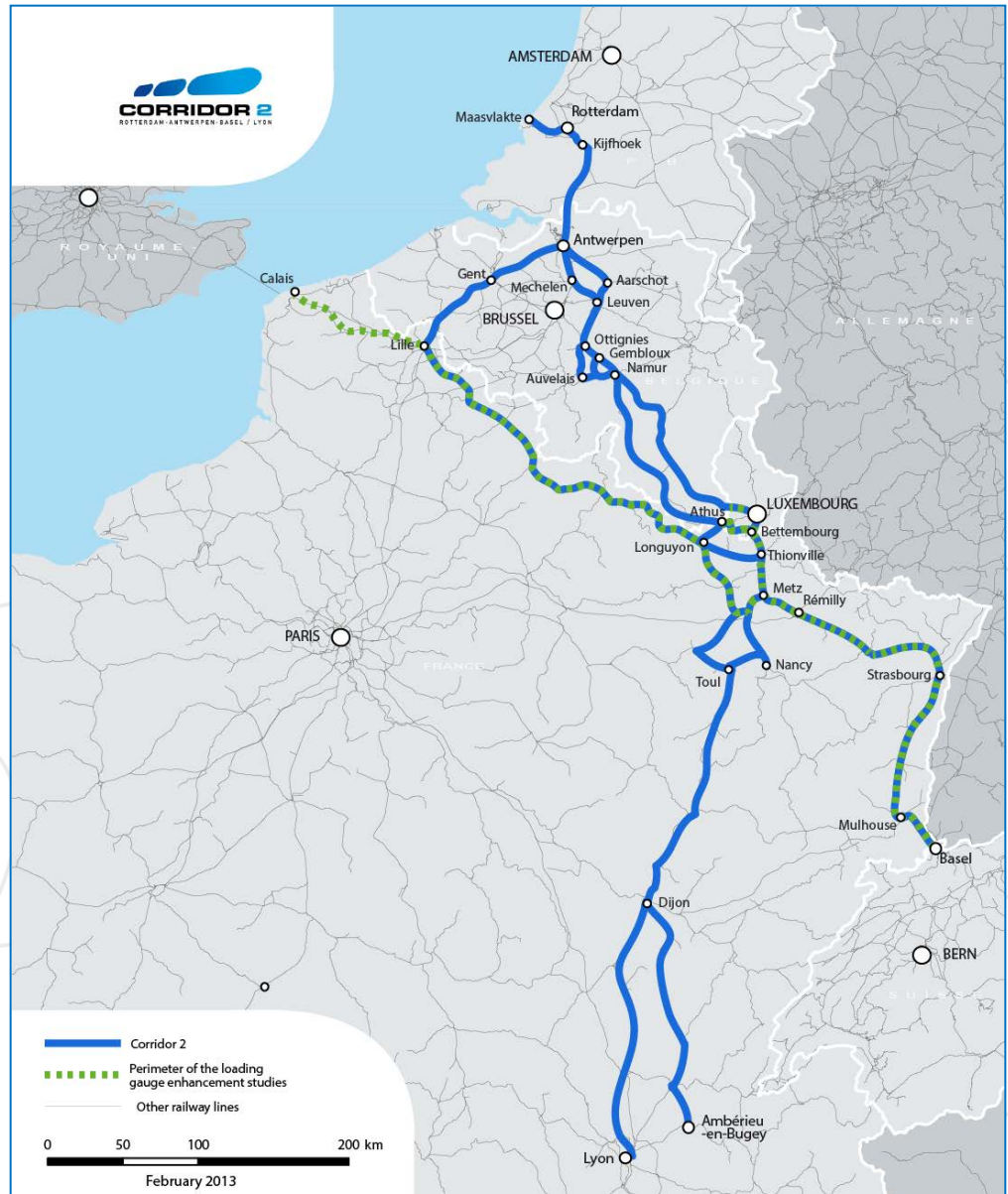
- bilateral cooperation documents exist between neighbouring IMs
- technical documents describing operation processes are currently being updated for all border sections on RFC 2
- priority rules for traffic management in the event of disturbance
  - ProRail, CFL, RFF and SBB already apply the rule that follows the EU Regulation principle: "a freight train that is on time should remain on time as far as possible"
  - Infrabel is currently analysing a change of the current priority rules
- a quantified punctuality objective is defined in the implementation plan (80% on time – with less than 30 minutes delay)

# New EU funding

## **“Studies and activities for further developments of RFC2, its promotion and the upgrade of its infrastructure”**

- The application made by RFC 2 in February 2013 is currently being accepted by TEN-T
- 5 activities will then be subsidised till end 2015 for 50% of their costs
  - Activity 1 - Corridor performance management
  - Activity 2 - Review of the CID
  - Activity 3 - Development of cooperation with RUs & terminals and promotion of RFC 2
  - Activity 4 - Geographical information system
  - Activity 5 - Loading gauge enhancement studies

# Locations of the loading gauge study (map Feb.2013)



# Communication

- **Website:** a new website will be implemented in November, with the following structure

> About us	> Our offer	> Advisory groups	> Corridor Information Document
Organisation	Capacity offer & allocation	Railway advisory group	FAQ
European context	Corridor One-stop shop	Terminal advisory group	Book 1: Generalities
Mission & vision	Coordination of works	Forum (limited access)	Book 2: NS excerpts
Facts & figures	Traffic management		Book 3: Terminal description
	Performance management		Book 4: Procedure for capacity & traffic management
			Book 5: Implementation plan

- **Event:** RFC 1 & RFC 2 are organising an event in 2014 in Ghent to celebrate the implementation of the corridors



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ACF



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