



Federal Public Service
Mobility and Transport



Ministry of Infrastructure and the
Environment

10th Florence, Rail Forum May 18, 2015

***How to increase capacity and usage
of the network with the
rail freight corridors***

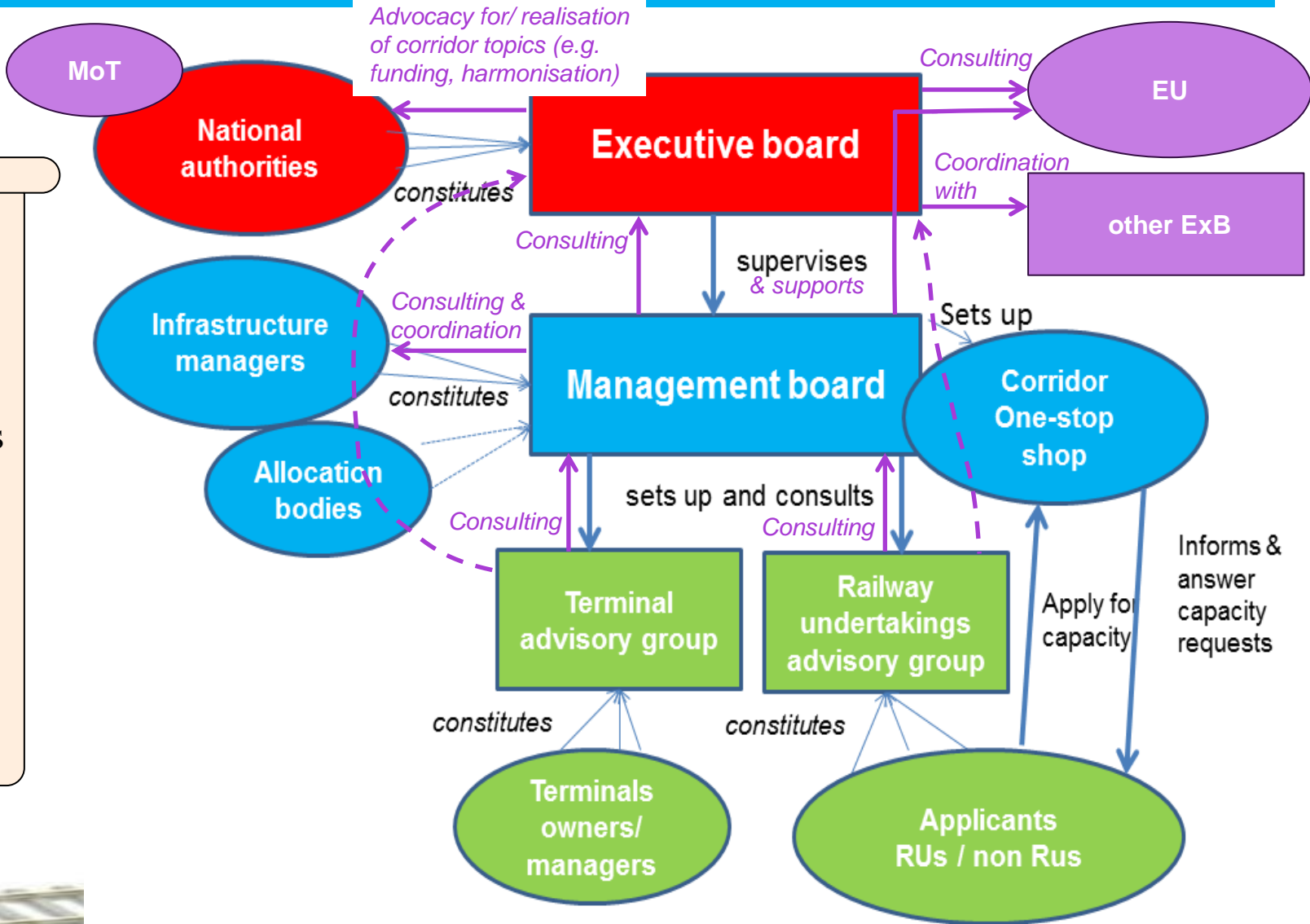
How to increase capacity and usage of the network with the rail freight corridors?

1. **How the RFCs work?**
2. **What are the key competences of the RFCs?**
3. **Experience of RFC North Sea - Mediterranean**
4. **Experience of RFC Rhine - Alpine**
5. **Cooperation of RFCs towards a European Network**
6. **Priorities & next steps**



update

1. How the RFCs work? With a governance structure!



Legal basis
Reg (EU)
913/2010

2. What are the key competences of the RFCs?

(1) Operational implementation competence

All the activities related to the capacity management :
coordination of works – C-OSS – Capacity allocation –
Traffic management (*articles 12 to 17 of Reg 913/2010*)

(2) Collecting of information competence

- Transport Market study (*articles 9 of Reg 913/2010*)
- Indicative Investment plan (including an ERTMS deployment plan & a Capacity management plan (Bottlenecks identification) (*art 11 of Reg 913/2010*))
- Corridor Information Document (*Art 18 of Reg 913/2010*)

2.a Role of the Executive Board?

(1) Deciding about:

- Framework Capacity Allocation
- Corridor Implementation Plan

(2) Governance of the corridor

- Cooperation on public financing of the corridor;
- Supervising Management Board;
- Cooperation with regulatory bodies and National Safety Authorities;
- Stakeholder involvement

2.a Role of the Executive Board?

(3) Responsibilities:

- Taking care of national legal prerequisites
- Supporting the corridors in harmonisation
- Harmonisation with ExB of other corridors
- Consulting the EU in interpretation and revision of regulations and set up of funding programs (in coordination with RFCs and IMs)
- Development of a coordinated strategy for a corridor network and governance on ministry level

(4) Dual-Governance situations

- Coordination with other ExB

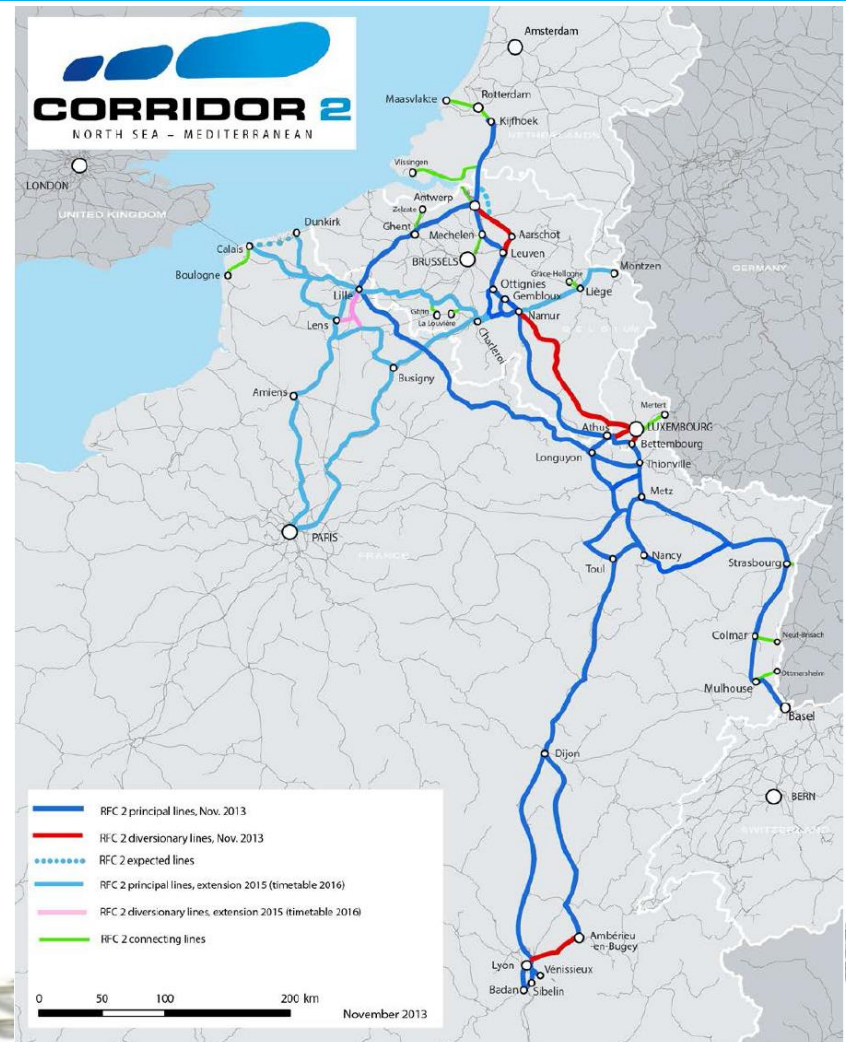
2.a Role of the executive board?

Content Framework Capacity Allocation (2012, revised 2014):

- Principles of procedure and offer of C-OSS
- Priority rules in case of conflicting demands for pre-arranged and network pre-arranged train paths;
- Definition of regulatory control
- Definition of monitoring and KPIs



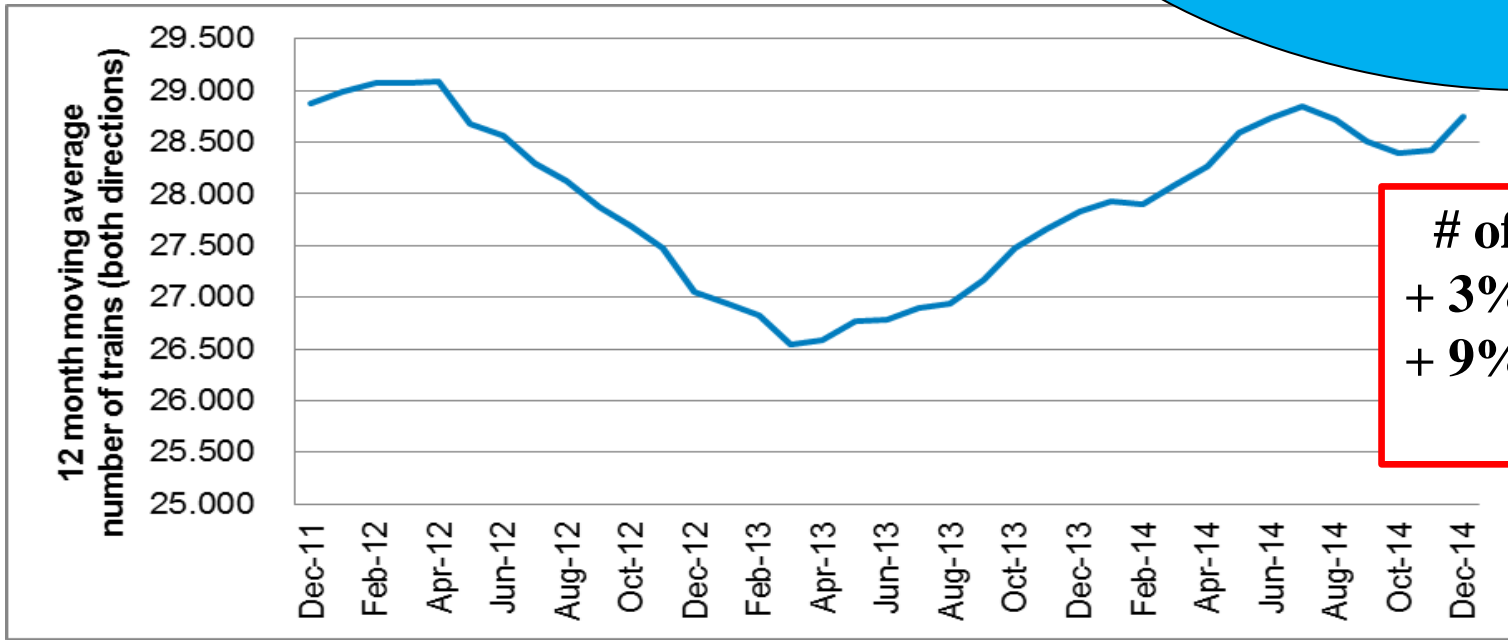
3. Experience of RFC North Sea - Mediterranean





OBJECTIVE CAPACITY

Total corridor traffic

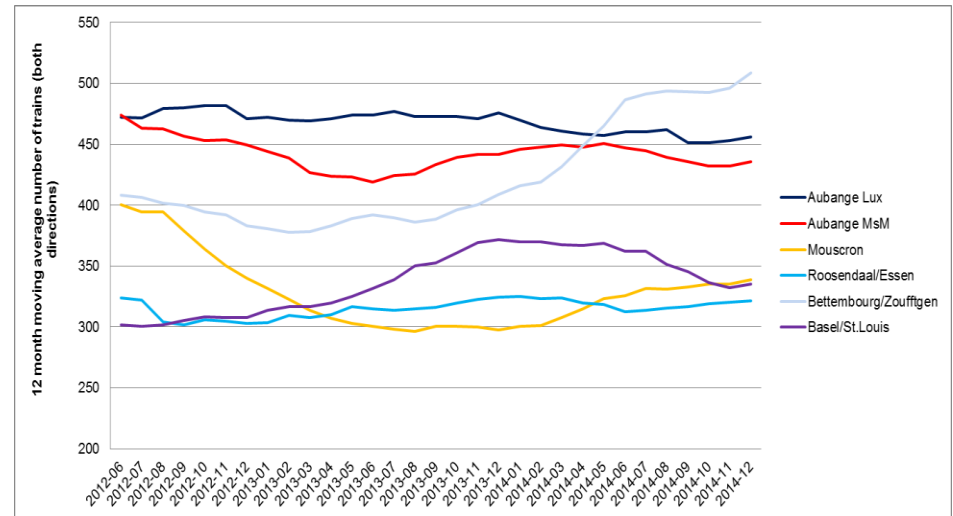


of Trains
+ 3% in 2020
+ 9% in 2030

	Jan 14 vs 13	Feb 14 vs 13	Mar 14 vs 13	April 14 vs 13	May 14 vs 13	June 14 vs 13	July 14 vs 13	Aug 14 vs 13	Sept 14 vs 13	Oct 14 vs 13	Nov 14 vs 13	Dec 14 vs 13	2014 vs 2013
Total	104%	99%	108%	108%	114%	106%	105%	94%	92%	96%	101%	117%	103%

Cross border traffic

Comparison to last year	Aubange/Rodange	Aubange/Mont-Saint-Martin	Mouscron/Tourcoing	Roosendaal/Essex	Bettembourg/Zoufftgen	Basel/St.Louis
Jan 14 vs 13	114%	102%	113%	85%	131%	95%
Feb 14 vs 13	103%	94%	105%	85%	125%	99%
Mar 14 vs 13	126%	102%	105%	92%	143%	90%
April 14 vs 13	131%	87%	96%	93%	148%	86%
May 14 vs 13	140%	95%	107%	97%	142%	107%
June 14 vs 13	110%	78%	91%	108%	167%	82%
July 14 vs 13	123%	105%	94%	100%	125%	101%
Aug 14 vs 13	97%	106%	84%	104%	126%	82%
Sept 14 vs 13	106%	105%	91%	75%	110%	95%
Oct 14 vs 13	108%	108%	92%	99%	103%	92%
Nov 14 vs 13	101%	105%	99%	105%	116%	94%
Dec 14 vs 13	119%	106%	112%	108%	171%	119%
2014 vs 2013	114%	99%	99%	96%	133%	95%



Demand C-OSS RFC North Sea - Mediterranean

Dossiers

2014 : 63

2015: 118

- An increased offer on historic lines + addition of axes Liège-Dunkerque, Lille-Calais and Lille-Paris
- NetPaPs with RFC Rhine Alpine + harmonised PaPs with Atlantic and Mediterranean Rail Freight Corridors
- All PaPs published are classic ‘fix’ PaPs

Overview of Request April 2015

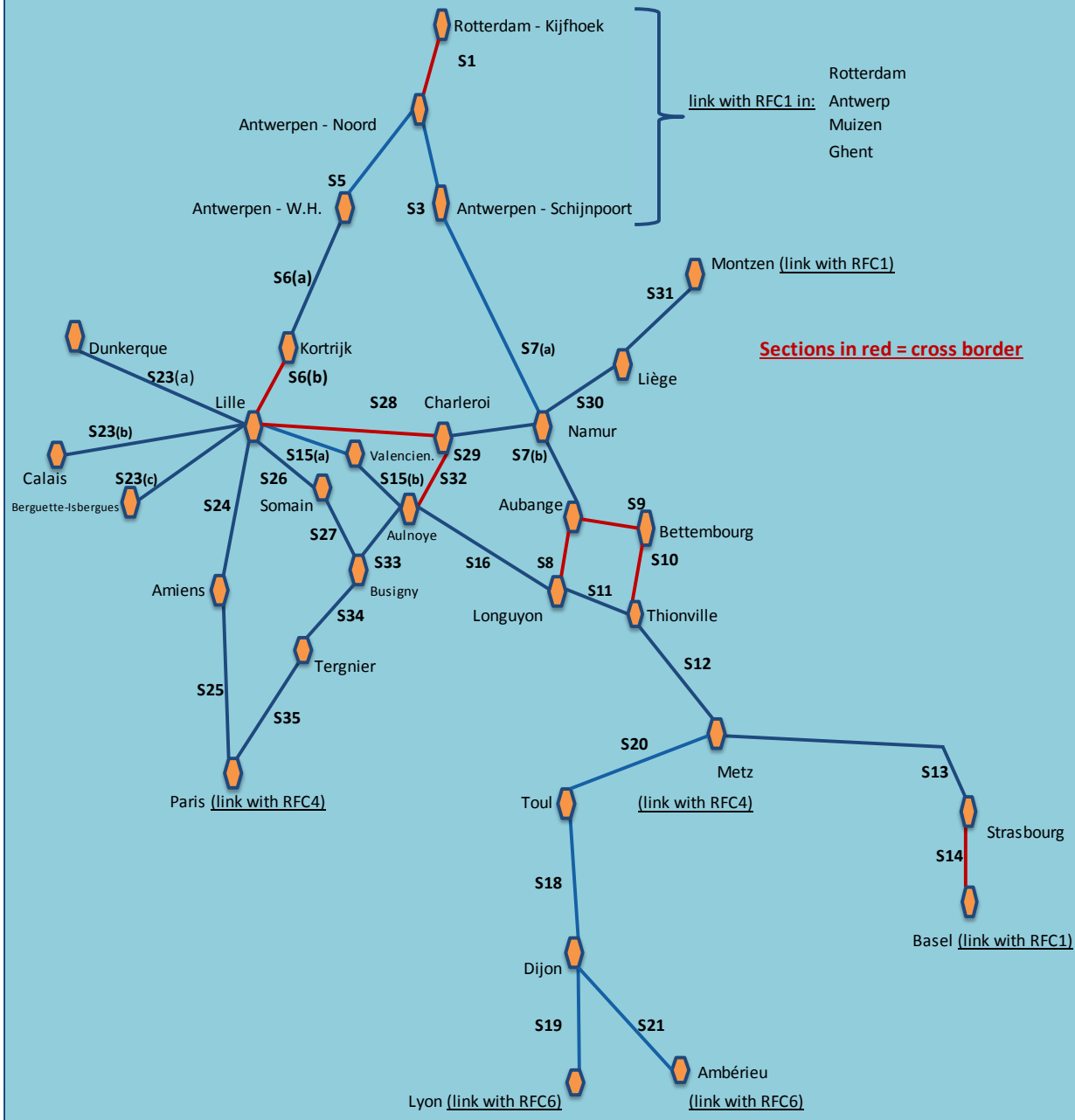
- A total of **118** dossiers were submitted to the C-OSS (63 last year)
- 9,2 million KMs were published (7,3 for TT2015)
 - ➔ **+ 25%**
- 6,1 million KMs were requested (2,8 for TT2015)
 - ➔ **+ 113%**
 - ➔ **65,7% requested taking into account double bookings**
- 5 million KMs were allocated (2,8 for TT2015)
 - ➔ **+ 76%**
 - ➔ **54,3% requested (38,6% for TT2015)**

RFC2 PaP Catalogue TT 2016

Published TT 2016

Reserved TT 2016

requests April 2015



section	NS	SN	NS	SN
S1	18	18	2	3
S5				
S6(a)	13	14	7	9
S6(b)				
S7a				
S7b	15	16	13	14
S8	11	12	9	10
S9	13	16	6	6
S10	4	4	4	4
S11	13	14	7	10
S12	17	16	11	14
S13	14	14	10	11
S14	12	12	9	9
S15(a)	2	2	2	2
S15(b)	1	1	1	1
S16				
S18				
S19	5	6	3	5
S20				
S21	2	1	2	1
S23(a)	2	1	2	0
S23(b)	3	3	2	2
S23(c)	1	1	1	1
S24	0	0	0	0
S25				
S26	10	11	4	7
S27	3	3		
S28	3	2	3	1
S29	2	1	2	0
S30	2	1	2	0
S31	1	1	0	0
S32	1	1	1	0
S33	3	3	1	0
S34	1	1	0	0
S35				

Sections in red = cross border

link with RFC1 in: Rotterdam, Antwerp, Muizen, Ghent

(link with RFC4)

(link with RFC1)

Lyon (link with RFC6)

(link with RFC6)



OBJECTIVE ERTMS

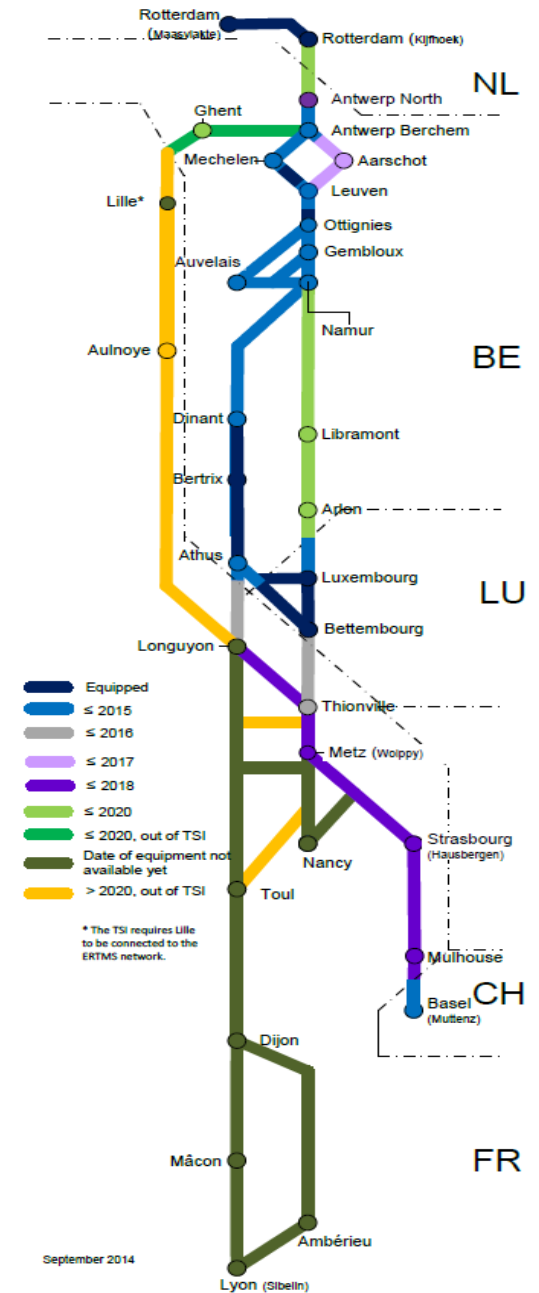
- **ERTMS deployment**

First corridor equipped in ERTMS between Antwerp and Basel by 2019

- **Cooperation with NSA**

Harmonised planning for Authorisation of the infrastructure on the border sections

Harmonisation for the operational rules



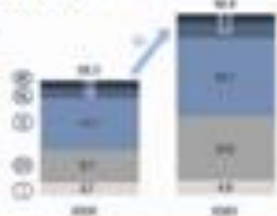
4. Experience of RFC Rhine - Alpine



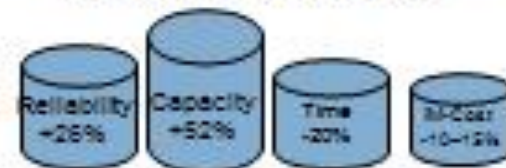
The corridor business plan was the basis for defining scope, goals and expected achievements

Demand

Expected growth of rail freight on the corridor 2005 – 2020 (without Belgium)



Achievements expected



2030 Break Even External Cost vs. Investments



2013: Go life
Regulation 913/210

2015: Go life
ERTMS Corridor A

Infrastructure scope

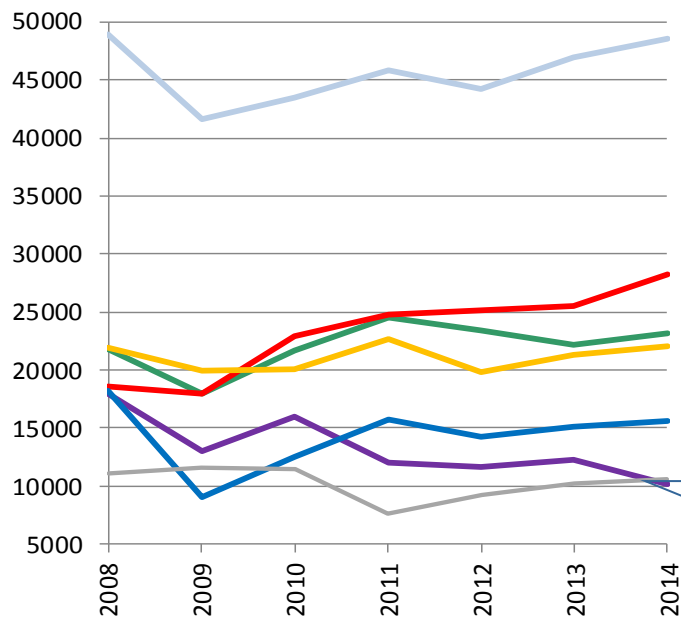
- Rotterdam-Genoa: 1,400 km
- Zeebrugge-Genoa: 1,500 km
- Total of corridor lines: 3900 km
 - Thereof Principle lines: 2,400 km
 - Connecting A lines: 880 km
 - Diversionary lines: 620 km
- 6 sea ports, > 10 inland ports
- 100 main terminal facilities

Traffic volume

- International freight trains in 2013:
 - 25,500 at Emmerich
 - 46,955 at Basel
 - 21,282 at Domodossola
 - 15,139 at Chiasso
 - 10,265 at Luino
- @ 22h transport time (end to end)

Traffic Development 2008 - 2014

[# trains]



	2014	2013 - 2014
Aachen West	23.124	+ 4,5%
Emmerich	28.200	+ 10,6%
Venlo	10.100	- 17,6%
Basel	48.595	+ 3,5%
Domodossola	22.072	+ 3,7%
Chiasso	15.641	+ 3,3%
Luino	10.605	+ 3,3%
Total	201.337	+ 3,0%

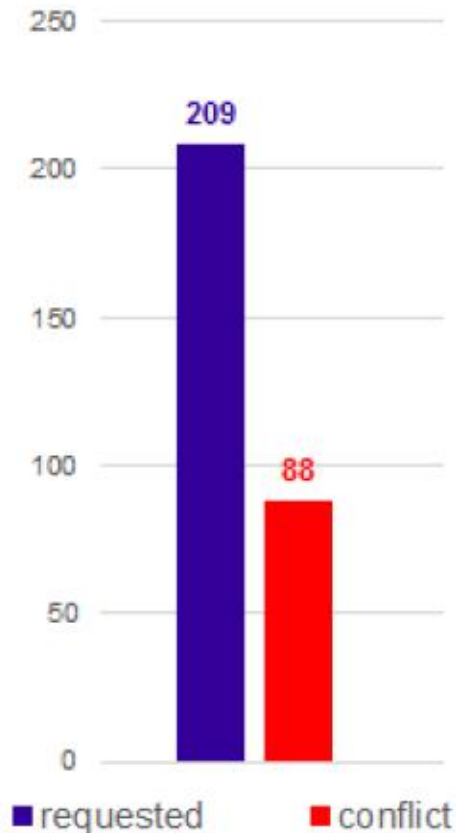


2008 - 2014
- 0,1%

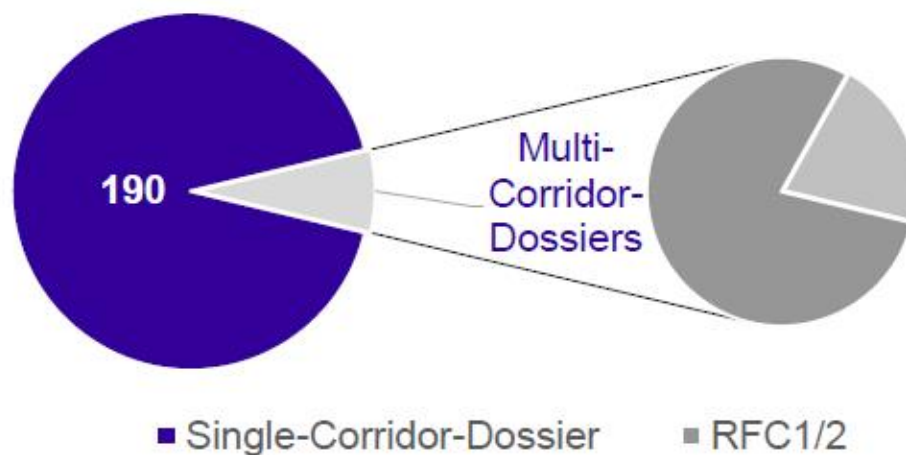
- Positive traffic development despite still stagnating economy. Dynamic slowed down in the second half of the year due to strikes in Germany and Belgium as well as severe weather conditions in Italy.
- Inclusion of Venlo as diversionary route because traffic to/from The Netherlands divides between the two neighbouring border crossings.
- Conventional wagon load to and from Italy continues an impressive recovery, rate of increase overwhelmed combined traffic. Thereby Chiasso has been established as a central platform for shunting activities.

RFC RALP unites 41% of PaP request on the European network. Additional 4% are multi-corridor request

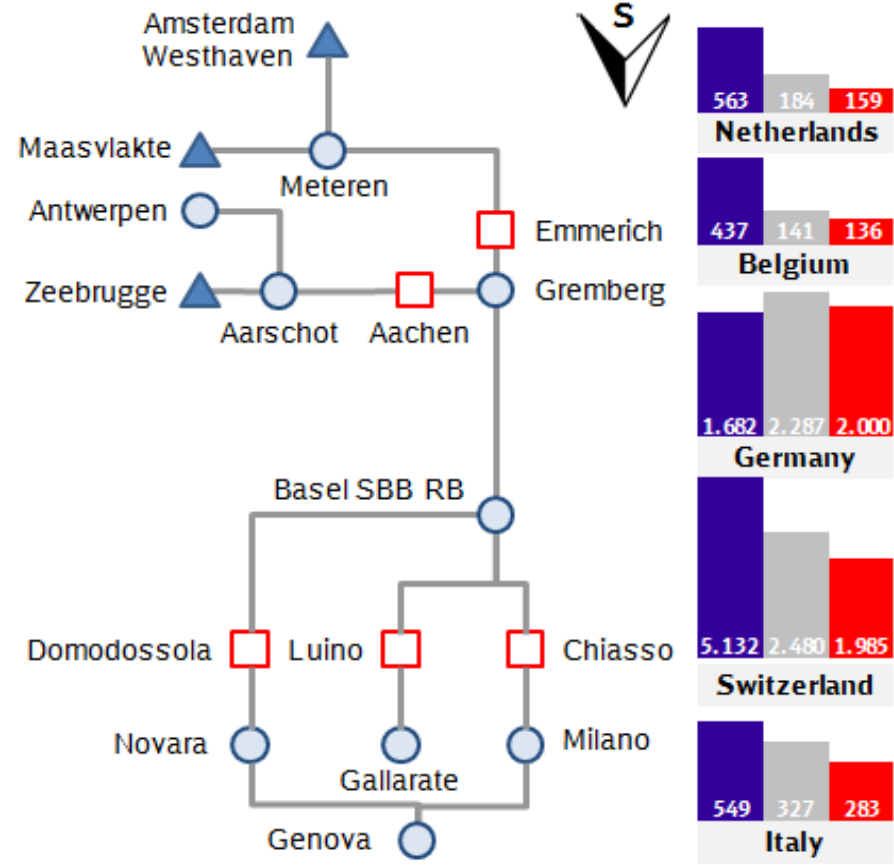
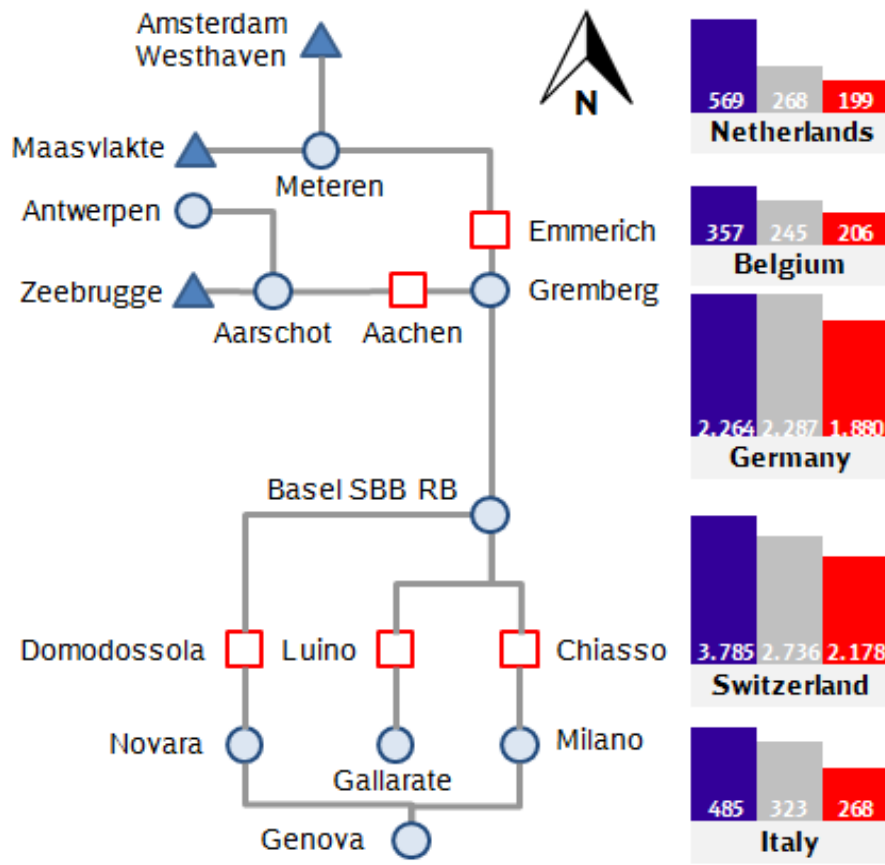
PaP requests for timetable 2016



Amount of Multi-Corridor-Dossiers



The highest demand for PaPs/capacity on RFC 1 is on the sections between Gremberg and the Italian border





Revised Corridor RFC RALP 23 April 2015 ERTMS



EDP lines completed and in operation

Country	Line Type	EDP	Partial	From Date of Start	To Date of Start	Line Section	Reference Code	Equipment	Product Area	Deployment	Remarks
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Rotterdam - Schiedamschen Dijk	2301.01.01	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Schiedamschen Dijk - Rotterdam	2301.01.02	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Rotterdam - Schiedamschen Dijk	2301.01.03	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Schiedamschen Dijk - Rotterdam	2301.01.04	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Rotterdam - Schiedamschen Dijk	2301.01.05	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Schiedamschen Dijk - Rotterdam	2301.01.06	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Rotterdam - Schiedamschen Dijk	2301.01.07	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Schiedamschen Dijk - Rotterdam	2301.01.08	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Rotterdam - Schiedamschen Dijk	2301.01.09	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Schiedamschen Dijk - Rotterdam	2301.01.10	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Rotterdam - Schiedamschen Dijk	2301.01.11	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Schiedamschen Dijk - Rotterdam	2301.01.12	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Rotterdam - Schiedamschen Dijk	2301.01.13	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Schiedamschen Dijk - Rotterdam	2301.01.14	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Rotterdam - Schiedamschen Dijk	2301.01.15	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Schiedamschen Dijk - Rotterdam	2301.01.16	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Rotterdam - Schiedamschen Dijk	2301.01.17	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Schiedamschen Dijk - Rotterdam	2301.01.18	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Rotterdam - Schiedamschen Dijk	2301.01.19	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Schiedamschen Dijk - Rotterdam	2301.01.20	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Rotterdam - Schiedamschen Dijk	2301.01.21	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Schiedamschen Dijk - Rotterdam	2301.01.22	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Rotterdam - Schiedamschen Dijk	2301.01.23	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Schiedamschen Dijk - Rotterdam	2301.01.24	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Rotterdam - Schiedamschen Dijk	2301.01.25	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Schiedamschen Dijk - Rotterdam	2301.01.26	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Rotterdam - Schiedamschen Dijk	2301.01.27	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Schiedamschen Dijk - Rotterdam	2301.01.28	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Rotterdam - Schiedamschen Dijk	2301.01.29	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Schiedamschen Dijk - Rotterdam	2301.01.30	ERTMS	ERTMS	Completed	
Netherlands	Principal	EDP	Partial	2015-01-01	2015-01-01	Rotterdam - Schiedamschen Dijk	2301.01.31	ERTMS	ERTMS	Completed	



Planning underway– deployment in 2020



Planning underway, border CH/node Basel until 12/2016



Deployment in CH is on time but border sections by end of 2016



Planning underway, border sections 2016



5. Cooperation of RFCs towards a European Network

Rail Freight Corridors (RFCs) map 2015

Including extensions foreseen in 2016 as indicated by the RFCs

- RFC1 Rhine-Alpine
- RFC2 North Sea-Mediterranean
- RFC3 ScanMed
- RFC4 Atlantic
- RFC5 Baltic-Adriatic
- RFC6 Mediterranean
- RFC7 Orient
- RFC8 North Sea-Baltic
- RFC9 Czech-Slovak

- Multi-corridor station
- Single-corridor station
- - - Future extensions*
- ⋮ Under construction



*This map does not include all potential RFC routes' extensions contained within Annex 2 of EU Reg. 1316/2013 (extensions are subject to market studies). For further details, please refer to the individual RFCs' websites.

Cooperation of the stakeholders = Key factor of success



Rail Net Europe

⇒ European organisation of IMs
 ⇒ **service provider of tools and methods**

⇒ Development of common **guidelines** on implementation of Reg (EU) 913/2010

⇒ Path Coordination System : **PCS**

⇒ Train Information System : **TIS**

Inbox Search And Reporting Path catalogues Details Steuerung Administration

| Path catalogues |

Available corridors: C01 Timetable options: X-11 Direction: N-S

Starting a new search will clear all current user's catalog path selections.

| Corridor Sections C01 - N-S (X-11) |

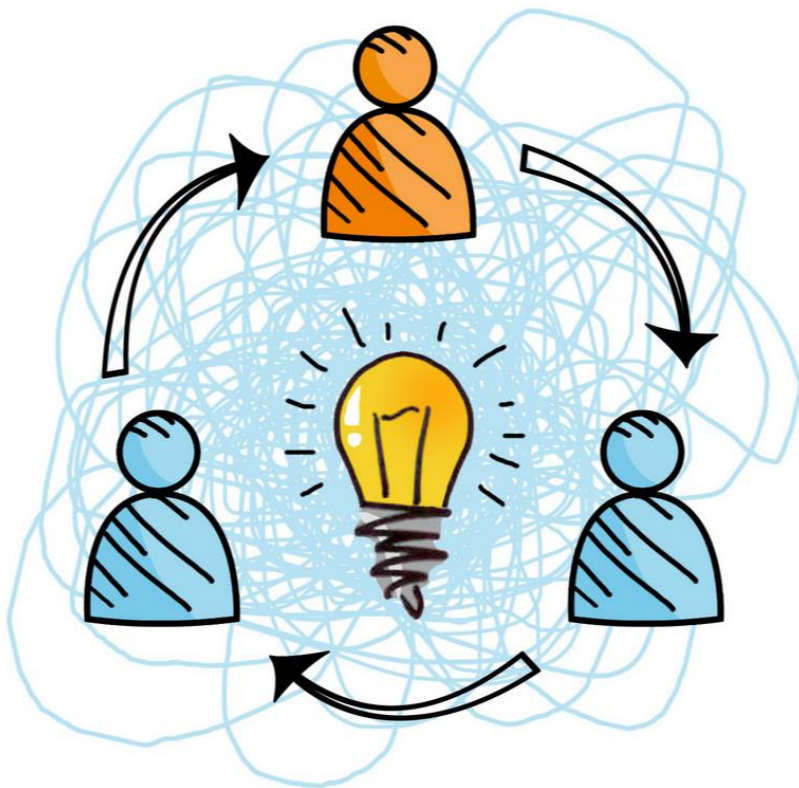
Origin		Destination		Selection phase	
View details	ALNABRU	MALMO GODSBANGARD	No selection		
View details	STOCKHOLM GRANSEN	HALLSBERG RANGERBANGA...	No selection		
Hide details	HALLSBERG RANGERBANGA...	MALMO GODSBANGARD	No selection		

1	2	3	4	5	6	7	path (responsible im TRV)	HALLSBERG RANG...	NASSJO C	HASSLEHOLM C								
M	T	W	T	F	S	S	no	note	param	arr	st	dep	arr	st	dep	arr	st	de
○	x	x	x	x	x	x	70143		01TRV6			13.50	16.28	B	16.31	19.29	B	19:
○	x	x	x	x	x	x	70145		01TRV6			15.49	18.26	B	18.29	21.31	B	21:
○	x	x	x	x	x	x	70147		01TRV6			17.47	21.29	B	21.32	23.58	B	00:
○	x	x	x	x	x	x	70149		01TRV6			19.23	22.05	B	22.08	00.34	B	00:
○	x	x	x	x	x	x	70151		01TRV6			22.02	00.58	B	01.01	03.51	B	03:
○	x	x	x	x	x	x	70153		01TRV6			23.50	02.23	B	02.26	04.51	B	04:
○	x	x	x	x	x	x	70131		01TRV6			01.40	04.14	B	04.17	06.54	B	06:
○	x	x	x	x	x	x	70133		01TRV6			03.40	06.13	B	06.16	08.42	B	09:
○	x	x	x	x	x	x	70135		01TRV6			05.40	08.35	B	08.38	11.46	B	12:
○	x	x	x	x	x	x	70137		01TRV6			07.40	10.27	B	10.30	13.30	B	13:
○	x	x	x	x	x	x	70139		01TRV6			09.40	12.28	B	12.31			
○	x	x	x	x	x	x	70141		01TRV6			11.40	14.32	B	14.35	17.45	B	18:

View details	MALMO GODSBANGARD	PADBORG	No selection		
View details	MALMO GODSBANGARD	TRELLEBORG	No selection		
View details	Padborg	MASCHEN RBF	No selection		

Copy to new dossier Copy to existing dossier Copy to current dossier

Cooperation of the stakeholders = Key factor of success



MB Talk's

- ⇒ Meeting of the Managing Director of the RFC's
- ⇒ Exchange of best practice

RAG for all RFCs

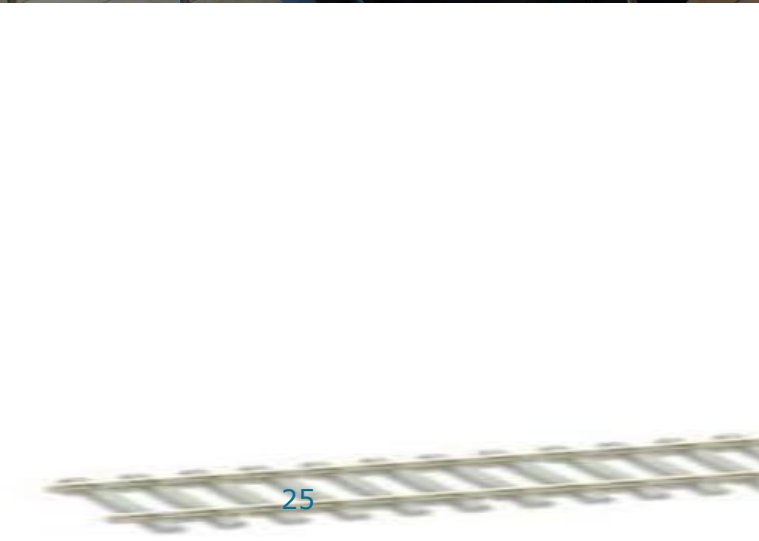
- ⇒ Avoidance of repetition
- ⇒ Key messages

Cooperation of the stakeholders = Key factor of success



Workshop with all Ministries

- ⇒ Cooperation to define an harmonised Framework for capacity allocation on the 9 RFCs
- ⇒ Achievement in 2014 : 6 out of the 9 approved the same FCA
- ⇒ Next workshop 21st of May 2015



6. Priorities & Next steps

- **Interoperability**

- Border zones, language requirements for drivers by end of 2015 (RFC Rhine Alpine)
- ERTMS, roll out plan ready by end of 2015 (RFCs Rhine Alpine & North Sea-Med)
- Infrastructure investments enabling 740m long trains (RFC Rhine Alpine & North Sea-Med);
- Loading gauge study (RFC North Sea-Med)
- Customs (RFC Rhine Alpine)

6. Priorities & Next steps

- **Cooperation**
 - To keep coordinating with NSAs & RBs
 - To strengthen cooperation amongst MoTs / ExBo
 - To optimize the involvement of the terminals & operators (Potential role of ICT)
 - To strengthen the cooperation for the operational deployment of ERTMS

6. Priorities & Next steps

- **Capacity**

- Gain experience in allocation in order to improve PCS and corridor product (PaP & Reserve of capacity)
- Implementation of TAF TSI will bring important support

Long term objective :

The RFCs will be the entity to allocate all the international freight capacity on corridors.



Contact Julie Buy (julie.buy@mobiliteit.fgov.be), Hinne Groot (hinne.groot@minienm.nl);

Overview of conflict

- Last year, no conflicts were detected on RFC2 lines. For 2 multicorridor requests, there was a conflict on RFC1 lines.
- This year, for 24 requests, a conflict occurred
 - For 1 request the conflict was only on RFC1 lines
 - For 2 requests the conflict was only on RFC6 lines
 - ➔ 21 ‘pure’ RFC2 dossiers in conflict
 - ➔ One alternative was proposed but rejected (axe Antwerp-Somain)

On the 24 requests where conflicts occurred => 11 have been satisfied

Lessons learned

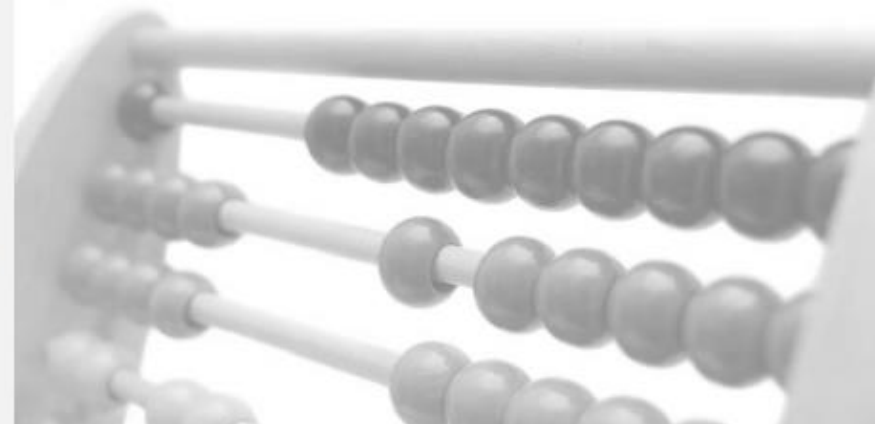
- C-OSS's serving a market: increased offer TT 2015, **substantial # requests and increasing # applicants**;
- Further improved harmonisation of the **offer between RFC NSM and RALP in Basel**;
- **Flexible PaP's** increased C-OSS offer and reduced # capacity conflicts on RFC RALP
- A considerable **improvement of ICT** (i.a. PCS / CIS) is necessary, on the client side, on the managing of the requests side, and on IM/AB side.
- **Improving the communication to/with the customer** remains vital → some applicants asked for several PaPs via the national tools instead of PCS, and subsequently lost some paths

RU appreciate the improvements regarding the offer of PaPs on RFC RALP



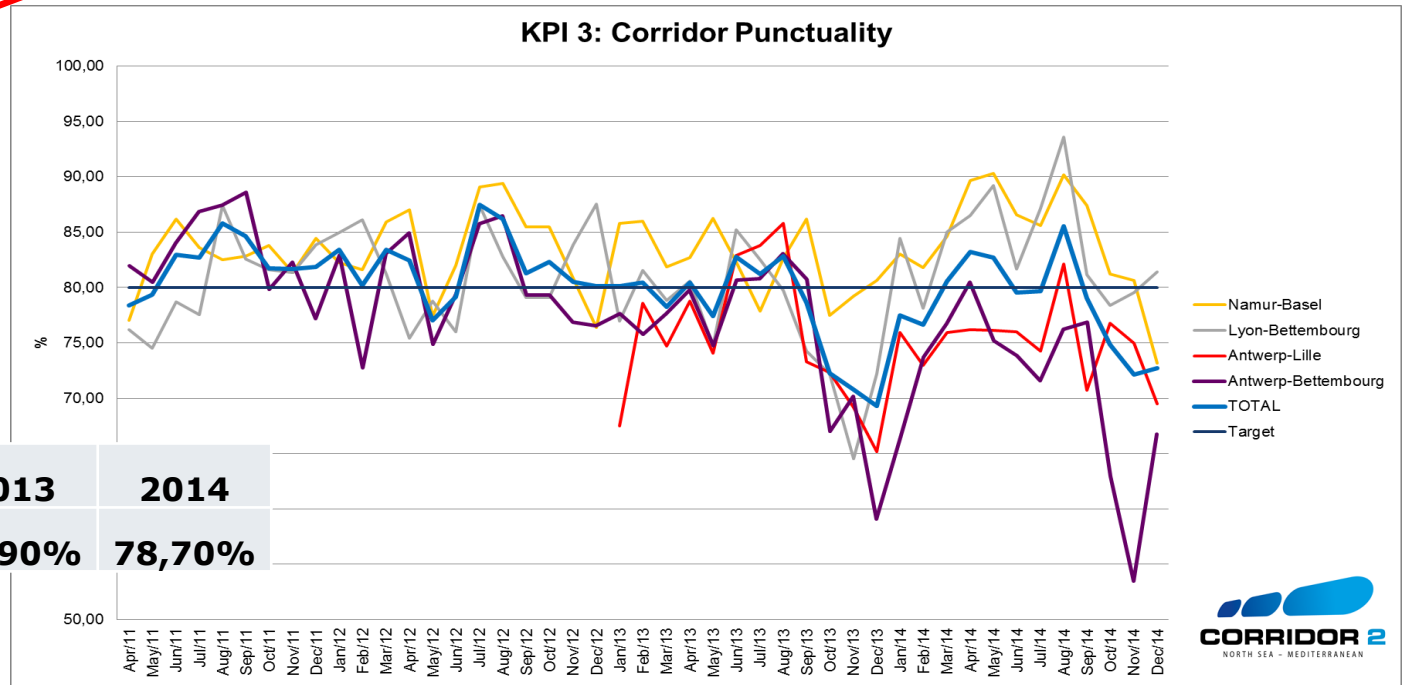
Key Findings – Pre-Allocation TT 2016

- About the same amount of requests as last year although more complex IT workflow
- **Flex-PaP** a good market oriented product
- PCS needs to be improved to support easy placing PaP request
- less conflicts due to Flex-PaP approach
- more applicants use the corridor
- new traffic request and use of PaPs
- better quality of PaP requests
- transparency described terms and condition in CID Book IV
- faster pre-allocation to offer alternatives in tailor-made process



Objective = 80%

Punctuality



2011	2012	2013	2014
82%	82%	77,90%	78,70%



	Jan 14 vs 13	Feb 14 vs 13	Mar 14 vs 13	April 14 vs 13	May 14 vs 13	June 14 vs 13	July 14 vs 13	Aug 14 vs 13	Sept 14 vs 13	Oct 14 vs 13	Nov 14 vs 13	Dec 14 vs 13	2014 vs 2013
Total	97%	95%	103%	103%	107%	96%	98%	103%	101%	104%	102%	105%	101%

Rail freight traffic development NL – German border (#trains)

border	2013	2014	%
Zevenaar	25500	28200	+11%
Venlo	12550	10100	-19%
Oldenzaal	3500	2900	-18%
Total	41550	41200	-1%