



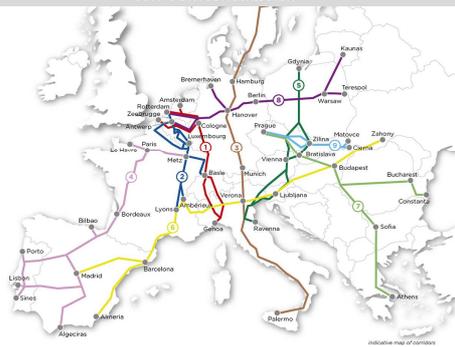
### Experiences with European Rail Freight Corridors

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### Autonomy brings diversity. Corridors bring interoperability.

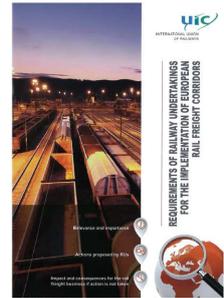
- Different networks means different network statements track access charging systems.
- It requires much time and effort to resist diversification of regulatory conditions and technical specifications and even more to harmonise them.
- The Corridors allow for achieving quick-wins on interoperability.
- KNV strongly supports EC's Corridor programme.

### corridors 1, 2 and 8 connect the Netherlands



### From building-the-structure phase To operational phase

- Past decade was used to build the legislative framework and establish offices, boards and groups.
- In 2012 the RU's drafted their requirements.
- Some RU's and terminals are becoming impatient.
- Now to make the transition from 'building-the-structure' phase to the operational phase



### An example: The structure of Corridor 1

There are two Advisory Groups to the Management Board of the EEIG Corridor Rhine-Alpine EWIV:

- RAILWAY UNDERTAKINGS ADVISORY GROUP
- TERMINAL ADVISORY GROUP

The Executive Board of Corridor 1 nominated two terminal operators respectively two railway undertakings per member state who shall represent the interests of all terminals / railway undertakings operating on Corridor 1 in order to achieve effective and manageable working conditions.

Meetings of the Advisory Groups are organised about 4 times per year by the Programme Management Office.

### Infrastructure Managers versus Railway Undertakings?



- Opponents?
- Lobby or operations?
- Users or customers?
- A favour or an obligation?



- RU's started with preparatory meetings the evening before.
- This gave common positions and discussion on contents in stead of on process/form.

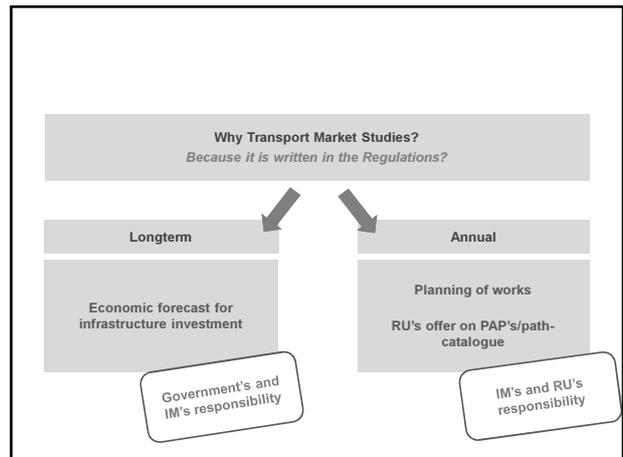
### Rail freight crosses borders (passengers much less)



- In NL 85% of railfreight is international
- But 90 % of trains national passenger.

**Tendency 1: to focus on national affairs**  
*"Governments tend to give priority to passenger traffic on their own territory"*

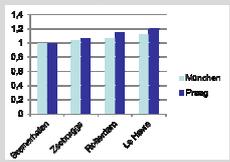
**Tendency 2: to focus on sub-system and own responsibilities**  
*"Who am I, that I can tell my neighboring IM colleagues what they must do?"*



### About (lack of) Interoperability, costs and competitiveness

Interoperability as strategy to enhance cost effectiveness

Costs per train.km



**Border crossing problems (with new EU legal framework)**

Dutch National Safety Authority requires complete safety file for short penetration on IM's territory with Dutch as language

No more bilateral border crossing agreements  
And thus new extra costs!

### Specific interoperability issues

- Harmonised track access conditions and charges (tariff differentiation and level of tariffs, charges for locs versus full trains, penalties for unused paths)
- Train parameters: "longer trains"
- Maximum axle weights
- Loading gauge P 400
- Scheduling of possessions for maintenance/construction works

The issues missing on the agenda: Noise and dangerous goods

### Infrastructure activities

< 1 year

Daily operations  
– Train Performance Management (TPM)  
– Train Information Systems (TIS)

1 – 2 year

Serving the customers: "selling the trainpaths"  
– Corridor One Stop Shop (C-OSS)  
– The PCS tool  
– (common) priority rules

2- 4 year

Building the timetable/ scheduling maintenance works

> 10 year

Infrastructure investment

### Nearly 2 years experience:

- The whole first batch of PAP's available on Corridor 1 were 'sold out'.
- Active involvement/participation
  - Ask questions
  - Not only meetings (Meetings are time consuming; RU's work in competition!)
- Attention for ports and terminals: they tend to become impatient with complicated rail sector and want to take control over railway operations, but are ignorant of Train Information System and fragile level playing field in liberalised rail freight market
- Corridor must demonstrate its value: focus on quick wins
- Time spent on the corridor must be and be perceived as investment

Thank you for your attention