

What's new on the corridor?

Terminal Advisory Group
12 October 2016



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What's new on the corridor?

Organisation Corridor

Renewing of the RFC NSM team:

- Since December 2016, Mohamed Salimène handles the tasks of Operation & Investments Coordinator. He is also in charge of the ERTMS Coordination. Sylvain Mosmann remains within the RFC North Sea – Mediterranean corridor as ERTMS Technical Advisor.
- Since May 2016 Matthieu Maeselle is the new Finance & Communication Manager of the RFC North Sea – Med, following Claire Hamoniau who has decided to accept a new professional opportunity within SNCF Réseau. Matthieu is in particular in charge of the relationship with TAG & RAG members
- Claire Hamoniau is the new sit-in person for SNCF Réseau.

What's new on the corridor?

New extension foreseen Amberieu - Geneva

- Following the demand of FR MoT, the ExBo has consulted the MB and asked to launch a consultation of the Management Board and the Railway undertakings Advisory Group RFC North Sea - Med.
- The consultation of the RUs have been launched by mail on 7 July, with deadline for answer on 2 September, extended to 5 September after having sent a reminder to the target in August.
- 3 RUs answered the consultation:
 - 1 expressed a potential of 2 trains on short-term, 5 trains mid-term a week
 - 1 could not express its potential, estimating that the extension Ambérieu - Geneva would only make sense if the capacity on the section Brig - Domodossola - Novara is strengthened.
 - 1 answered but estimated that the extension would not bring additional volume.
- ➔ So far, we consider the extension would bring a potential of 2 to 5 additional trains a week
- ➔ During the Executive Board held on 6 October 2016 the letter of intention for the extension was approved, and is to be sent to the European Commission for submission to the SERAC committee

What's new on the corridor?

New services for our customers

- The Gotthard tunnel has been inaugurated, bringing more capacity for the PaPs connected to Italy via RFC Rhine-Alpine
- The RUs will be able to order capacity for Eurotunnel via PCS at the end of 2016
- The Customer Information Platform is now fully operational and online

What's new on the corridor?

Cooperation with the CNC NSM

- **New workplan drafted by the CNC NSM :**

The North Sea – Med Core Network Coordinator has proposed a new draft version of the workplan for the corridor. This version can be commented by all stakeholders until end 2016. RFC NSM will coordinate a common answer of all stakeholders if wished by them.

- **Participation of the CNC NSM to the Ten-T days roundtable**

From 20 to 22 July 2016, the RFC North Sea – Med participated in the Ten-T Days in Rotterdam. RFC NSM participated also in the roundtable organized by the CNC NSM, and presented its main achievements.

- **Participation of the Grand Est - CNC NSM regional forum**

In September 2016, the CNC NSM & Atlantic organized a regional forum with the French Grand Est region. RFC NSM & Atlantic presented their activities to the local player in a dedicated roundtable.

What's new on the corridor?

On-going update of the Transport Market Survey

- The RFCs are currently preparing a joint Europe-wide analysis of European freight traffic flows of all transportation modes with relevance for RFCs on the basis of a common database of origins & destinations. Its coordination would be entrusted to RNE and would be conducted by an external consultant. This joint analysis would serve as an input for the future updates of the individual RFC Transport Market Studies (TMS).
- A short description of the content & methodology of the survey is to be sent to the TAG, and RFC NSM will be happy to aggregate the comments received from the terminals to RNE.

What's new on the corridor?

Performance monitoring report 2015

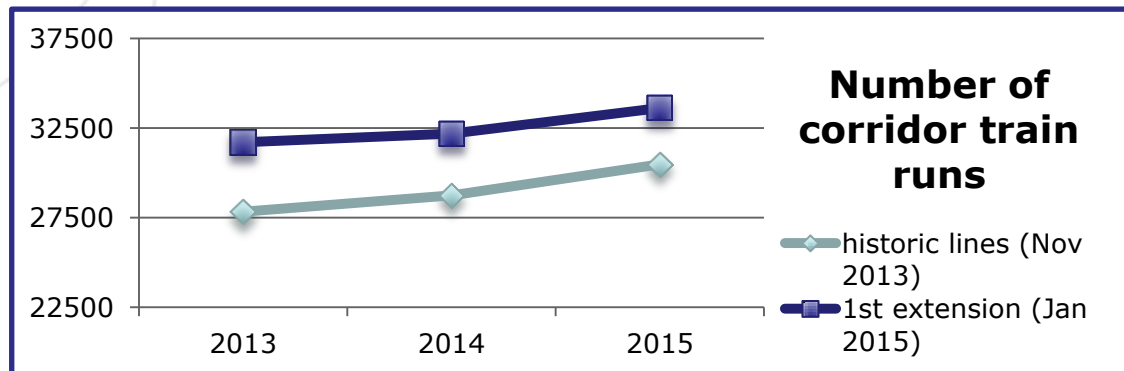
Total amount of Corridor traffic

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).

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



What's new on the corridor?

Performance monitoring report 2015

Punctuality

RFC North Sea – Med continues its efforts to reach the objective of 80% punctuality in the future. Unfortunately, for the second year running, this objective was not reached (on the selection of trains monitored).

The following factors that have influenced this result:

- Signalling disturbances
- Train driver errors
- Recurrent social actions throughout the year
- Security measures
- Accidents (level crossings)

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

The full performance monitoring report is available on our website

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