EU Rail Freight Corridors
- for seamless rail freight services across Europe

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Key challenges for rail freight

- A **quality** challenge:
  - Improving reliability and punctuality, i.a. through higher interoperability

- A **cost** challenge:
  - Improving cost competitiveness by higher productivity and more efficient train operations, i.a. through improved and harmonised infrastructure standards

- A **service** challenge:
  - Adding new added-value service features, allowing rail to (re-)enter into new / lost market segments

- A **political** challenge:
  - Securing societal and political acceptance and support of rail freight
The White Paper on Transport

A vision for rail freight 2050

- **Greater use of more energy-efficient modes** – 30% of road freight over 300 km should shift to other modes by 2030, and more than 50% by 2050

- **Rail freight almost doubled** – +360 billion ton-km (+87%) compared to 2005

- **Deployment of ERTMS**

- **By 2050, connect all seaports to the rail freight system**

- **Rail Freight Corridors as the backbone of the EU freight transport system**
Importance of the Rail Freight Corridors (RFC)

Key initiative of the Commission to

- revitalise the European rail freight system
- achieve the objectives of the White Paper on Transport
Legal basis of the RFC:
Regulation 913/2010 concerning a European Rail Network for Competitive Freight

- 9 November 2010 – entry into force

- Principal Routes of the RFCs amended by Annex II of CEF-Regulation 1316/2013/EC
  - Geographical integrity of the original Principal Routes is maintained
  - *Extensions* in order to match the Core Network Corridors
  - All provisions of Regulation 913/2010 remain fully in force, incl. composition, rights, tasks and obligations of the RFC governance bodies
Rail Freight Corridors (RFC) in the context of the Core Network Corridors (CNC)

- RFCs form the *rail freight backbone* of the CNCs
- A strong and ambitious development of the RFCs crucial to strengthen the role of rail as a transport mode in the CNCs

**Core Network Corridors**
- **Multimodal** (rail, road, aviation, inland waterways and ports)
- **Passenger and freight traffic**
- **One EU Coordinator per CNC**

**Rail Freight Corridors**
- **Rail transport**
- **Freight focus**
- **Dedicated governance structure for each RFC** (including European Commission as observer)
- **One RFC within each CNC**
General objectives of the RFCs

• Reinforce cooperation among Rail Infrastructure Managers (and Member States)

• Improved capacity and harmonised standard on Rail Freight Corridors

• Provide rail freight services of good quality

• Improved customer orientation
Specific objectives (I)

- Easy access for users to information about a corridor – Art.18
- Provision of dedicated capacity for international freight (pre-arranged train paths and reserve capacity) – Art.14(3,5)
- Smooth and flexible path allocation process – Art.13
- Common quality/punctuality targets – Art.9c
- Cross-border coordination of traffic management – Art.16(1)
- Sufficient priority for freight trains – even in case of disturbances – Art.17
- Cross-border traffic performance monitoring – Art.19(2)
- Customer Satisfaction surveys – Art.19(3)
Specific objectives (II)

- Integration of terminals in traffic management and infrastructure planning – Art.16(2)
- Technical harmonisation of infrastructure – Art.11(1c)
- Coordination of investments and maintenance works – Art.11, 12
- Strengthening of user involvement – Art.8(8), 10, 19(3)
Nine Rail Freight Corridors

To be established until November 2013 / November 2015

Note:
Without extensions following amendment of the Principal Routes by Reg. 1316/2013/EC
Core Network infrastructure requirements in the context of the RFC

Requirements on the Core Network (Freight) according to Art 39(2a) of Reg. 1315/2013/EC (TEN-T Guidelines)

- 740m train length
- 22.5 t axle-load
- 100 km/h line speed
- ERTMS
- Electrification

→ To be achieved until 2030

→ RFCs should carry out studies for the implementation of the requirements (eligible for co-funding under the CEF)
RFC Governance structure

Executive Board
- Art. 8(1)
- Define general objectives
- Supervise / take measures as provided for in: Art.8(7), Art.9, Art.11, Art.14(1), Art.22

Management board
- Art. 8(2)
- Take measures as provided for in: Art.8(5,7,8,9), Art.9, Art.10, Art.11, Art.12, Art.13(1), Art.14(2,6,9), Art.16(1), Art.17(1), Art.18, Art.19

Advisory group
«Terminals»
- Art. 8(7)

Advisory group
«Railways»
- Art. 8(8)

Member State Authorities
Infrastructure Managers
Allocation Bodies

One-Stop-Shop
- Art.13(1)

National Safety Authorities
- monitor
  (Art.20)

Regulatory Bodies
- consult
  (Art.10)

Applicants
- apply for capacity
  (Art.15)
- provide information and answer capacity requests
  (Art.15)

Non-railway Undertakings
Railway Undertakings

Terminal owners/managers
Railway Undertakings

constitute

sets up and consults

sets up and consults

constitute

constitute

constitute

constitute
Corridor One-Stop-Shop (C-OSS)

● Single contact point for applicants
  >> Provides information
  >> Allocates dedicated freight capacity
  >> Receives and answers path requests

● Coordination tool among Infrastructure Managers

● Set up or designated by the Management Board

● Two solutions
  >> Technical body within the corridor management structure
  >> One of the Infrastructure Managers concerned

● One C-OSS per corridor
Involvement of corridor users

- Consultation of applicants – Art.10

- Annual Customer Satisfaction Surveys – Art.19(3)

- Advisory Groups
  - Railway Undertakings – Art.8(8)
  - Terminal Owners and Managers – Art.8(7)
November 2013
– A milestone for the Rail Freight Corridors

- Six Rail Freight Corridors became operational by November 2013:
  - RFC 1 – Rhine-Alpine Corridor
  - RFC 2 – North Sea-Mediterranean Corridor
  - RFC 4 – Atlantic Corridor
  - RFC 6 – Mediterranean Corridor
  - RFC 7 – Orient/East-Med Corridor
  - RFC 9 – Czech-Slovak Corridor (future Rhine-Danube RFC)

- RFC 3, 5 and 8 to become operational by November 2015
Success factors for rail corridors
Success factors for RFCs:

- **Operational ("soft" measures):**
  - Harmonisation of operational rules and terms & conditions for infrastructure usage
  - Interoperability on cross-border sections and train handling procedure in border stations
  - Co-ordinated traffic management and harmonised quality and performance monitoring across corridors

- **Infrastructural ("hard" measures):**
  - Deployment of improved harmonised infrastructure standards and ensuring continuity of standards across borders (in EU: TEN-T minimum requirements, in particular 740m train length and 22,5 t axle-load)
  - Development of intermodal terminals and last-mile infrastructure
Possible future conceptual developments

- Closer co-operation between different RFCs (including Corridor-OSSs)
- Harmonised and improved customer interfaces (IT-tools)
- Improved capacity offer, including flexible products
- Better involvement of terminals
- Cooperation with other corridor concepts, such as OSJD Rail Corridors (developing the Europe-Asia axis)
- Enhanced regulatory oversight
- ...

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Thank you for your attention!

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