

## **The commissioning of the 6 first rail freight corridors (RFCs) on 10th November 2013 (according EC regulation 913/2010)**

### **1. Preamble**

- 1.1. 6 of them (9 in total) to be operational as from next 10 November this year (see the updated list in appendix)
- 1.2. What is really interesting is that the regulation 913/2010 is ahead of the 4<sup>th</sup> RP and the ENIM (European Network of Infrastructure Managers) development
- 1.3. It is an operational and business-driven approach forcing international coordination (common path allocation (PAPs), coordination of investment and maintenance works, speeding up of ERTMS installation, ...)

### **2. The importance for ERFA**

- 2.1. It is our business: the cross-multi borders freight traffic (with which type of rolling stock?)
- 2.2. A real-time demo of the ability for the Commission and Member States to cope with National resistances ( IMs, NNTRs, NSAs, RBs, ...)
- 2.3. A real possibility to position the new entrants and private companies face to the dominant behavior of the incumbents still coordinating together the RFCs via UIC and RNE.
- 2.4. That's why the SG is Member of the 3 Commission's Steering Committee ERTMS, Corridors and SERAC (Single European Rail Area Committee) and Member of the RAGs (Railways Undertakings Advisory Groups) of the 2 main corridors RFC1 & 2

### **3. The new regulations TEN-T guidelines and CEF**

- 3.1. They are based on a dual layer approach based on an objective methodology: the core (2030) and comprehensive (2050) networks with ambitious standards for all infrastructures and it's a regulation. The core network is multimodal (roads, railways, rivers (maritime and inland ports) and nodes (terminals and cities))
- 3.2. The core network characteristics
  - Full electrification
  - Freight lines: at least 22,5T axle load / 100km/h line speed / train length 740m
  - Full deployment of ERTMS

- Nominal track gauge for new lines: 1435 mm

3.3. Coordination of the core network and RFCs to avoid duplication and optimize the multimodality

3.4. The timing: Informal trilogues concluded in June / Vote in plenary October 1 / Confirmation by Council end October / Publication and entry into force

3.5. The allocation of funds from CEF to the freight corridors

- Pre-identifies sections on 9 core corridors
- Other sections for ERTMS
- Principle lines of RFCs not part of the core Network

#### **4. The Rail freight corridors challenges for RUs**

4.1. The place and status of authorized applicants

4.2. The transport market studies by the Corridor's management boards and identification of the principle lines

4.3. Position of RUs on the corridor's implementation plans

4.4. The information document for timetabling 2014 ( PAPs (Pre-arranged-paths) and reserve capacities)

4.5. The coordination of works by the different IMs along a corridor (need of quick information circulation)

4.6. The cross-border bottlenecks and facilitation for circulation to the first station with light safety certificate (short penetration)

4.7. Investments along the corridor for longer trains (740m)

4.8. The harmonization of dispatching rules

4.9. The efficient cooperation between NSAs and RBs (Regulatory Bodies)

4.10 The train Information system (TIS) and the TIS for terminals – confidentiality

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