

**Decision of the Executive board of Rail Freight Corridor N°1**  
approving the Implementation plan of the Rail Freight Corridor N°1

**The Ministers of Transport of**  
**the Kingdom of Belgium, the Federal Republic of Germany, the Italian Republic, the**  
**Kingdom of The Netherlands**



**Having regard to**

Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight and in particular Article 9(1);

**Whereas :**

- The Governance Structure of Rail Freight Corridor N°1, as referred to in Article 8(1) of the Regulation (EU) No 913/2010, has been established and its mission statement has been adopted by consensus at the Antwerp Conference on 27 June 2011;
- The Chairperson of the Executive board of Rail Freight Corridor N°1 has informed the European Commission of the establishment of his board by letter dated 29 June 2011;
- The European Commission has replied by letter dated 19 October 2011, welcoming the establishment of the Executive board of Rail Freight Corridor N°1;
- The Executive board adopted its framework for the allocation of the infrastructure capacity on the freight corridor in accordance with article 14(1) of Regulation (EU) No 913/2010 by a decision signed on 20 December 2012<sup>1</sup>
- Switzerland is in the process of integrating provisions in its legislation, which will be equivalent to Regulation (EU) No 913/2010;
- The need to agree as soon as possible on a common interpretation for the allocation process in case of multi-corridor capacity requests;
- The regulatory bodies of the corridor have established and published their cooperation agreement on the corridor from 11<sup>th</sup> October 2013;
- The European Deployment Plan on ERTMS (Decision 2012/88/EU) gives a framework for the deployment of ERTMS on Corridor A Rotterdam – Cologne - <Basel> - Genoa;
- Within the directive 2008/57/EC, the National Safety Authorities have developed the Guideline for Command, Control and Signalling Authorization on Rail Freight Corridor N°1. The National Safety Authorities will seek consult the Executive board on modifications of the guideline;
- In cases of existing agreements on cross-border infrastructure, including Simplon 2006 convention, these should be used where possible to allow cross border authorization of infrastructure modifications including signaling systems / ERTMS;
- In cases where existing agreements cannot be used, additional cross-border infrastructure agreements / conventions may be needed to facilitate cross-border authorization of infrastructure modifications including signaling systems / ERTMS;
- The Management board will publish an updated Corridor Information Document;
- The Management board will seek prior agreement by the Executive board on any substantial modifications in the corridor Implementation Plan, in particular on modifications regarding the line definitions, the services of the C-OSS and the implementation of ERTMS. The Management board will publish the Implementation Plan including the updates;

**Decide to:**

1. Approve the Implementation Plan of Rail Freight Corridor N°1, annexed to the present Decision as agreed with the Management board;
2. Welcome the letter from the Swiss Minister of Transport dated 3 December 2013 agreeing with the content of the Implementation Plan of Rail Freight Corridor N°1;

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<sup>1</sup> Decision 2013/C 65/04 published in the European Union Official Journal on 6 March 2013.

3. Note that, following the approval of the Implementation Plan, the framework for the allocation of the infrastructure capacity on the freight corridor adopted on 20 December 2012, applies to the categories and specified lines of Rail Freight Corridor N°1, as defined in this plan in order to have the same allocation procedures along the corridor;
4. Will take consideration of the annual report 2012 of the Executive board of Rail Freight Corridor N°1;
5. Welcome the indicative investment plan of Rail Freight Corridor N°1 as part of the Implementation Plan including its financing, but without prejudice to each Member State remaining responsible for its own infrastructure decisions and its financing;
6. Have the objective that the implementation of ERTMS along Corridor A will give priority to (1) equipping the border zones by 2015 in such a way that railway undertakings can run from 2016 onwards from Rotterdam to Genoa without having to use the Dutch and Swiss class B systems (2) will connect the handover points to terminals on the corridor as defined in the Implementation Plan (3) will ensure the use of ERTMS/ETCS on Corridor A from the European Deployment Plan by 2018. All above written without prejudice to each national deployment plan and European decision making;
7. As foreseen in the upcoming Regulation concerning the TEN-T guidelines, to look for solutions for the ERTMS deployment on the whole rail freight corridor, and in particular on the remaining non-interoperable sections;
8. To further develop the supply, including the supply of pre-arranged paths of the Corridor One-Stop-Shop respecting market needs;
9. Ministries shall provide, if necessary, the legal basis for the National Safety Authorities to sign border crossing agreements for border zone operations. Furthermore, National Safety Authorities are stressed to adopt and publish the Guideline for Command, Control and Signalling Authorization on Rail Freight Corridor N°1 in order to facilitate mutual recognition and to speed up the authorization for vehicles;
10. Ask the Infrastructure Managers and the Allocation Bodies working together in Management board of Rail Freight Corridor N°1 to update the corridor implementation plan by 2016 including the extensions of the corridor to Vlissingen and Amsterdam as foreseen by the expected Connecting Europe Facility Regulation's new Annex on Regulation (EU) No 913/2010. Amsterdam extension is already included in the present corridor Implementation Plan;
11. Ask the Infrastructure Managers and the Allocation Bodies working together in Management board of Rail Freight Corridor N°1 to report to the Executive Board on progress on the execution of the Implementation Plan on an annual basis;
12. To improve coordinated activities for promoting the use of silent (retrofitted and new) freight wagons on the corridor;
13. To agree as soon as possible but at the latest until 20<sup>th</sup> March 2014 on a common interpretation for the allocation process in case of multi-corridor capacity requests;
14. To invite the Infrastructure Manager and the Allocation Bodies, through the Management board, to come to an agreement and to propose a solution for the following open point in the corridor Implementation Plan 2013 by making an appropriate proposal in due time to the Executive board: a common approach for the terms and conditions for the applications to the

Corridor One-Stop-Shop by authorized applicants.

## **ANNEX**

Implementation Plan of Rail Freight Corridor N°1

**Signed at Brussels, on 5 December 2013, in English**

The present Decision takes effect the day following the date of its signing.

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Melchior WATHELET,

Staatssecretaris voor Mobiliteit van België

Secrétaire d'État à la Mobilité de Belgique

Staatssekretär für Mobilität von Belgien

voor de Federale Overheidsdienst Mobiliteit and Vervoer

pour le Service Public Fédéral Mobilité et Transports

für den Föderalen Öffentlichen Dienst Mobilität und Transportwesen

Dr. Peter RAMSAUER

Bundesminister für Verkehr, Bau und Stadtentwicklung der Bundesrepublik Deutschland

für das Bundesministerium für Verkehr, Bau und Stadtentwicklung

Maurizio LUPI

Ministro delle infrastrutture e dei trasporti della Repubblica italiana

per il Ministero delle infrastrutture e dei trasporti

Wilma J. MANSVELD

Staatssecretaris van Infrastructuur en Milieu van het Koninkrijk der Nederlanden

voor het Ministerie van Infrastructuur en Milieu