

# Rail Freight Corridor North Sea - Mediterranean

Terminal Advisory Group Meeting  
30 May 2017



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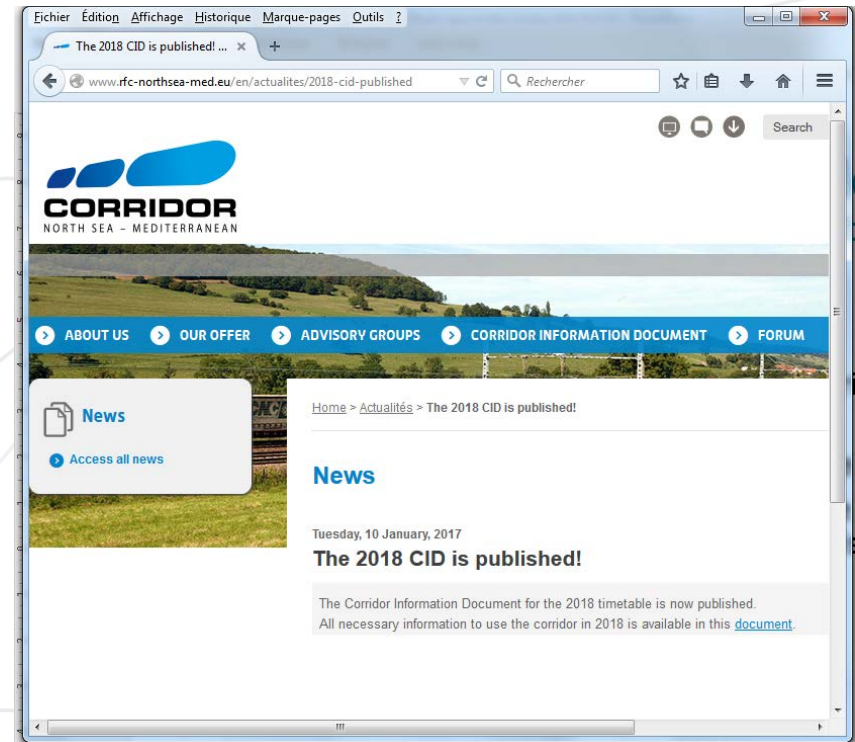
*easier, faster, safer*

# What's new on the corridor?

New Corridor Information Document published for TT2018

Our corridor has published its new CID

- Harmonized with all other rail freight corridors for books 2 (network statement) & 4 (capacity)
- Updated for Book 5 (development / implementation plan)
- For the next publication for TT2019, the harmonization work plan for book 1 (organization) and 3 (terminals) is ongoing



# What's new on the corridor?

RFC NSM supports the projects of its stakeholders proposed for EU subsidies

The RFC North Sea – Med sent in March 2017 a letter to EU/DG Move in order to promote the projects concerned by CEF Call submissions from the stakeholders that asked for it. It can reiterate it, on request of its stakeholders.



# What's new on the corridor?

The timetable 2018 is published

- The path catalogue of RFC North Sea - Med includes new specificities with the aim to develop the quality of paths
- For TT2019, a working group under the umbrella of RNE has been launched to improve the quality of the information contained in PCS
- The catalogue includes PaP connected with feeder/outflow lines to Geneva

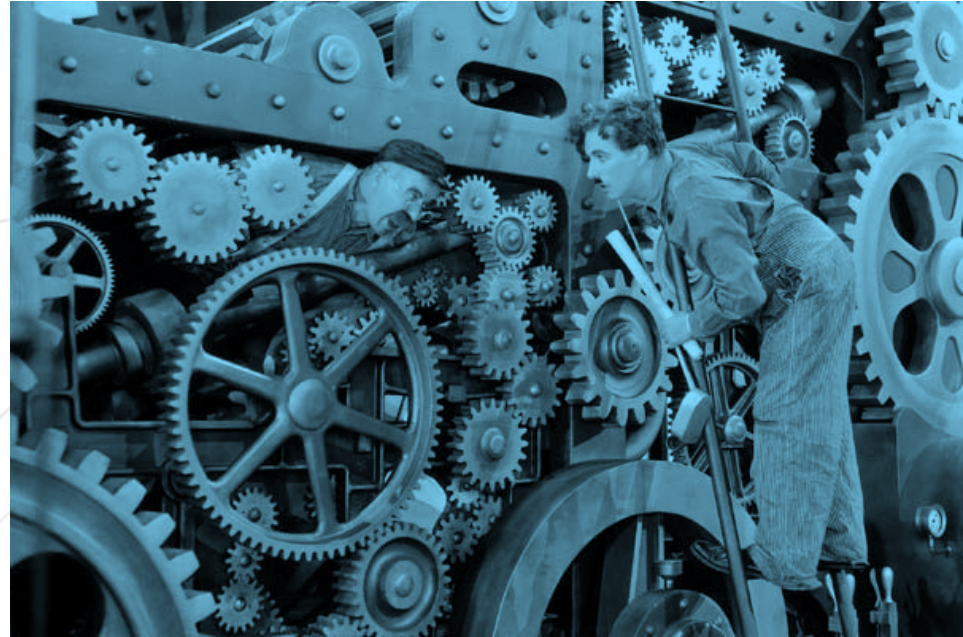




# What's new on the corridor?

## Action plan on the demands of the RAG

- An action plan concerning the demands of the RAG has been drafted
- The goal of this document is to have a shared view on the actions launched by all stakeholders of the corridor, and to have a common commitment from all sides to improve the quality of the corridor services



# What's new on the corridor?

The ten priorities of the sector are under implementation for RFC NSM

**June 2016:** declaration of Rotterdam

**December 2016:** presentation prioritized projects during the Rail Freight Day, that gives concrete objectives out of the Rotterdam declaration

**May 2016:** the volunteers group, that regroups members of the sector, is renamed Sector Statement Group and proposes to name sector caretakers for each priority



## Opening RFC Strategy Sessions

Shared priorities / Operations

- 5. Improving harmonization of processes at the borders, with support from executive boards
- 6. Following Estimated Time Arrival implementation for all stakeholders, including estimated time of handover, implementation of telematics applications for freight service (TAF-TSI) & information of Train Information System (TIS) included in national systems.

The image shows an aerial view of a long freight train consisting of many flatcars, stretching across a vast, arid, desert-like landscape. The train is moving along a set of tracks that curve through the terrain. The sky is clear and blue.

A blue gear icon with the word "Operations" written inside it, located in the top right corner of the slide.

At the bottom of the slide, there is a row of logos for various organizations including CORRIDOR, OPERATIONS, RAILFREIGHT, ATLANTIC, RFCS, 6, RFCT, National Council, and CSCORRIBOIS.

# What's new on the corridor?

The ten priorities of the sector are under implementation for RFC NSM

Thematics	Sector Priorities	State of Play RFC North Sea - Med
Planning	1. Following the timetable review project (TTR) implementation for infrastructure managers and railway undertakings composing the corridor	☹️ RFC NSM is today not involved in this project. A deep analyse will have to be made in order to evaluate the consequences for the activity of the C-OSS and the C-OSS WG
	2. Improving the capacity offer given by the corridor, which has to pinpoint the expectations of the customers (more robust paths, less impact of temporary capacity restrictions (TCR), priority eventually given...)	☹️ Action plan launched with the aim to enhance the quality of the paths offered by the corridor. A first step consisted in publishing a catalogue of PaPs for TT 2018 which doesn't include day-PaPs with a high risk of works impact, in order to improve the communication towards applicants. Evaluation to be made for TT2019
	3. Improving coordination on TCR, with better involvement of railway undertakings in the process	☹️ First border points coordination meetings handled. Action to be generalized for all border points
	4. Enhance use of path coordination system (PCS) e.g. for all international path requests, in developing with RNE a better and usable version of PCS for all players, and improve the handling of PCS requests by respecting the agreed processes & deadlines.	☹️ RNE Task force has proposed several promising solutions that were approved by the participating RUs. Efficiency of the solutions to be confirmed in the next TT.
Operations	5. Improving harmonization of processes at the borders, with support from executive boards	☹️ only one demand from RUs concerning Rosendaal station (discussion MoT ongoing but not solved)
	6. Following Estimated Time Arrival implementation for all stakeholders, including estimated time of handover, implementation of telematics applications for freight service (TAF-TSI) & information of Train Information System (TIS) included in national systems.	☹️ The project ELETA has been launched The IMs of the corridor are currently implementing TAF/TAP TSI, which includes the train running forecast and they have started to implement the TIS data in their national systems

# What's new on the corridor?

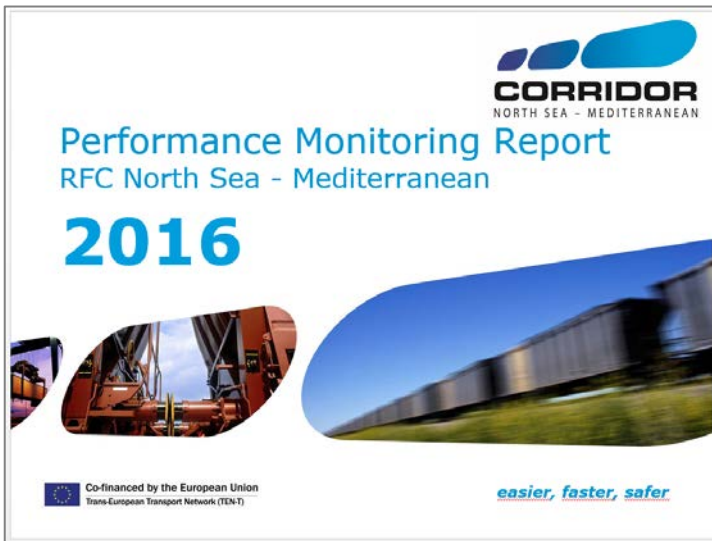
The ten priorities of the sector are under implementation for RFC NSM

Thematics	Sector Priorities	State of Play RFC North Sea - Med	
Infrastructure Investments	7. Monitoring and supporting rollout of the TEN T requirement on Rail Freight Corridors & Infrastructure Managers with a focus on 740m trains	😊	some positive developments, like ERTMS already implemented in Switzerland, Belgium, Luxembourg and pilot sites in France launched end 2016 and beginning 2017. 100 km/h, electrification is operational for our corridor. Only 740 m is not achievable and the short term in Belgium despite the demand from RUs.
	8. Following ETCS implementation decided by Member States.	😐	regular update given by RFC NSM to stakeholders. RFC NSM launched a WG concerning ETCS harmonization rules, that was welcomed by ERA and will lead to deeper discussions at European level. RFC NSM follows up the implementation at the corridor level and will formalize a synthesis expected by mid 2017
Governance	9. Monitoring the quality of freight services with implemented and shared Key Performance Indicators.	😊	KPIs are now defined by RNE, they have been published for RFC NSM
	10. Harmonising the Corridor Information Document (for all books except for Book V)	😐	Books 4 is now fully harmonized. Book 1 & 2 on-going work, and is expected to be finalised in 2017.



# What's new on the corridor?

The performance report of RFC NSM is published



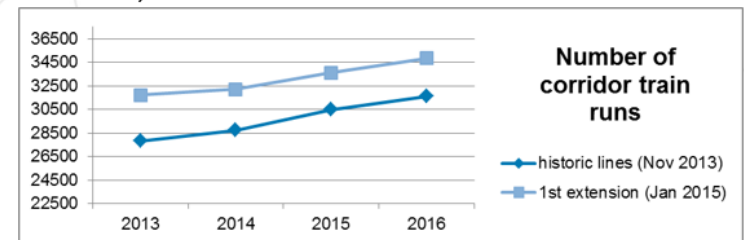
## KPI 01 – Total Corridor Traffic<sup>(4)</sup>

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%

For the year 2014, there was already a rise in Corridor traffic of **3%** compared to 2013. For 2015, the rise was even more significant (**+9%** compared to 2013). For 2016, again a significant rise was measured (**+14%** compared to 2013).

Evolution compared to 2013 (start RFC NSM)	2013	2014	2015	2016
historic lines (Nov 2013)	27.835	+3%	+9%	+14%
1st extension (Jan 2015)	31.711	+2%	+6%	+10%



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