



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

North Sea- Mediterranean Core Network Corridor

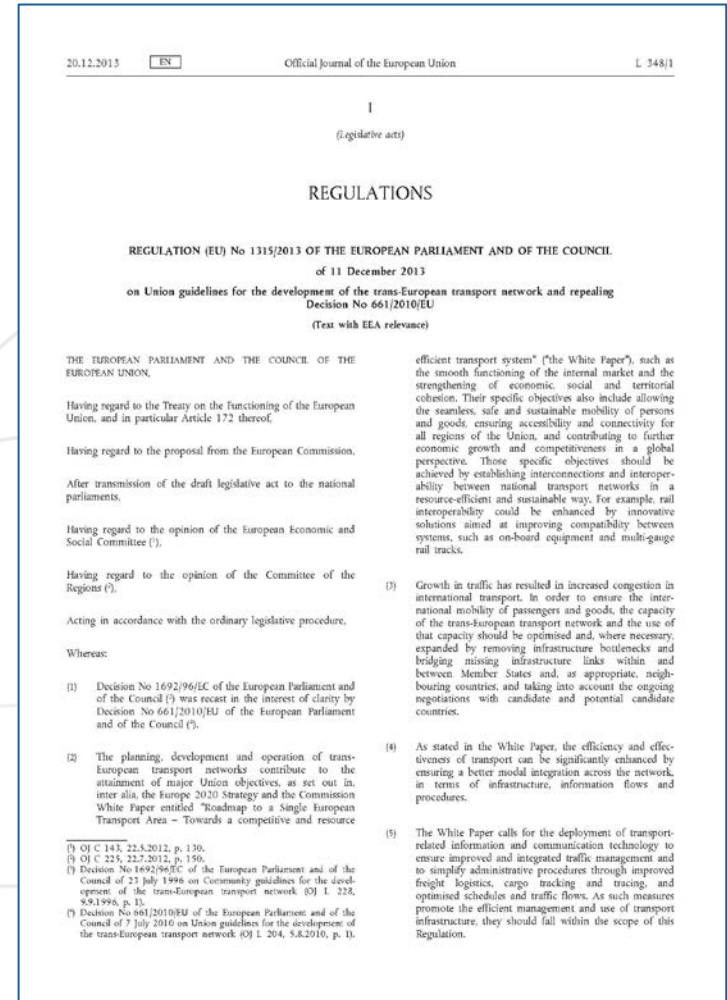
TAG 26 June 2014
Paul Mazataud



Fast track your rail freight

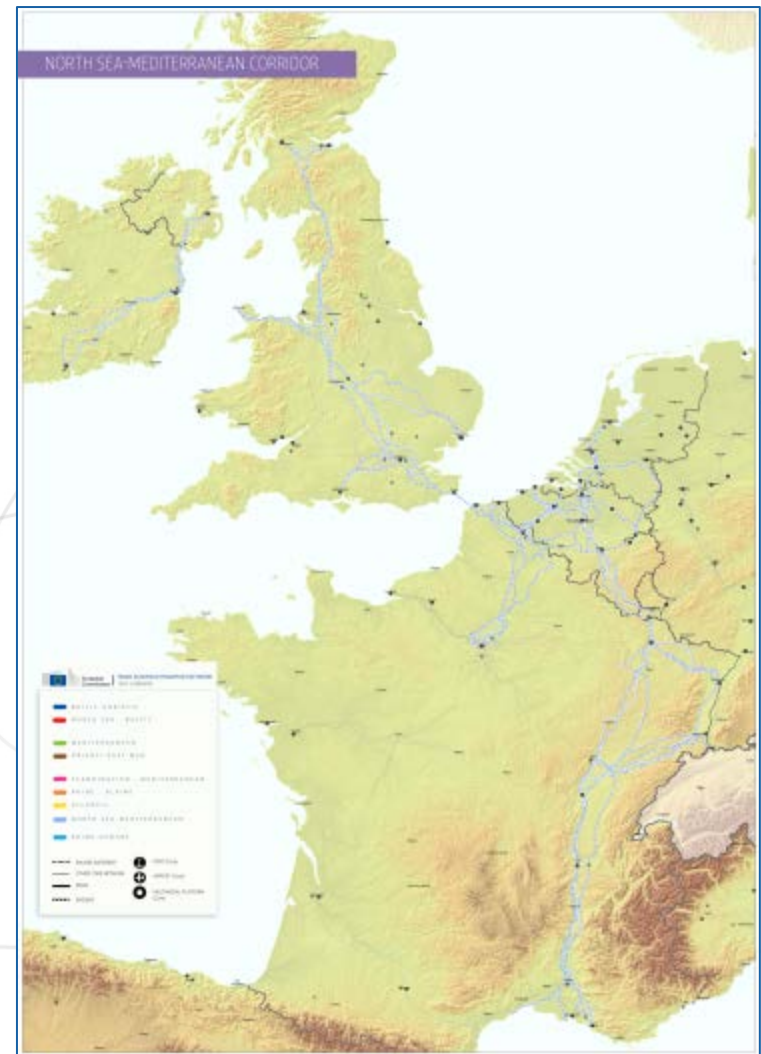
TEN-T guidelines (art 42-48)

- TEN-T guidelines = Regulation 1315/2013 of 11/12/2013
- Core Network Corridors (CNC): instrument to facilitate the coordinated implementation of the Core Network
- CNCs: multimodal & should focus on
 - Modal integration
 - Interoperability
 - Coordinated development of infrastructure (in particular in cross border sections and bottlenecks)



North Sea Med CNC

- It includes
 - Roads
 - Passenger & freight rail lines
 - IWW and IWW ports
 - Airports
 - Maritime ports
 - Multimodal platforms
- To some extent it is aligned with Rail Freight Corridor 2 (RFC North Sea – Mediterranean)



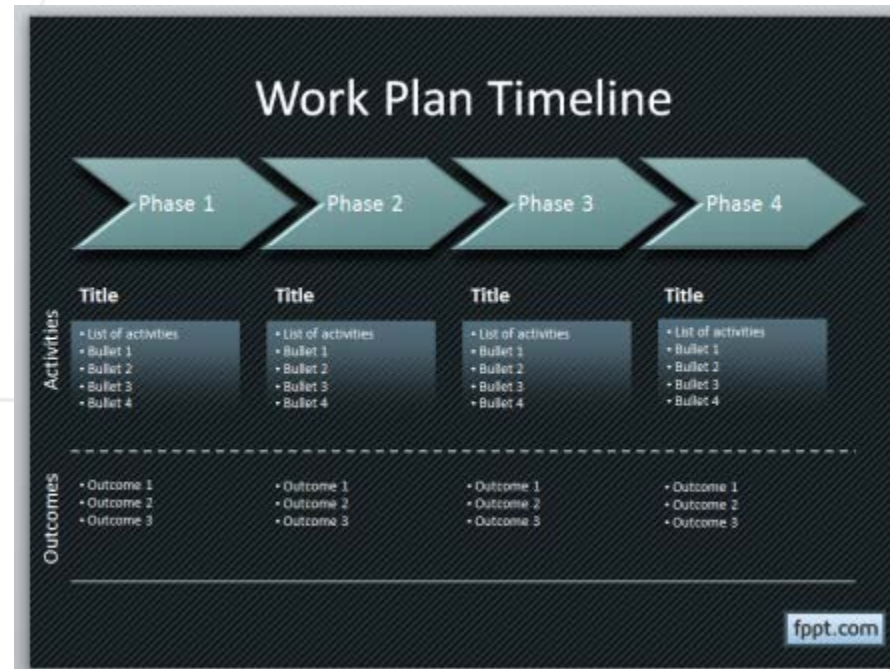
European Coordinator

- On 12/3/2014, Mr Péter Balázs was appointed Coordinator for the North Sea - Mediterranean Corridor
- His role: to facilitate the coordinated implementation of the CNC and the timely implementation of the “work plan”
- *“The Commission may request the opinion of the [...] Coordinator when examining applications for Union funding for core network corridors [...] in order to ensure consistency and advancement of each corridor”*
- He must establish and chair a consultative “Forum” with members designated by Member States; Terminals can be members



Work Plan

- The Coordinator shall submit to the Member States a Work Plan by 22/12/2014; it must then be approved by Member States
- The work plan shall inter alia *"comprise an analysis of the investment required including the list of projects for the extension, renewal or redeployment of transport infrastructure [...] for each of the transport modes involved in the core network corridor"*
- After approval by the Member States concerned, the Commission may adopt implementing acts for the cross -border and horizontal dimensions of the CNC work plans



CNCs and RFCs

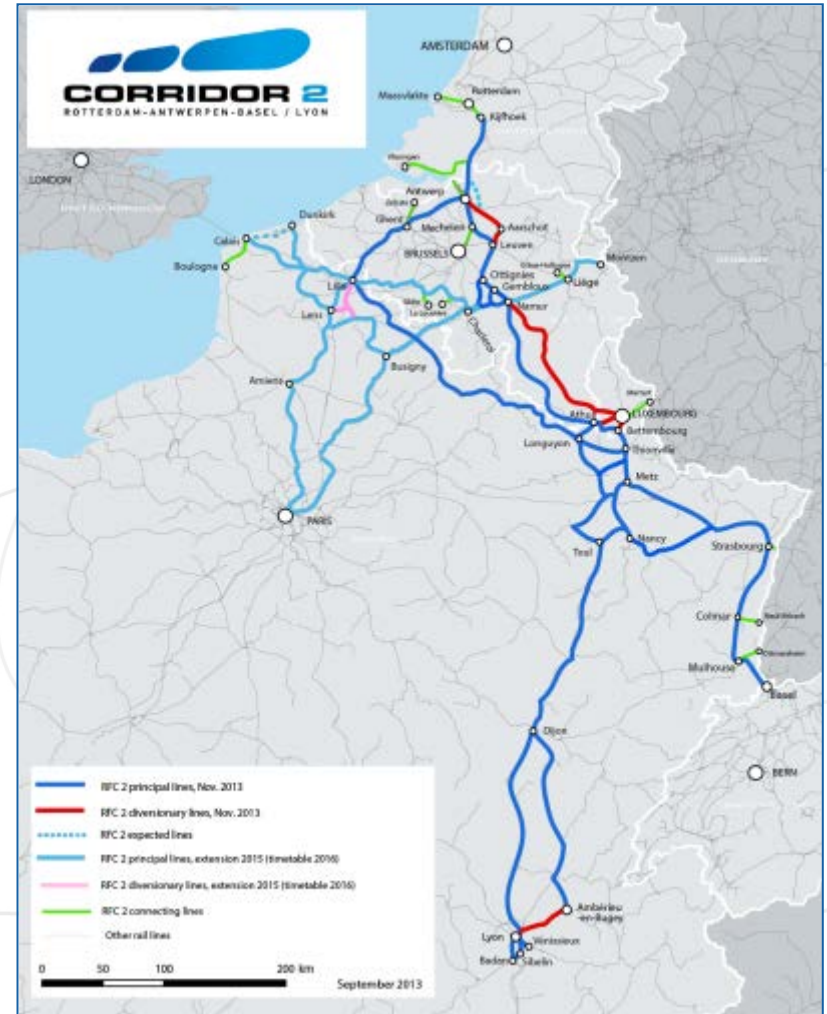
- *Coordination shall be ensured between CNCs and RFCs in order to avoid any duplication of activity, in particular when establishing the work plan [...]*
- For the Commission, RFCs should be the rail freight brick of CNCs
- For the last two months, RFC 2 had regular CNC discussions with
 - The Coordinator
 - The consortium of consultants in charge of drafting the work plan
 - The Members States involved in the CNC forum
- However, CNCs and RFCs are different animals:
 - They do not have the same roles and objectives
 - They do not exactly work on the same geographical area

Complementary roles

	RFCs	CNCs
Transport modes	focus on the rail mode	multimodal
Operational	have an operational activity, e.g. allocation of pre-arranged paths	no operational activity
Nature of the activity	cover a large scope of activity including capacities management, traffic management and... investments	focus on investment
Governance	a Management Board, an Executive board and two advisory groups	a European coordinator and a Forum
Full time incarnation	the Management Board permanent team	the coordinator and his assistant

CNCs and RFCs: geographical scope

- Not all RFC2 lines are in the CNC
 - E.g Lille – Metz
- Not all CNC lines are in RFC2
 - E.g Mulhouse – Dijon
- Parallel lines
 - They are an essential component of rail freight corridors as they improve the quality of service in case of works or disturbances
 - No parallel lines in CNCs



CNCs and RFCs: geographical alignment

- The Connecting Europe Facility (CEF) Regulation, or Regulation 1316/2013 was also adopted on 11/12/2013
- It modifies the Annex of Regulation 913/2010 on RFCs
- The official definition of RFC2 has become

"North Sea – Mediterranean"	NL, BE, LU, FR, UK (+)	Glasgow (*)/Edinburgh (*)/Southampton (*)/Felixstowe (*)-London (+)/Dunkerque (+)/Lille (+)/Liège (+)/Paris (+)/Amsterdam (+)-Rotterdam-Zeebrugge (+)/Antwerpen-Luxembourg-Metz-Dijon-Lyon/[Basel]-Marseille (+)
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- RFC2 must therefore be extended to London, Amsterdam, Zeebrugge and Marseille by 10 November 2016
- The extensions beyond London are planned by 10 November 2018; however UK challenged the validity of the Regulation on this last extension

CNCs and RFCs: Terminals

- Regulation 1315/2013 also defines “freight terminals”
- There is no perfect alignment between CNC freight terminals and multimodal RFC2 terminals due to different criteria
- Examples: La Louvière Garocentre (BE) and Vénissieux (FR) are multimodal RFC2 terminals but they do not appear on the TENtec GIS system of the European Commission as North Sea - Mediterranean Corridor terminals



North Sea - Mediterranean CNC projects

- Regulation 1316/2013 (CEF) foresees 31 pre-identified projects including 16 projects which have at least a rail component
- Some of these projects are for passenger lines Others are vaguely defined (e.g. “upgrading”)

1	Cork - Dublin - Belfast	Rail	Studies and works; Dublin Interconnector (DART);
2	Glasgow - Edinburgh	Rail	Upgrading
3	Manchester – Liverpool	Rail	Upgrading and electrification, including Northern Hub
4	Birmingham – Reading – Southampton	Rail	Upgrading of the freight line
5	Dublin, Cork, Southampton	Ports, Rail	Studies and works on port capacity, MoS and interconnections
6	Calais - Paris	Rail	preliminary studies
7	Bruxelles/Brussel	Rail	studies and works (North-South connection for conventional and high-speed)
8	Felixstowe – Midlands	Rail, Rail, port, multimodal platforms	rail upgrading, interconnections port and multimodal platforms
9	Antwerp	Maritime, port, rail	locks: studies ongoing; port: interconnections (including second rail access to the port of Antwerp)
10	Rotterdam - Antwerp	Rail	upgrading rail freight line
11	Brussel/Bruxelles - Luxembourg -Strasbourg	Rail	works ongoing
12	Antwerp – Namur - LUX border – FR border	Rail	upgrading of rail freight line
13	Strasbourg - Mulhouse - Basel	Rail	upgrading
14	Rail Connections Luxembourg - Dijon -Lyon (TGV Rhin - Rhône)	Rail	studies and works
15	Lyon	Rail	eastern bypass: studies and works
16	Lyon - Avignon - Port de Marseille - Fos	Rail	upgrading

RFC2 projects

- RFC2 projects are described in detail in the RFC2 Corridor Information Document (Book V) available on www.rfc2.eu
- Most of the RFC2 development projects belong to one of the following categories:
 - ERTMS deployment
 - Bottlenecks removal
 - Allowing long or high trains
- In a majority of cases, these projects could probably fall within one of the CEF projects
- However this is not always the case as all RFC2 lines are not in the CNC

Conclusion

- The North Sea – Mediterranean CNC is an essential tool for the RFC2 investment strategy
- Projects linked to the CNC are more likely to receive EU funding during the new 2014 – 2020 multiannual period
- This CNC is also a good opportunity to amplify the cooperation between the rail mode and the other modes that is the subject matter of the RFC2 Terminal Advisory Group
- The RFC2 Management Board intends to continue its close cooperation with the North Sea – Mediterranean stakeholders (Coordinator, consultants, forum)

The sole responsibility of this publication lies with the author.
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