

## Bijlage 1:

### Bijdrage aan de evaluatie van de Europese Commissie over spoorgoederencorridors

Thank you for offering us the opportunity of contributing to the EC evaluation on rail freight corridors. The development of international rail freight is essential for the sustainability and competitiveness of transport in general. This is why the Netherlands EU presidency prepared the adoption of a ministerial declaration on rail freight corridors on the 21<sup>st</sup> June 2016, during the TEN T days in Rotterdam and cooperated with the railway sector for preparation of an ambitious sector statement<sup>1</sup>. It was agreed to monitor the implementation of the ministers declaration particularly in the next 2 years.

Our appreciation on the effectiveness of the existing regulation and the priorities for the way forward was also included in the letter to the European Commission from 29<sup>th</sup> September 2015<sup>2</sup> from the executive board rail freight corridor Rhine-Alpine. The 913/2010/EC regulation contributed largely to a stable and focused governance structure for the development of rail freight corridors throughout Europe. By 2015 the 9 railway freight corridors were established as foreseen by the regulation. An important benefit of the present governance structure is the joined intellectual ownership of the project.

With regard to the new phase of development of the rail freight corridors and the question whether existing European regulatory framework needs be enhanced, the following considerations should be taken into account:

- Building upon the results achieved so far by the rail freight corridors and the results from the ministerial declaration and sector statement from 21<sup>st</sup> June 2016 and its implementation particularly in the next 2 years;
- Set clear and measurable targets for the rail freight corridors;
- Need to accelerate and work closely with the railway sector and Member States to improve framework conditions for international rail freight on the short term, e.g. on enhancing digital exchange of data, capacity allocation, harmonization of Infrastructure Management procedures, establishment of performance indicators;
- Support and where necessary enhance the legal framework for development of the corridor implementation plan, capacity allocation and traffic management along rail freight corridors. The status of the Framework for Capacity Allocation, competences of cooperating regulatory bodies are important questions;
- Address urgent operational issues with railway sector, national safety authorities and EU Agency for Railways. Existing legal framework includes the 4<sup>th</sup> railway package technical pillar and should be a sufficient basis;
- Enhance the role of rail freight corridors to identify infrastructure bottlenecks and achieving (TEN – T) infrastructure parameters including ERTMS implementation. Therefore

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<sup>1</sup> As published on the website: <http://ec.europa.eu/transport/themes/infrastructure/news/doc/2016-06-20-ten-t-days-2016/rfc-declaration.pdf>

<http://ec.europa.eu/transport/themes/infrastructure/news/doc/2016-06-20-ten-t-days-2016/corridor-sector-statement.pdf>

<sup>2</sup> the letter is also published under annual report rail freight corridor Rhine Alpine. <http://www.corridor-rhine-alpine.eu/downloads.html>

cooperation between the rail freight corridors and TEN T core network corridors including the financing priorities at EU level is essential;

- Reduce administrative burdens, e.g. in cases where rail freight corridors propose modifications of routing to align with market developments;
- The potential role of innovation of railway infrastructure management, particularly in optimizing the use of existing infrastructure capacity and managing performance of the international rail freight services
- The use of soft measures like training of staff from infrastructure managers / railway undertakings, communication platforms,

We do welcome the great support European Commission is giving towards the further improvements of the rail freight corridors. For the years to come both the development of individual rail freight corridors and the network of rail freight corridors must be taken up and we are willing to contribute to it.