



The Rail Freight Corridors
- a key initiative to revitalise Europe's railways

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DG MOVE – Single European Railway Area

Directorate-General
for Energy
and Transport

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Importance of the Rail Freight Corridors

Key initiative of the Commission to

- revitalise the European rail freight system
- achieve the objectives of the White Paper on Transport
 - 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

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Regulation 913/2010 concerning a European rail network for competitive freight

- 9 November 2010 – entry into force
- General objectives:
 - » Reinforce cooperation among Infrastructure Managers
 - » Improve capacity and standard of Rail Freight Corridors
 - » Provide rail freight services of good quality
- Purpose:
 - » Improve cross-border traffic in terms of management, investments and infrastructure harmonisation
 - » Increase rail freight's competitiveness and market share

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Nine Rail Freight Corridors

- To be established until 2013 / 2015



The European Rail Network for Competitive Freight

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Relation

Rail Freight Corridors ↔ ERTMS-Corridors


- Six of nine Rail Freight Corridors are based on ERTMS-corridors
- Governance structures for the Rail Freight Corridors based on those of ERTMS-corridors
- Rail Freight Corridors as the overarching corridor concept for rail in the EU
- Regulation for the Rail Freight Corridors mirrors « good practice » from ERTMS-corridors
- Rail Freight Corridors widen the scope of the ERTMS-corridors (geographically and in substance)

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Specific objectives (I)

- Smooth and flexible path allocation process
- Common punctuality targets
- Sufficient priority for freight trains – even in case of disturbances
- Traffic performance monitoring
- Customer Satisfaction surveys



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Specific objectives (II)

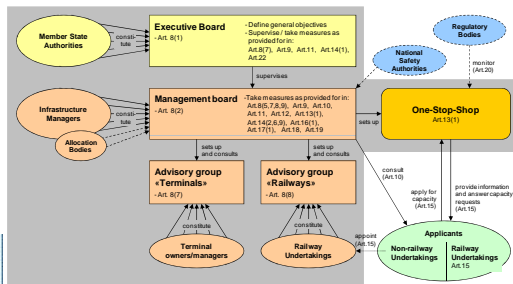
- Integration of terminals in traffic management and infrastructure planning
- Technical harmonisation of infrastructure
- Coordination of investments and maintenance works



Governance structure (I)

- Executive board
- Management board
 - Complemented by:
 - » Advisory Group – Railway undertakings
 - » Advisory Group – Terminals owners/managers
 - » Further Advisory Groups on voluntary basis
- One-Stop-Shop
 - Contact point for applicants and coordination function

Governance structure (II)



Management Board: Tasks

- Proposing the lines and terminals to be designated for the corridor – Art.9(1)
- Establishing its structure – Art.9(2) (→ EEIG ?)
- Setting up an advisory group of terminals – Art.9(1)
- Setting up an advisory group of railway undertakings – Art.8(8)
- Implementation plan and transport market study (initial and periodic review) – Art.9(2,3)
- Coordination of the use of IT tools for paths requests and traffic management – Art.8(9)

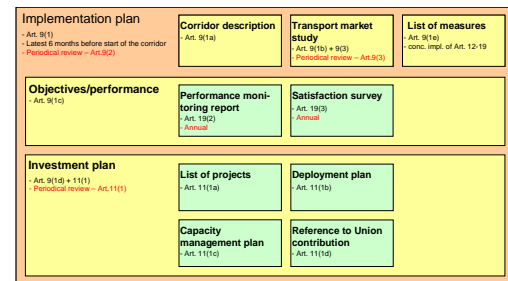
Critical dates for implementation

- 9 Nov 2010: Entry into force of Regulation 913/2010 concerning a European rail network for competitive freight

Major steps:

- 2011: Establishing the governance structure (incl Advisory Groups)
- 2011/12: Transport Market Study
- January 2013: Publication of pre-arranged train paths
- 2013: Capacity applications and timetabling
- December 2013: Annual Timetable 2014 starts

Elements of the Implementation Plan



● Importance of the Transport Market Study

- Key element of the Implementation Plan
- Mandatory according to Regulation (EC)913/2010, Art.9(3)
- Time-critical (to be launched early in the process)
- All important decisions based on Transport Market Study, e.g.
 - » Designation of lines and terminals
 - » Demand and capacity
 - » Infrastructure development in the corridors
 - » Traffic Management rules
 - » Performance targets

→ The **Transport Market Study is necessary** to implement the corridors !



13

● One-Stop-Shop (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 OSS per corridor**



14

● Outlook

A two-step approach:

- **Step I:**
Establish the corridors (until 2013/15)
- **Step II:**
Develop the corridors (permanent)



15

● Possibilities for non-EU members

- **Short term: Cooperation/exchange with freight corridor organisations**
- **Medium/long term: Participation as observers in governance bodies of the Rail Freight Corridors** (requires agreement with the corridor organisations in question)



16

● More information

- Visit DG MOVE's website:
<http://ec.europa.eu/transport/rail>
- Or contact:
Gerhard.Troche@ec.europa.eu



17

Thank you for your attention !



18