European Commission

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

SUSTRAIL Final Conference – Brussels, 21 May 2015

Dr. Gerhard Troche

European Commission
DG MOVE-B2
Single European Rail Area

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**

European Commission

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)

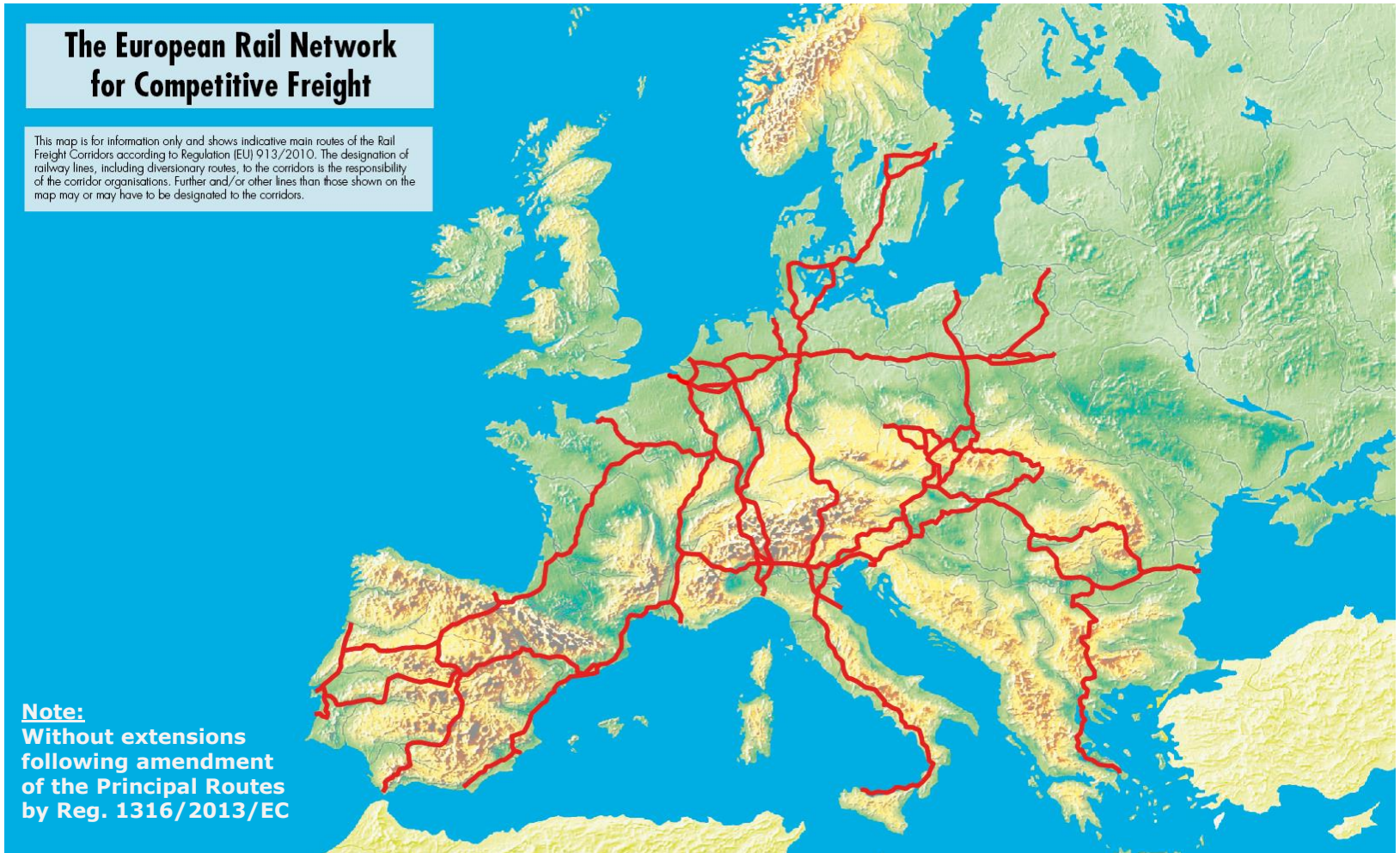
Specific objectives (II)

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

European Commission

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

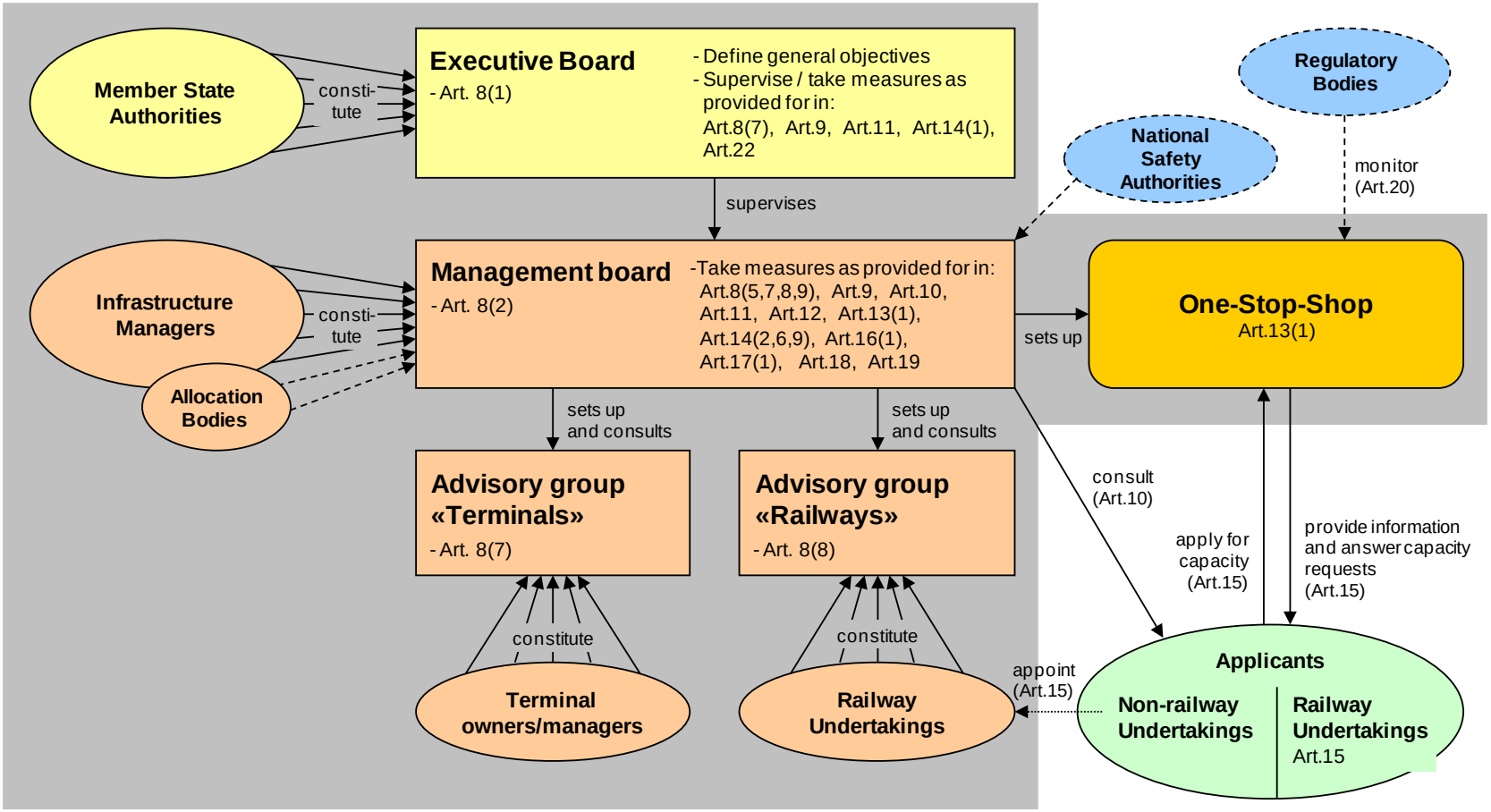
Requirements on the Core Network (Freight) according to Art 39(2a) of Reg. 1315/2013/EC (TEN-T Guidelines)

- **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 (elegible for co-funding under the CEF)

RFC Governance structure



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**

European Commission

Success factors for rail corridors

Transport

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
- …

European Commission

Thank you for your attention !

gerhard.troche@ec.europa.eu