



# Rail Freight Corridor

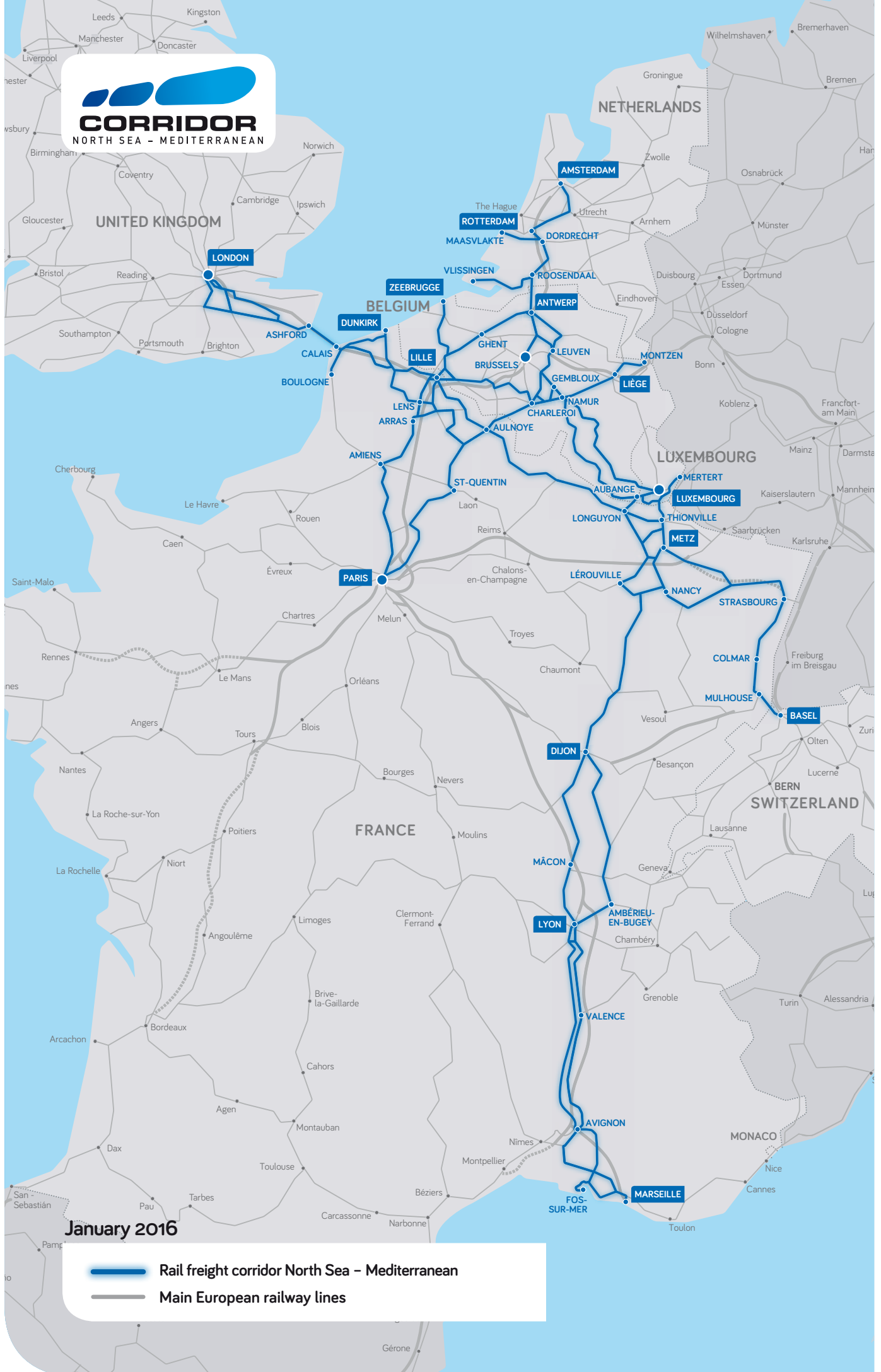
NORTH SEA - MEDITERRANEAN

Easier

Faster

Safer





January 2016



## A major European rail freight route

Rail Freight Corridor North Sea – Mediterranean (RFC North Sea – Med) is one of the main railway routes and most promising rail freight corridors in Europe. It currently links main European ports (Antwerp, Rotterdam, Dunkirk, Zeebrugge and Marseille) to the industrial zones of Western Europe and to the gateways of Southern Europe.

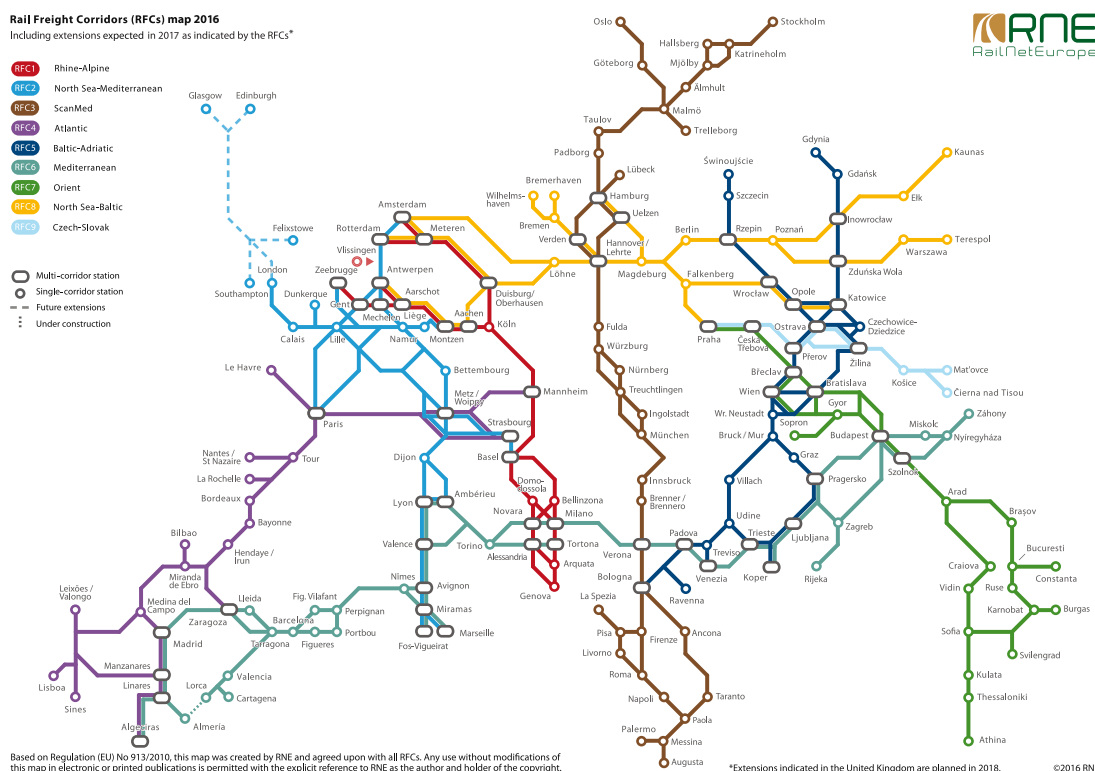
It will be gradually extended to be aligned with the corresponding multimodal Core Network Corridor.

Together with the other Rail Freight Corridors, it builds a European network of nine corridors.

Already more than 30, 000 trains run on it, carrying over 20 million tons on international relations.

The ambitious aim of RFC North Sea - Med is to enable rail transport to be more efficient and win market shares from the road. By improving the quality of rail services, RFC North Sea - Med is encouraging the modal shift from road to rail.

### RFC NORTH SEA – MED, PART OF A EUROPEAN NETWORK OF CORRIDORS







## Easier

## *A single window for quality paths*

Railway undertakings and other entities, such as shippers, freight forwarders and combined transport operators, can request capacity for international rail freight traffic through the Corridor One-Stop Shop and by using the international booking system Path Coordination System (PCS).

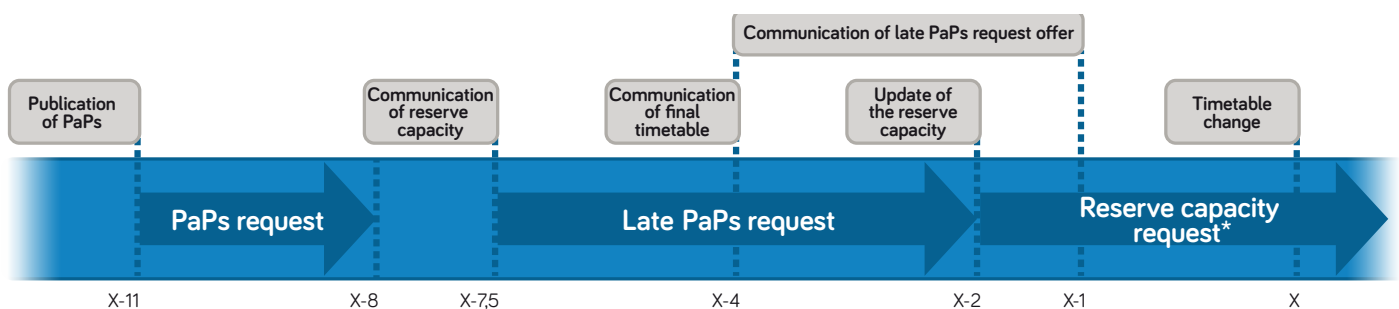
This capacity takes the form of “off-the-shelf” paths, called Pre-arranged Paths (PaP).

They can be requested either for the next annual timetable or, for more flexibility, at short notice.

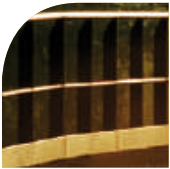
These paths benefit from a high quality:

- they are defined according to the needs of our customers and potential users who are consulted every year;
- they are reserved for international freight traffic and benefit from a specific legal protection against cancellation;
- they are built on the basis of coordinated works along the corridor;
- they are coordinated with the paths of other corridors.

### CAPACITY ALLOCATION CALENDAR



\* until 21 days before train run



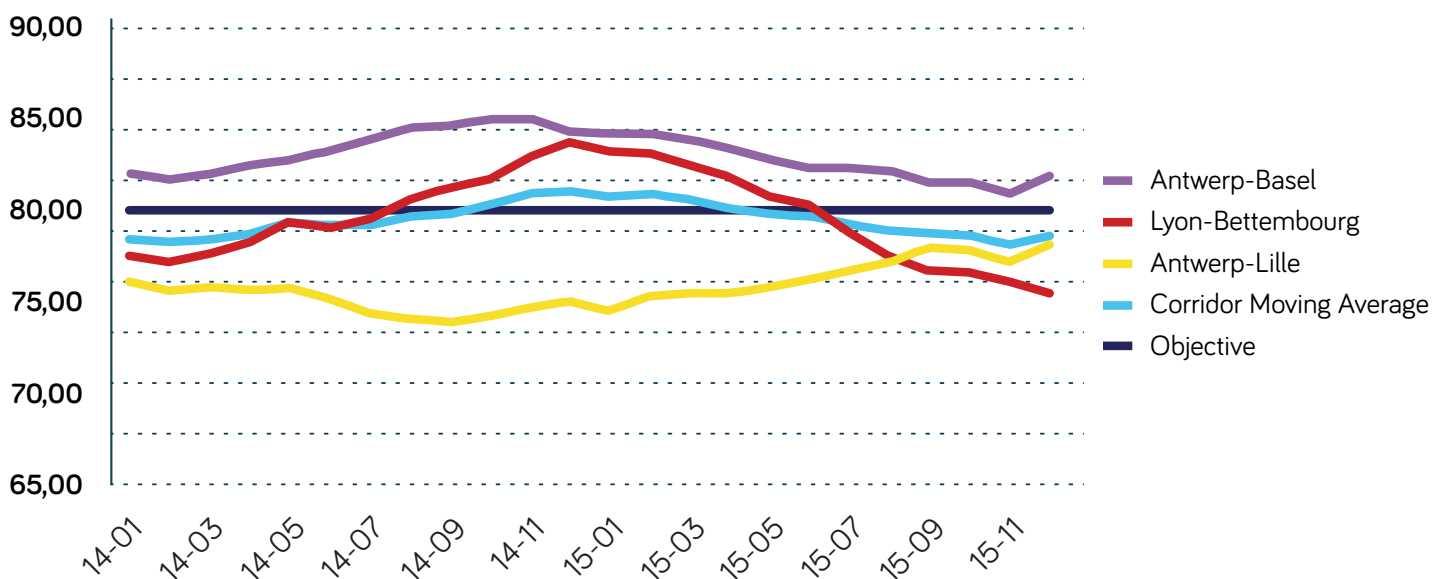
## Faster

## *A high level of performance*

To improve the quality of traffic, trains running on the corridor benefit from new services. One of the main services is that, in order to increase punctuality on the corridor, train performance is measured and analysed. When a train deviates from its planned schedule, the European IT tool Train Information

System (TIS) provides the relevant information on the delay. Railway undertakings therefore benefit from an international view of the punctuality of their trains, summarised in monthly reports they receive from the Corridor One-Stop Shop.

### KPI 3: CORRIDOR PUNCTUALITY



Percentage of trains arriving on time at destination, with 30 minutes threshold (12 months moving average)



## **Safer** *An optimised network*

By improving interoperability, collecting information on investments and coordinating works along the corridor, the lines of the corridor are optimised for international traffic in line with the TEN-T requirements.

### **ERTMS**

RFC North Sea - Med is currently deploying the interoperable European Railway Traffic Management System (ERTMS) on the principal lines of the former Corridor C. This system is designed to replace national ones, which impose specific equipment on engines running on several networks.

### **INVESTMENTS**

Infrastructure managers exchange information on investments which enables a better coordination at corridor level. Over 70 projects which may go live in a 10 year time horizon for a total cost of approximately 6.5 billion euros have been identified. Apart from ERTMS, they mainly concern loading gauge enhancement and bottleneck relief.

### **COORDINATION OF WORKS**

Infrastructure managers coordinate the planning of works that affect capacity at corridor level. The intention is that a railway undertaking wanting to run a train from country A to country B will no longer be in a situation where infrastructure works are at the same time being carried out on the principal line in country A and on the diversionary line in country B.



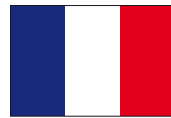


## Governance

*An ambitious collaborative approach*

### EXECUTIVE BOARD

The Executive board is composed of representatives of the six states engaged in the corridor. Through its cooperation at the level of the Ministries of Transport, it has the objective of improving the conditions for international rail freight transport.



### MANAGEMENT BOARD

The Management board is formed by high ranked representatives of the infrastructure managers and allocation bodies of the corridor.

It has set up a permanent team and workings groups. This streamlined structure allows the Management board to react with promptness, flexibility and efficiency.

**ProRail**

**INFRABEL**

**NetworkRail**



### ADVISORY GROUPS

#### RAILWAY UNDERTAKING ADVISORY GROUP (RAG)

All railway undertakings interested in the use of the corridor are welcome to attend this group. It meets several times a year in order to be consulted by the Management board on issues which have consequences for them. The RAG also gives railway undertakings a platform to share, with the infrastructure managers, allocation bodies and Ministries of Transport of the corridor, their opinions about their vision on the developments and needs on RFC North Sea – Med.

#### TERMINAL ADVISORY GROUP (TAG)

Over 100 terminals, which are combined transport terminals, maritime and river ports, multimodal platforms and marshalling yards, are situated on the routes of the corridor. Representatives from all these terminals meet within the TAG in order to improve the connexion with the corridor and to be consulted on issues of importance to them. Here also, a platform is given to the terminals to issue an opinion on matters related to the corridor.

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