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Trans-European Transport Network (TEN-T)

Annual Report

2012

CORRIDOR C
ROTTERDAM-ANTWERPEN-BASEL / LYON

Fast track your rail freight

Contents

1 Message from the Assembly

The European Economic Interest Grouping (EEIG) Corridor C was created on 16 March 2007 and has celebrated its fifth anniversary in 2012. Considerable work has been achieved up until now leading to the increasing efficiency of the corridor.

I would like to start by thanking everyone who has contributed to the creation and development of this major ambitious European project and first of all Mr François Jaeger, President of the EEIG Corridor C from its creation until August 2012. His visionary spirit helped the corridor develop in a way which suits its needs today.

I also thank our customers, the railway undertakings, for the good cooperation we have had with them up to now. This will lead to an efficient network close to market needs. My thanks also go to terminal owners and managers with whom our fruitful dialogue will enable even better interconnection between the corridor and terminals, which is so important to maximise the attractiveness of rail transport.

The implication of the Executive Board in the development of the corridor has been a key element for the successful results we have achieved again this year, and the members who compose it have all my gratitude.

Last but not least, I would like to thank the high commitment of infrastructure managers and allocation bodies that form the Management Board of the corridor. Its best proof is the setting-up of six new working groups in 2012.

2012 is a turning point between Corridor C and Rail Freight Corridor 2. It is a year where we have continued the missions we were entrusted with – improvement of interoperability and quality of service – and have paved the way for the successful establishment of Rail Freight Corridor 2 according to Regulation 913/2010.

Many achievements were accomplished in 2012. The railway undertaking and terminal advisory groups, which form part of the governance of Rail Freight Corridor 2, were set up; the investment plan and transport market study were launched and the principles of the Corridor - one-stop shop, priority rules and capacity allocation defined.

All these accomplishments have contributed to increase the efficiency of the corridor, but some challenges still have to be taken up. Even though the opening of the rail freight market has led to better cooperation between national networks and has therefore reduced obstacles for the development of international freight traffic, too many barriers for the crossing of borders still exist.

The ambitious aim of the corridor is to enable rail freight transport to be more competitive and win market shares from road transport. I am convinced that rail freight traffic will grow if we develop international freight traffic because it is mainly on medium and long distances that its competitiveness is more relevant in comparison to road. So let's continue to work together in order to achieve this goal.

Brussels, 19 March 2013

On behalf of the EEIG Corridor C Assembly,

Ann BILLIAU

2 A European corridor

2.1 From the ERTMS Corridor C …

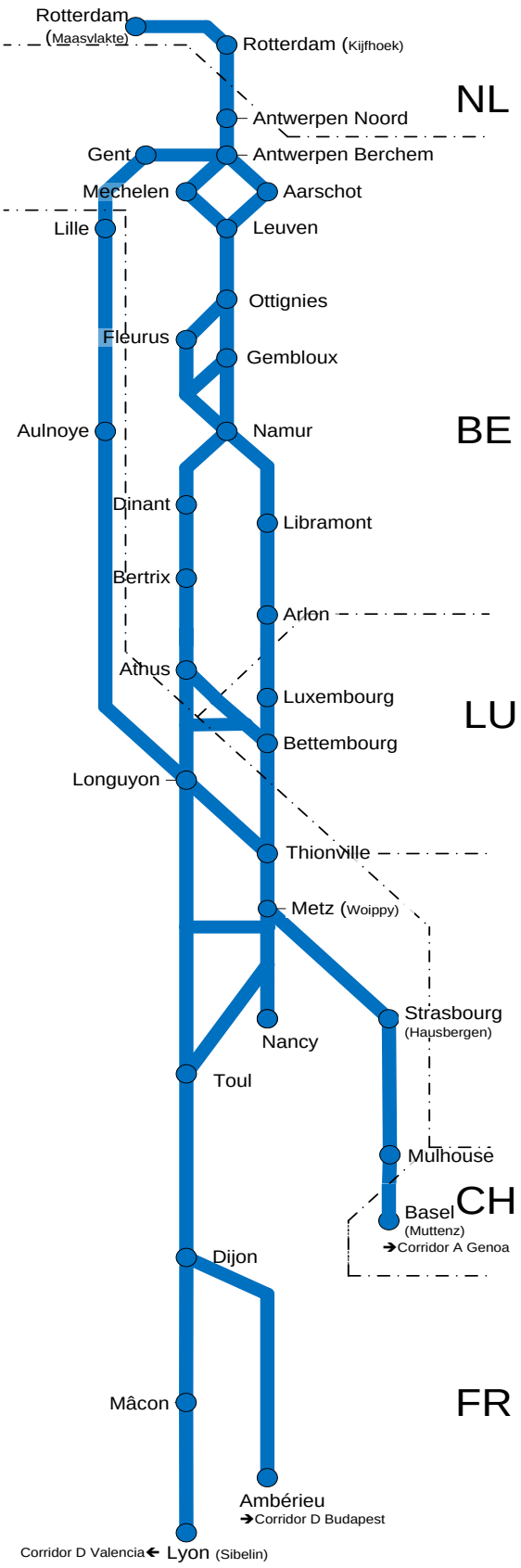
Corridor C is a freight-oriented route connecting the Netherlands, Belgium, the Grand Duchy of Luxembourg, France and Switzerland. The corridor links the two main European ports (Rotterdam and Antwerp) passing through major industrial areas until reaching Lyon and Basel as gateways to Southern Europe (Switzerland, South of France, Spain and Italy).

The Corridor in a few words:

- links Rotterdam and Antwerp to Lyon and Basel;
- is some 2,350 km long;
- connects the Netherlands (100 km), Belgium (620 km), France (1,550 km), the Grand Duchy of Luxembourg (70 km) and Switzerland (8 km);
- is fast, efficient, reliable and punctual;
- falls within the framework of sustainable development;
- improves interoperability thanks to uniform signalling (ERTMS).

The progressive introduction of ERTMS (European Rail Traffic Management System) will enable the gradual replacement of the five signalling systems currently co-existing on the corridor, thus contributing to the increase of rail freight traffic as well as the development of the speed and reliability of rail traffic.

The summary chart shows the corridor's routes.



The section between Kijfhoek – Maasvlakte is shared by Corridor C and A but remains under the leadership of Corridor A

The same routes are represented below in a more conventional map format.

2.2 … towards Rail Freight Corridor 2

2.2.1 Regulation 913/2010

The European Commission wants to promote rail freight transport and increase its modal share, hence promoting the transfer from road to rail. This modal share offers significant socio-economic and environmental benefits and will actively contribute to the vision foreseen in the 2011 EC White Paper "Roadmap to a Single Transport Area – Towards a competitive and resource efficient transport system".

On 20 October 2010, Regulation (EU) 913/2010 of 22 September concerning a European rail network for competitive freight was published in the Official Journal of the EU and entered into force on 9 November 2010.

The purpose of the Regulation is to create a European rail network composed of international freight corridors with a high level of performance. It addresses topics such as governance, investment planning, capacity allocation, traffic management and quality of service and creates the concept of Corridor - one-stop shop.

In the Annex of the Regulation, nine initial corridors were defined, including Rail Freight Corridor 2 (Rotterdam – Antwerp – Luxembourg – Metz – Dijon – Lyon / Basel). This Corridor corresponds to the ERTMS Corridor C extended to Rotterdam, following the Rotterdam Declaration of 14 June 2010. Six of these nine initial corridors, including Rail Freight Corridor 2, should be operational by 10 November 2013; the remaining three by 10 November 2015.

The Regulation requires a governance structure on two levels, which is similar to the one already in place for the ERTMS corridors: an Executive Board, composed of representatives of the Ministries of Transport, and a Management Board, composed of representatives of the infrastructure managers and allocation bodies. New is the creation of two advisory groups: one consisting of representatives of terminal owners and managers, the other consisting of representatives of railway undertakings.

The corridors should designate or set-up a Corridor - one-stop shop (C-OSS) for allocating certain types of capacity (pre-arranged paths and reserve capacity). Applicants can request capacity even if they are not railway undertakings.

An implementation plan has to be drawn up including, among other things, a description of the characteristics of the corridor, a summary of the transport market study, an investment plan and the list of objectives set by the corridor in terms of quality of service and capacity. Therefore increased cooperation as regards capacity allocation and traffic management between infrastructure managers and allocation bodies across the Corridor is necessary.

2.2.2 Implementation of the Regulation by the EEIG Corridor C

The implementation of the European Regulation on competitive freight and the resulting organisational and operational changes within Corridor C represented one of the major challenges for the Corridor in 2012.

Transport Market Study

According to the Regulation, the Transport Market Study has to define the changes in the traffic on the corridor, covering the different types of traffic, freight and passenger, once the Corridor is established. The study also has to review, where necessary, the socio-economic costs and benefits stemming from the establishment of the Corridor.

The study will assess expected changes in volume, composition, modal split and routing of future transport flows that may result as a consequence of the development of the Corridor.

The study will also assess customer needs. It will present the main market elements of the Corridor and will contribute to defining the setting-up of objectives, the selection of the Corridor routes, the investment plan and the characteristics of pre-arranged paths.

The study was launched in May 2012 and will be finalised during the second quarter of 2013. Its first intermediary report was finalised in December 2012 and describes the Corridor infrastructure and assesses the current market situation.

Corridor – one-stop shop

In 2012, the main principles of the Corridor - one-stop shop (C-OSS) were defined: it was decided that the C-OSS would be a dedicated structure, integrated into the Permanent team, and therefore located in Brussels.

We have started to define the procedures to be applied by the C-OSS and have decided in 2012 upon the following rules:

- pre-arranged paths which have not been requested 8 months before timetable change (X) will not necessarily be transferred to the infrastructure managers and allocation bodies at X-7.5;
- non-booked paths will be returned to the infrastructure manager/allocation bodies 21 days before the train run (Regulation 913/2010 fixes a time limit of 60 days).

The allocation priority rules described in the RailNetEurope guidelines were integrated in the Framework for capacity allocation. This Framework took the form of a decision of the Executive Boards of Corridors 1 and 2. It was signed on 20 December 2012 by the Transport Ministers of the countries involved and published in the Official Journal of the European Commission (OJ C 65, 6.3.2013). It defines the main principles for the offer and allocation of pre-arranged paths and reserve capacity by the C-OSS.

Investment plan

Work on the investment plan was launched in 2012. Its structure is now defined; the main data of almost hundred investment projects were collected, enabling inter alia the identification of the main bottleneck removal projects.

It was decided to focus on investments which will be implemented within the next ten years.

These investments are split according to the following categories: renewal of tracks / signalling system, electrification, construction of sidings / passing tracks / extra tracks, adjustment of gauge, track / signalling enhancement, level crossings and others.

Advisory groups

The Advisory group for railway undertakings and the Advisory group for terminals, which are part of the governance structure of the Corridor, were created in 2012.

The kick-off meeting of these Advisory groups took place in Brussels on 27 June 2012. Forty people represented seven terminals, four railway undertakings and two railway sector organisations. It was an honour to welcome also two high level representatives, Messrs Jean-Eric Paquet (Director, European mobility network, DG MOVE) and Marc Roman (President of the Board of Directors a.i. of the Belgium Federal Public Service Mobility & Transport and President of the Executive Board of the Corridor).

3 About the EEIG Corridor C

3.1 Mission and vision

Mission: The EEIG Corridor C is a European Economic Interest Grouping whose mission is to improve the efficiency of rail freight transport on the corridor by promoting measures to develop rail freight.

Specifically, the EEIG has the following missions:

- to improve interoperability, inter alia by the deployment of ERTMS on the Corridor;
- to improve quality of service on the Corridor;
- to coordinate and monitor applications for financial support relating to the Corridor;
- to coordinate the Corridor approach and action plan with those of other interconnected corridors;
- to check and evaluate the results obtained, with a view to developing new action procedures intended to progressively improve the quality offered.

Since the entry into force of Regulation 913/2010 on 9 November 2010, the Corridor has carried out a number of tasks in order to prepare its implementation, pending the formal constitution of the Rail Freight Corridor 2 Management Board as described in the Regulation. These tasks include in particular:

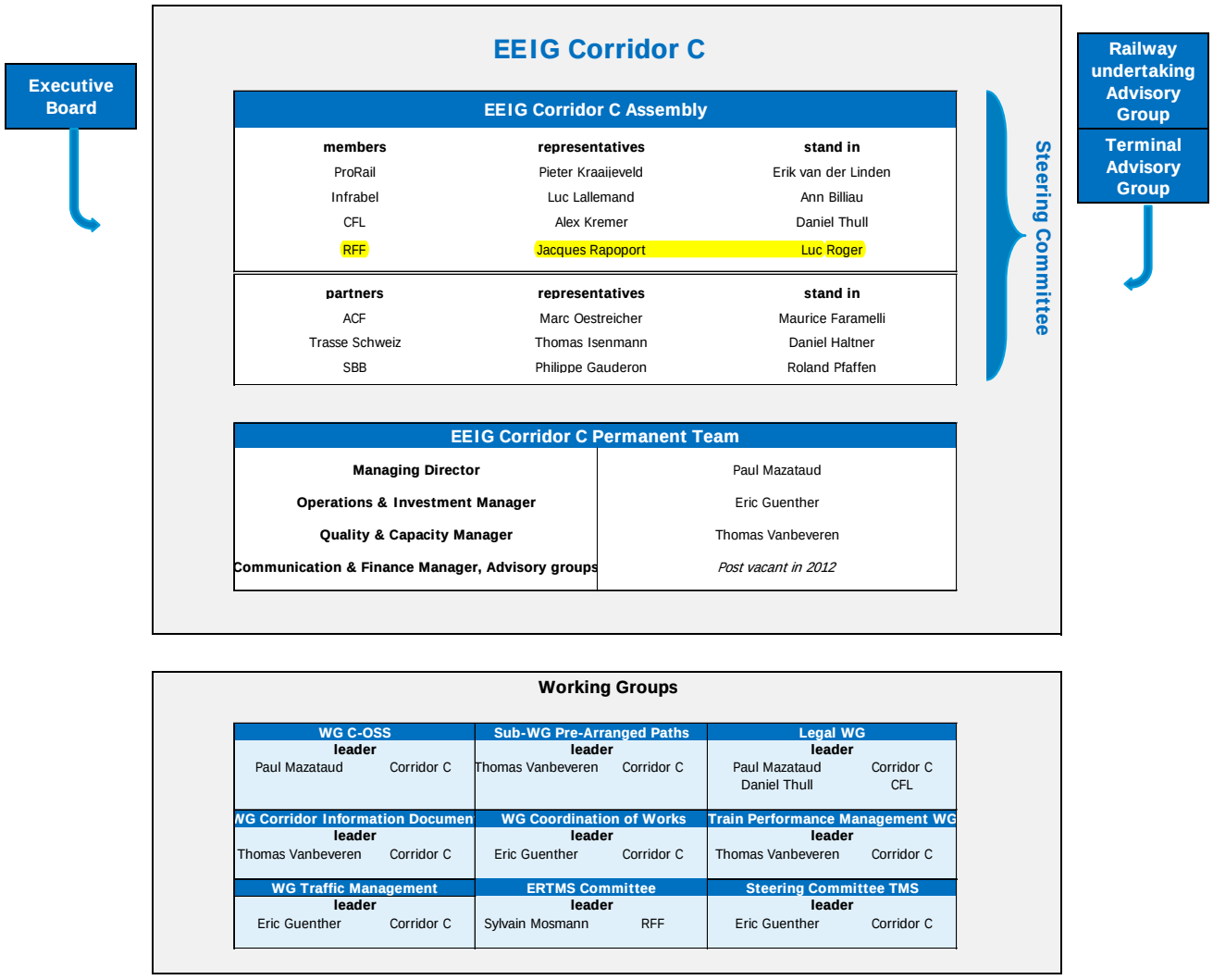
- the steering of a Transport Market Study;
- the definition of the Corridor - one-stop shop;
- the creation of the two Advisory groups;
- the coordination of infrastructure works;
- the preparation of the Corridor Information Document;
- the coordination of rules for traffic management in case of disturbances;
- the preparation of an investment plan.

Rail Freight Corridor 2 shall be established no later than 10 November 2013.

Vision: our vision is to make rail freight transport progressively safer, more reliable, more accessible and faster.

3.2 Governance of the EEIG Corridor C

3.2.1 EEIG Corridor C organisation chart



3.2.2 Members and partners

The EEIG Corridor C is composed of:

- **four members**: Réseau Ferré de France (RFF), Infrabel, Société Nationale des Chemins de Fer Luxembourgeois (CFL) and ProRail;
- **three partners**: Schweizerische Bundesbahnen (SBB), Trasse Schweiz (TS) and Administration des Chemins de Fer luxembourgeois (ACF).

3.2.3 Assembly meetings

In 2012, the members of the Assembly entitled to vote were:

- the representative of the Luxembourg infrastructure manager : François Jaeger, Network Director of CFL until his retirement. He was replaced by Alex Kremer, General Director of CFL in September 2012.
  Since September 2012, the stand-in member is Daniel Thull, Head of External relations at the Infrastructure management Department of CFL;
- the representative of the French infrastructure manager : Hubert du Mesnil, President of RFF, until 18 December 2012 and as of this date, Jacques Rapoport, President of RFF.
  The stand-in member was Jean-Philippe Chaix-Cames until May 2012 and as of this date, Luc Roger, Director of European and international affairs of RFF;
- the representative of the Belgian infrastructure manager : Luc Lallemand, Chief Executive Officer of Infrabel. The stand-in member is Ann Billiau, Director General of Network Access, Infrabel.
- the representative of the Dutch infrastructure manager : Pieter Kraaijeveld, Transport and Timetable Programming Director of ProRail.
  The stand-in member is Erik van der Linden, OSS and timetable Manager of ProRail.

The following persons also attend:

- the Managing Director of the EEIG Corridor C: Paul Mazataud;
- the representative of SBB: Philippe Gauderon, Head of SBB Infrastructure, with an advisory vote.

  Roland Pfaffen, Chief of Customer & Products Management Assistance of SBB Infrastructure, stands-in;
- the representative of the allocation body in Switzerland : Thomas Isenmann, Managing Director of Trasse Schweiz, with an advisory vote.

  Daniel Haltner, Head of Path Capacity of Trasse Schweiz, stands-in;

- the representative of the allocation Body in Luxembourg, Administration des Chemins de Fer Luxembourgeois (ACF), Marc Oestreicher, Director, with an advisory vote. Maurice Faramelli, Head of Path division of ACF, stands-in;
- the ERTMS/ETCS Committee coordinator, Sylvain Mosmann;
- the Permanent team.

The Assembly members take decisions on the strategy of the Corridor, its objectives, its actions and the results of the EEIG. As the Assembly is the sole governance body of the EEIG, any administrative and financial issues of importance are also handled at this level.

Assembly representatives

François Jaeger
CFL

Alex Kremer
CFL

Hubert du Mesnil
RFF

Jacques Rapoport
RFF

Luc Lallemand
INFRABEL

Pieter Kraaijeveld
ProRail

Philippe Gauderon
SBB

Marc Oestreicher
ACF

Thomas Isenmann
TRASSE SCHWEIZ

Credit photo J. Rapoport : Georges Carillo

Stand-in representatives

Daniel Thull

CFL

Jean-Philippe Chaix-Cames

RFF

Luc Roger

RFF

Ann Billiau

INFRABEL

Eric van der Linden

PRORAIL

Roland Pfaffen

SBB

Daniel Haltner

TRASSE SCHWEIZ

Maurice Faramelli

ACF

Permanent team

ERTMS/ETCS Committee

Paul Mazataud

Managing Director

Thomas Vanbeveren

Eric Guenther

Sylvain Mosmann

3.2.4 The Permanent team

The Corridor has a Permanent team which has been set up gradually since 2009.

It consists of three people under the authority of the Managing Director:

- Thomas Vanbeveren, responsible for Quality and Capacity;
- Eric Guenther, responsible for Operations and Investment;
- a person responsible for Communication and Finance as well as the Advisory groups (post vacant in 2012).

The Managing Director ensures the performance of the tasks entrusted to the EEIG.

The Quality and Capacity Manager is responsible for all matters related to train performance along the Corridor as well as capacity allocation issues. As of 10 November 2013, he will be the Corridor - one-stop shop leader, in charge of the allocation of pre-arranged paths and reserve capacity on Rail Freight Corridor 2.

The Operations and Investment Manager concentrates his actions on operational problems and, in accordance with the national infrastructure managers, defines the measures intended to eliminate bottlenecks along the Corridor or improve operational aspects of traffic and contributes to the coordination of works.

The Communication and Finance Manager is responsible, among other things, for all the tasks related to the promotion of Corridor C to stakeholders, including the advisory groups, as well as the management of European subsidies and the financial aspects of the EEIG.

This streamlined structure allows the EEIG to react with promptness, flexibility and efficiency.

3.3 Stakeholders

3.3.1 The European Commission

The European Commission plays a major role in the Corridor. It has, up till now, contributed to the development of the Corridor through its financial support. It also facilitates the coordination between corridors.

European Commission subsidies

In its decision of 10 December 2008, amended on 13 January 2010, the European Commission confirmed the granting of a subsidy totalling 88.3 million euros to the EEIG Corridor C and the other beneficiaries (RFF, CFL infrastructure manager, Infrabel, CFL railway undertaking). This subsidy covers up to 50% of the cost for the ground equipment and up to 50% for the on-board equipment.

This amount was allocated as follows:

- 79.7 million euros to infrastructure managers for the infrastructure works connected to the implementation of ERTMS (36.4 million euros to Infrabel, 33 million euros to RFF and 9.5 million euros to CFL infrastructure manager);
- 8,6 million euros to CFL railway undertaking, to equip their rolling stock with ETCS.

The application for the second call for proposals was delivered to the European Commission on 15 May 2009 after the EEIG had consulted all the railway undertakings licensed to operate on the network or having started the licensing procedure, in order to identify the potential partners for a joint application.

The decision on this second call was granted by the European Commission on 24 August 2010 for a total amount of 11.62 million euros: 4.32 million to the EEIG Corridor C, 4.5 million to SNCB, 2.25 million to SNCF and 0.55 million to CFL railway undertaking.

In September 2011, the EEIG Corridor C and the EEIG Corridor A jointly filed a subsidy application in connection with the 2011 ERTMS multi-annual call. This application describes four activities, only one of which concerns Corridor C, namely the Transport Market Study. By decision of 14 September 2012, the TEN-T Executive Agency accepted the application for both corridors covering 50% of the cost of the studies. The EEIG Corridor C has therefore received 50% of the cost of the Transport Market Study, estimated at €500k, i.e. €250k.

In April 2012, the EEIG Corridor C filed a subsidy application in connection with the 2011 annual call programme. The application describes five activities related to the establishment of Rail Freight Corridor 2 through the steering of studies and the implementation of managerial structures and activities as required by Regulation (EU) 913/2010. By decision of 6 November 2012, the TEN-T Executive Agency accepted the application covering 50% of the cost of the studies. The EEIG Corridor C has therefore received 50% of the cost of the studies, estimated at €2600k, i.e. €1300k.

European Commission groups

The European Commission organises two groups to facilitate coordination between the different Corridors:

- the Corridor Group under the chairmanship of Mr Karel Vinck. In this platform, the Management Boards of Rail Freight Corridors can exchange experience and discuss issues regarding the implementation of ERTMS and other issues related to the corridors (the enlargement of the scope of the Group follows a letter dated 19 September 2012 and signed by Jean-Eric Paquet). The review of progress with the implementation of these corridors will be the priority of the Group. For the EEIG Corridor C, the representatives are Sylvain Mosmann, Paul Mazataud and a member of the Assembly;

- the Rail Freight Corridors Working Group, the creation of which was requested by the members of the Developing European Railway Committee (DERC, renamed into SERAC). It is a joint ad-hoc group composed of representatives of all member States, regulatory bodies and infrastructure managers/allocation bodies participating in a Rail Freight Corridor.

3.3.2 Executive Board

The ministerial representatives of the countries concerned take their decisions at the Executive Board level. This is the decision-making body to which the EEIG Corridor C reports.

In order to be able to provide the Ministries with the best information, the EEIG members report regularly and present the progress of work in the following areas: general achievements of the EEIG, European subsidies, achievements of the working groups, the Corridor key performance indicators (KPIs) and progress on the implementation of the Regulation.

In June 2011, the Corridor C Executive Board members migrated to Rail Freight Corridor 2 Executive Board, by approving a “mission statement” creating the Rail Freight Corridor no. 2 Executive Board. Its mission is to accomplish all the tasks entrusted to it under Regulation 913/2010.

3.3.3 National Safety Authorities

Close links and excellent cooperation with National Safety Authorities (NSAs) mean that progress can be made in respect of the approvals, checks and authorization of the ERTMS safety system at both ground and on-board level.

3.3.4 Regulatory bodies

Regulatory bodies are also involved in the development of Corridor C. They have participated in Rail Freight Corridor 2 Executive Board meetings in 2012. The EEIG attaches great importance to the constructive and transparent relation with regulatory bodies.

3.3.5 RailNetEurope

RailNetEurope (RNE) is an association founded in 2004 and composed of 37 rail infrastructure managers and allocation bodies in Europe. The association has a purely operational objective and is designed to improve the international timetabling planning procedure and provide access to international freight train path catalogues in order to speed up the process of international applications.

Corridor C uses RNE tools, services and guidelines. It also actively participates in RNE Rail Freight Corridor meetings and in the RNE working groups on the implementation of European freight corridors according to the Regulation on competitive freight.

These working groups in which Corridor C participated and the areas they address are:

Corridor Management	Interactions between RNE and corridor organisations
Sales & Timetabling	Corridor - one-stop shop Pre-arranged paths Coordination of works between infrastructure managers Development of PCS (Path Coordination System)
Operations & After Sales	Punctuality targets Development of TIS (Train Information System) Traffic Management Priority rules in operation
Network statement	Creation of the Corridor Information Document

In this way, RNE develops processes as well as capacity allocation and operation methods at a European level and provides infrastructure managers, allocation bodies, railway undertakings and terminals with software tools (TIS, PCS and CIS - Charging Information System).

3.3.6 Cooperation with other corridors

The EEIG Corridor C attaches great importance to the quality of its cooperation with other ERTMS corridors and, within the frame of the Regulation, with the future Rail Freight Corridors.

In 2012, besides the cooperation which took place within the European Commission groups (section 3.3.1) and within RNE (section 3.3.5), Corridor C worked in close collaboration with Corridor A/1 to allow for exchange of best practices and assuring coherence of the procedures set up in the interest of the quality of service offered to customers.

3.4 2012 Calendar

3.4.1 Assembly meetings

Since its early days, the Assembly of Corridor C has always met on a very frequent basis. In 2012, eight meetings were held: on 26 January 2012, 13 April 2012, 23 May 2012, 29 May 2012, 5 July 2012, 5 September 2012, 17 October 2012 and 30 November 2012.

Apart from these meetings, the Assembly annual meeting was held in Luxembourg on 16 March 2012.

The 29 May 2012 meeting was attended by the CEO representatives of the EEIG members and partners.

3.4.2 Executive Board

The EEIG participated in four Executive Board meetings in 2012: on 28 March, 6 June, 19 September and 19 December 2012.

3.4.3 European Commission Corridor groups

In 2012, the EEIG participated in:

- the Corridor Group meetings which took place on 23 January, 14 May, 16 July, 22 October and 17 December 2012;
- the Rail Freight Corridor Working Group meetings on 22 May and 14 November 2012.

4 Working groups and Committees

Besides actively participating in the RailNetEurope working groups, Corridor C has implemented its own working groups. After having set up the ERTMS/ETCS committee, the legal and the Train Performance Management working groups, six new groups were created in 2012: the Transport Market Study steering committee and the Corridor - one-stop shop, Pre-arranged Path, Corridor Information Document, Traffic Management and Coordination of works working groups.

These groups are composed of members from the Permanent team and experts from the infrastructure managers and allocation bodies that form Corridor C.

4.1 ERTMS/ETCS Committee

The implementation of ETCS (European Train Control System) on Corridor routes is one of the fundamental goals which led to the creation of the ERTMS Corridors, including Corridor C. This European train control-command system is designed to eventually replace national systems, imposing specific equipment on engines running on several networks.

4.1.1 ETCS specifications

The ETCS specifications are drawn up under the aegis of the European Railway Agency (ERA), in collaboration with representatives of the railway sector such as EIM, CER and UNIFE. One of the main problems is building a system capable of adapting to networks whose braking and signalling philosophies and operating rules have been developed on national bases which are sometimes very different from one another.

Following a period of stabilisation of the specifications, version 2.3.0d was made official and, until end of 2012, was the only version that could be implemented from both an infrastructure and rolling stock perspective.

At a technical level, ETCS level 1 uses a specific transmission mode, eurobalises installed on tracks, to send information from track to on-board, while level 2 uses the GSM-R to exchange information bi-directionally between track and on-board. So far, level 1 has typically been superimposed on traditional national lateral signals, while level 2 was used for new lines.

Corridor C decided to equip its main routes as a priority with version 2.3.0d level 1, except for SBB which preferred to wait for the next version, called "Baseline 3", made official by December 2012, to equip the 8 km between the French border and the Basel-Muttenz marshalling yard.

4.1.2 ERTMS/ETCS Committee

Considering the importance of coordinating both the technical developments and the timetables for implementing ETCS on the various sections of the Corridor to provide the fastest possible interoperability of the control-command system on the Corridor, the EEIG decided from the outset to set up an ERTMS/ETCS Committee whose mission is to ensure that national implementations of the system, at a technical and operational level, provide this interoperability without creating any unacceptable constraints for any of those involved (infrastructure managers or railway companies).

The main functions of the ERTMS/ETCS Committee are as follows:

- to define the ETCS technical aspects requiring harmonisation or coordination between those involved in the Corridor;
- for each of these aspects, to set up a working group made up of experts in the field in question, establish the remit of this group, monitor its work, arbitrate and follow up as necessary;
- to incorporate the issues handled into the strategy of the infrastructure managers represented in Corridor C and the railway undertakings which use the Corridor;
- to be a place for exchanges and coordination between the national ETCS projects of the Corridor members and partners.

In 2012, the "Data entry" working group completed its study related to the risks associated with data collection and manual entry by the driver of train data. A final document has been produced, presenting these risks and proposing mitigation measures

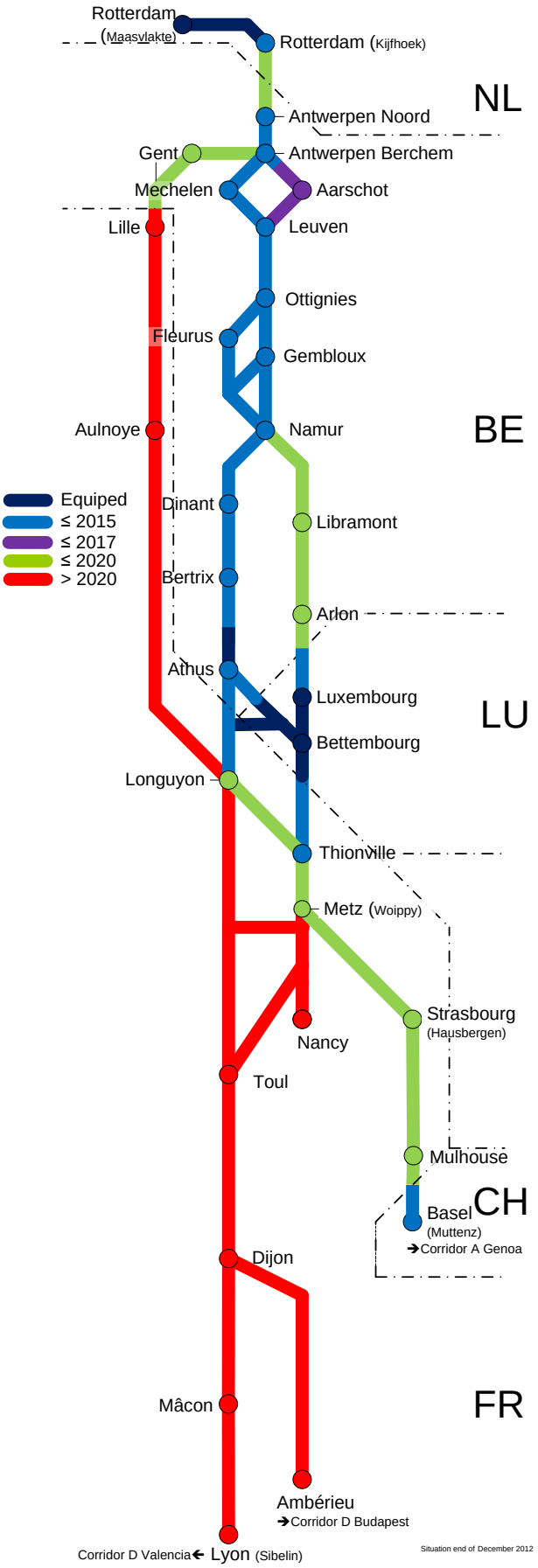
The members of the ERTMS/ETCS Committee and its technical working groups are representatives and experts commissioned by the infrastructure managers and railway undertakings active on the Corridor or potential users. Their work is carried out with the regular participation of representatives of the EEIG ERTMS Users Group, with the aim of ensuring coherence with other corridors as far upstream as possible.

4.1.3 Deployment of ERTMS on the Corridor

Equipping the Corridor with ETCS depends on national projects incorporated into national ETCS deployment strategies, which are part of the European Deployment Plan.

- **Luxembourg:** all the sections of the Corridor are now equipped, except for the Luxembourg-Belgium border section (alternative route) which is scheduled to be ready by 2015. Some CFL trains run every day in ETCS mode under a "commercial test" agreement;
- **Belgium**: the section Aubange-Virton was equipped at the end of 2012, and other sections are started;
- **France**: the project is still in a development phase. Some signals have been equipped as a pre-pilot experiment in the Thionville area;
- **Switzerland**: SBB, in cooperation with RFF, focused on the technical phasing of the introduction of ETCS Level 1 Limited Supervision and the transitions with ETCS 2.3.0d and KVB on the French border, along with the equipment of EuroZub and PZB from Basel station to Muttenz;
- **Netherlands**: ProRail worked to set the technical and financial conditions needed to start the project relative to the deployment of ETCS on the Antwerp-Rotterdam route.

The diagram below shows the timetable of ETCS deployment on the different sections of the Corridor, in accordance with the official notification reported by the Member States to the European Commission by end 2012, regarding the European Deployment Plan:


Rotterdam (Maasvlakte)
Rotterdam (Kijfhoek)
NL
Antwerpen Noord
Gent
Antwerpen Berchem
Mechelen
Aarschot
Lille
Leuven
Ottignies
Fleurus
Gembloux
Aulnoye
Namur
BE
Equiped
≤ 2015
≤ 2017
≤ 2020
> 2020
Dinant
Libramont
Bertrix
Arlon
Athus
Luxembourg
LU
Bettembourg
Longuyon
Thionville
Metz (Woippy)
Strasbourg (Hausbergen)
Nancy
Toul
Mulhouse
CH
Basel (Muttenz)
➔Corridor A Genoa
Dijon
Mâcon
FR
Ambérieu
➔Corridor D Budapest
Corridor D Valencia➔ Lyon (Sibelin)
Situation end of December 2012

4.2 Legal working group

The Legal working group is consulted on all legal aspects concerning the Corridor. In 2012, this group worked on the drafting of the new by-laws in order to create the governance structure of infrastructure managers and allocation bodies which were to form Rail Freight Corridor 2. The Legal working group also drafted the partnership agreements, the contracts for consultancy services and the funding agreement.

4.3 Corridor - one-stop shop working group

This working group was created to prepare the framework and procedures needed to comply with Regulation 913/2010, most notably the setting-up of the Corridor - one-stop shop (C-OSS) and the allocation of capacity by this C-OSS via pre-arranged paths. The working group consists of allocation specialists of all infrastructure managers or allocation bodies of the corridor. This group met for the first time in September 2012, and has since been meeting on a regular basis. It also supervises the work done by the sub-working group pre-arranged paths.

4.4 Pre-arranged paths sub-working group

The sub-working group Pre-arranged paths works on the concrete set-up of the yearly corridor timetable catalogue. This group consists of timetable specialists from the involved infrastructure managers and allocation bodies, who work on the harmonisation of train paths at the borders, thus reducing waiting times to a bare minimum. From September 2012 on, the people in the working group met frequently to discuss on concrete bilateral or multilateral issues and to deliver a complete and coherent 2014 path catalogue by the second Monday of 2013.

4.5 Transport Market Study steering committee

This committee steers the Transport Market Study which is carried out by a consortium composed of companies from the Netherlands, Belgium and France. It is composed of people from the Permanent team and members from infrastructure managers. The committee was launched in May 2012 and has since met on a monthly basis.

4.6 Corridor Information Document working group

This working group consists of national Network Statement specialists of all involved infrastructure managers and allocation bodies. The main purpose of this working group is to manage the needed references between the Corridor Information Document (CID) and the national Network Statements and vice versa. This working group also serves as a soundboard for the structure and content of the CID, prepared by the Permanent team. Since July 2012, working group members have been meeting regularly, mainly during bilateral meetings.

4.7 Coordination of works working group

This group, composed of people from the Permanent team and members of the infrastructure managers, was launched in 2012. The aim of the group is to coordinate the works along the Corridor, as described in section 5.3.2. The group has already published the works planned in 2013 and 2014 on the RailNetEurope website. This group will also have the task to solve works conflicts, when requested by infrastructure managers.

4.8 Train Performance Management working group

This working group was created in 2009, and has since then been working on the monitoring of the punctuality on the corridor. Members of the five corridor infrastructure managers meet every two months. For half of these meetings, railway undertaking representatives are invited to share their opinions. The first aim of this working group was to help to improve the international train data, to be able to create high quality reports. Since 2011, Train Performance Management working group members have been using these reports as a basis for bilateral meetings between infrastructure managers and customers, to work closely together on improving the punctuality on the corridor. The results of this working group not only consist of qualitative punctuality reports, but it also provides the basis for the global analysis of all corridor traffic.

4.9 Traffic management working group

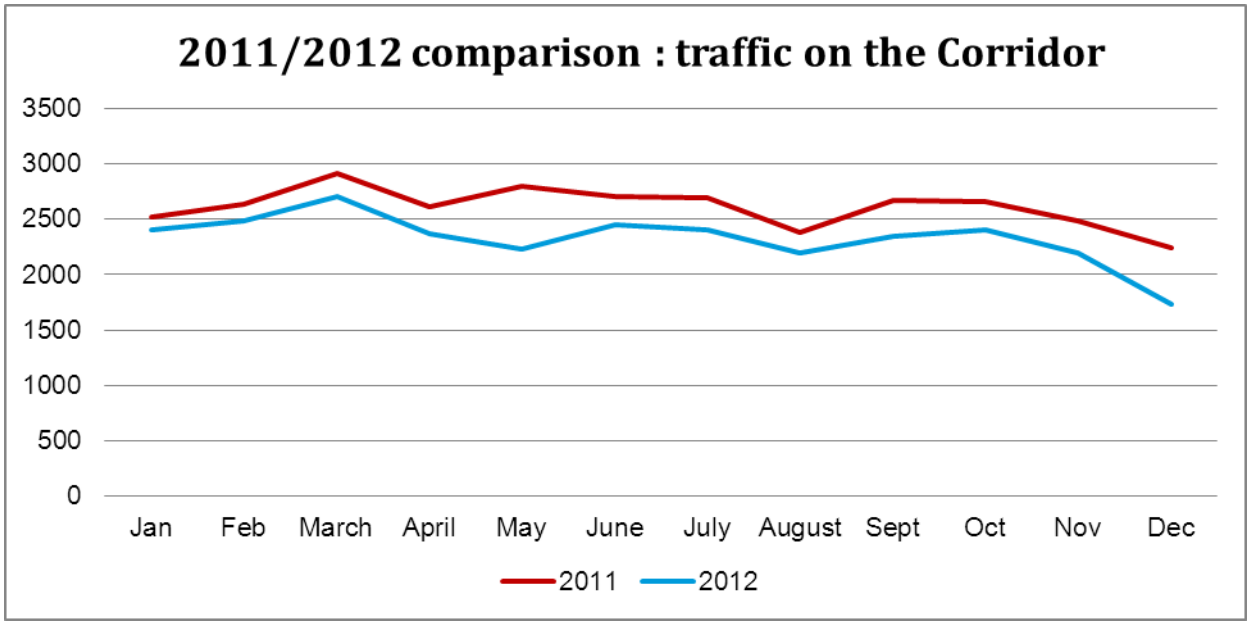
The first task of this group, launched in 2012, is to analyse how the requirements of Regulation 913/2010 can be fulfilled as regards traffic management, in particular priority rules in case of disturbances. With that purpose, bilateral conventions could be improved and standardised in order to enhance quality of service.

5 Monitoring indicators

5.1 Traffic

The traffic monitoring data is provided by TIS (Train information System) and the national Infrastructure Managers. This data is extracted monthly in order to monitor changes in traffic on the Corridor. During 2012, the Corridor could not avoid the international trend of a diminishing amount of international freight traffic. Notwithstanding this, the overall result can be regarded as good. Compared to 2011, a decrease of the overall traffic in 2012 - especially in the second half of the year – was noticed. In total, 2012 saw a drop to 89% of the traffic of 2011.

Table1: Monthly number of international freight train runs in 2011 and 2012



5.2 Punctuality

The punctuality for 2012 is calculated on the international traffic on the main corridor routes between Belgium, France and Switzerland (Antwerp – Bettembourg, Namur – Basel and Bettembourg – Lyon). This information is produced by TIS. To ensure the quality of the TIS data, a statistical calculation is carried out monthly on the reliability of the information calculated, and a permanent follow-up allows optimising the reliability of the data.

The average punctuality on the Corridor has increased considerably compared to last year. Compared to an average punctuality of 77% in the North - South direction and 75% South - North in 2011, a rise to 82,4% in the North - South direction and 82,2% in the South – North direction could be noticed.

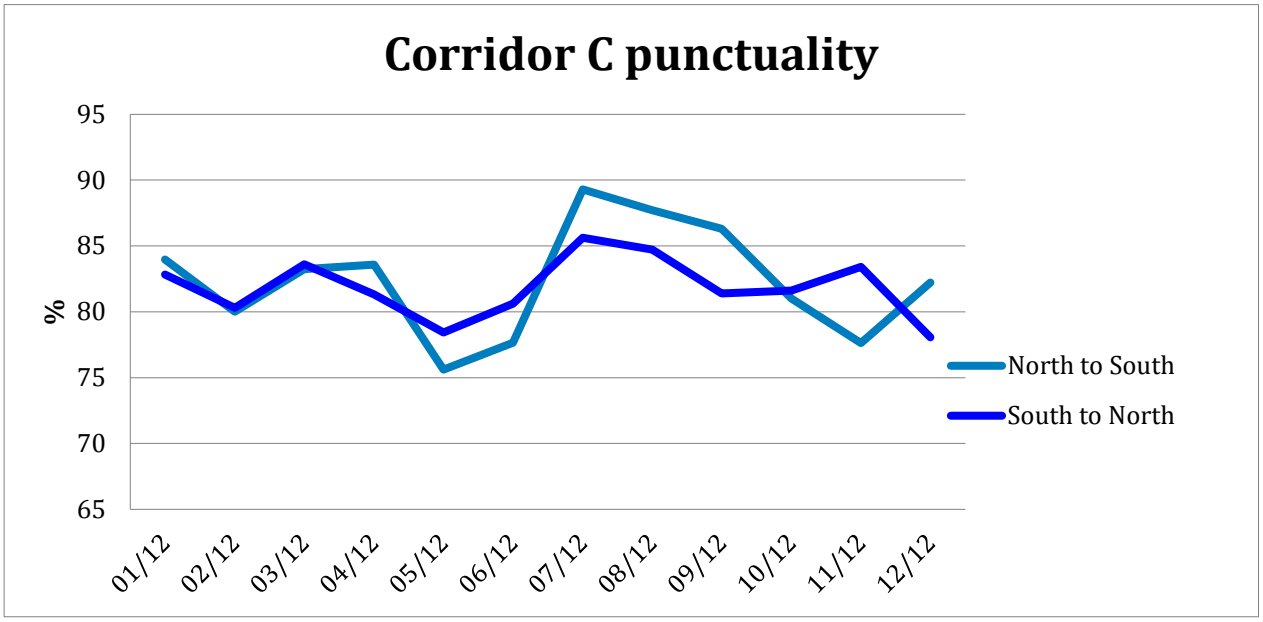


Table 2: Punctuality on the main Corridor routes (in %)

5.3 Quality and interoperability

The quality and interoperability aspect of Corridor C is closely linked with international harmonisation done by RNE.

5.3.1 Path harmonisation

The Corridor, in line with RNE common procedures, continued to improve the path harmonisation across borders between Infrabel, RFF, Trasse Schweiz/SBB, ACF and ProRail. Procedures, which describe the organisation on either side of the border and list the tasks and timeline for the people involved, where implemented. The goal is to set up an annual path catalogue which contains harmonised international train paths for freight trains. This way, for example, long existing coordination problems at the Basel and Mouscron borders could be solved.

5.3.2 Traffic management

Articles 16 and 17 of the Regulation 913/2010 deal with traffic management and the traffic management in case of disturbances. The RNE working group on Traffic Management has analysed how the requirements of the Regulation could be fulfilled and to which extent the already existing traffic management rules and procedures applied in the different networks could be aligned. It has set up guidelines which will be transposed in the Corridor procedures for coordinating traffic management.

Some requirements of the Regulation are very important, namely the connection between priority rules and punctuality targets (article 17.2 requires that the former are drawn up according to the latter) and the basic principles which the priority rules should be based upon (article 17.3: the trains running on pre-arranged paths should be kept on time if they are on time).

5.3.3 Coordination of works

The impact of infrastructure works on traffic along the Corridor represents a sizeable obstacle to the smooth running of trains. Corridor C is aware of this and has launched a knowledge pooling initiative. The approach involves reviewing the very short term, medium term and long term works. With regard to the medium and long term, Corridor C uses RNE procedure X-24.

In 2012, Corridor C decided that the coordination will be done in meetings between neighbouring infrastructure managers. The Management Board has to be informed about the outcome.

Aim of the coordination

The coordination of works shall ensure that planned capacity restrictions will account for the needs of the infrastructure managers and the needs from the market point of view by rationalising and optimising the gravity of impact and duration of the capacity restriction between neighbouring infrastructure managers.

In the coordination the following principles should be considered:

- a capacity restriction on one section of the Corridor, which does not allow a re-routing, should not allow further restricting works in further sections along the Corridor to limit negative impact on the capacity offer of the Corridor;

- a capacity restriction on one section of the Corridor should be coordinated with capacities available on alternative routes and border transitions to reduce negative impact on the capacity offer of the Corridor;
- a capacity restriction on one section of the Corridor with re-routing of all traffic shall be coordinated with additional restricting works on neighbouring sections, which are covered by the same re-routing.

Solving of conflicts

The infrastructure managers of the Corridor should use the Corridor working group Coordination of works to solve conflicts. If the members of the group are not able to solve a conflict, they should prepare the discussed or other possible solutions including a recommendation and present it for decision to their management and inform the Management Board of the Corridor.

5.3.4 Monitoring quality and quality improvement

Corridor C is a front runner in the RNE “Train Performance Management” Project. The “Train Performance Management” team, formed in December 2009, meets on a regular basis with railway undertaking representatives to identify and take action on several structural problems along the Corridor, identified by the reporting done via TIS. These reports give an overview of the international traffic on the core axes of the Corridor.

In 2012, a handbook was drafted on train performance management, together with Corridor A, to improve the harmonisation between corridors, and to assist other corridors in the set-up of a similar project on corridor performance.

The performance project is assisted by Infrabel, which provides a Corridor Performance Coordinator. This person works closely together with members of the Permanent team. All other infrastructure managers provide dedicated specialists for the project team, who help to maintain the high level of quality of the TIS reporting. They also assist in the identification and follow-up of possible actions.

The reliability of the results obtained is crucial for the success of quality monitoring on the Corridor. Therefore, the Performance Management team uses a statistical method covering the results with a 99% confidence level.

Monthly reports and regular analyses by the Train Performance Management working group aim to improve the quality and performance of Corridor C. The goal is to monitor all international traffic on the Corridor, and thus be able to manage a complete action plan on punctuality.

6 Services

6.1 Corridor Management

The Corridor organisation fully supports the continuity of the tasks executed by the RNE Corridor Manager. These tasks are now managed by the Corridor Permanent team. Effective corridor management is designed to make international traffic more efficient and fluid. In order to concentrate the efforts and the chances of success, a pragmatic approach has been taken in order to merge certain redundant initiatives.

The link between the RNE and ERTMS corridors can also be seen in this context. For four years, Corridor C has been a synergy between the technical resources (ERTMS corridors) and the operational processes (RNE corridors). The operational missions of the RNE Corridor 5 Corridor Manager were thus transferred to the EEIG Corridor C. From November 2013 these tasks will be transferred to the new Rail Freight Corridor 2.

For Corridor C, close cooperation with RNE guarantees that the processes will always be in sync with a European vision.

6.2 Path Catalogue

In preparation of the under Regulation 913/2010 foreseen pre-arranged path catalogue, and in continuation of the RNE Corridor Catalogue, the Corridor produced in 2012, in cooperation with the infrastructure managers and allocation bodies, a catalogue of international paths for freight traffic. This catalogue was composed as if Regulation 913/2010 already applied and was consequently considered the final test case for the construction of the 2015 Pre-arranged paths for Rail Freight Corridor 2.

The goal of the catalogue is to guarantee efficient use of infrastructure capacity. These paths are produced on the basis of optimising available capacity and are published 11 months before the annual timetable change, as required by Directive 2012/34, which replaced Directive 2001/14, from 15 December 2012.

The main aim of the path catalogue is to assist with the preparation of applications for freight paths. A second objective is to respect the principles of transparency and non-discrimination. The catalogue reflects the present and future needs of customers. To achieve this, a study of the existing situation was carried out by the corridor organisation to ensure that the offer matches customer needs. In the future, this analysis will be strengthened by the Transport Market Study that was ordered by the Corridor.

The path catalogue prepared in 2012 for the 2014 timetable is published on the Corridor website and in PCS (Path Coordination System). PCS allows customers to apply for the paths directly via this tool. The use of PCS adds to the goal of an international common reservation tool, which will be used by the vast majority of the future rail freight corridors.

The Corridor Catalogue for timetable 2014 consists of a number of train paths for each direction, on 10 different sections. Different junctions were defined where paths from different sections can be linked. These sections and junctions were chosen after consultation of customers and a study of past path requests.

The following table gives an overview of the number of paths in the catalogue on the different Corridor sections:

origin/destination	destination/origin	North-South/South-North
Antwerp	Aubange	19 / 11
Aubange	Bettembourg	10 / 6
Aubange (Mont Saint Martin)	Thionville	15 / 9
Bettembourg	Thionville	3 / 3
Thionville	Bâle CFF RB	18 / 18
Antwerp	Lille Délivrance	4 / 6
Antwerp	Rotterdam-Kijfhoek	18 / 18
Lille Délivrance	Lyon	1 / 1
Lille Délivrance	Strasbourg	1 / 1
Lille Délivrance	Basel CFF RB	1 / 2

The evolution of forecasted running time on the main Corridor axes, are as follows:

Catalogue	2012	2013	2014
Antwerp-Bettembourg	6:21	5:39	5:45
Antwerp-Basel (MsM)	13:35	13:08	14:33
Antwerp-Lille	3:29	3:03	2:55
Rotterdam-Antwerp	1:24	1:23	1:16

the majority of sections, we see a positive evolution concerning the average theoretical running time. However, mainly due to works in Plaine d'Alsace, in the Metz and Strasbourg nodes and between these two cities, a considerable amount of time had to be added to the paths in the Alsace region. The end of these works should have a positive effect on the available capacity in the future.

6.3 One-stop shop : national OSS and Corridor - OSS

The One-stop shop concept represents the wish of the infrastructure managers/allocation bodies to make rail traffic more accessible to customers. Its aim is to simplify exchanges with them, regarding both applications for international paths and general and operational issues relating to the Corridor.

Via the national OSS network, Corridor C offers:

- customer support and information on the full range of services and products offered by the Corridor infrastructure managers;
- supply of all the data needed to access the infrastructures of the various infrastructure managers within RNE;
- satisfactory processing of applications for international paths;
- a guarantee that applications for the next period are taken into account in the annual timetable process.

OSSs can also provide information on costs relating to the use of the infrastructure and to train movements.

Thanks to this OSS network, Corridor C fulfils the concept of "One Face to the Customer" and provides assistance with "Cross Border" operations, based on transparent, confidential and non-discriminatory procedures. Each infrastructure manager has a national OSS structure.

Since Regulation 913/2010 came into force on 9 November 2010, Corridor C has been working on the implementation of the new “one-stop shop” as defined by the regulation. The Corridor one-stop shop (C-OSS) should not be confused with national OSSs which have been in place until today. This C-OSS will be a single body responsible for the whole Corridor and will not only provide information on available capacity, it will also be responsible for the allocation of pre-arranged paths and reserve capacity to the applicants. The new C-OSS will bring the OSS concept to a new level, surpassing the national level, and simplifying the access to international rail freight.

During the year, the Corridor has been working hard on the establishment of this C-OSS. Together with RNE and other future Rail Freight Corridors, a common guideline was drafted, and Corridor specific procedures were set in place. This is a process which is continuing in 2013, to be ready for the establishment of Rail Freight Corridor 2 on 10 November 2013.

6.4 PCS (Path Coordination System)

PCS is a web application provided by RNE to the corridor organisations, infrastructure managers, allocation bodies and railway undertakings. This application manages requests and responses for international train paths. Even though in the past it has been primarily used for passenger traffic, this tool is now modified to fit the needs of freight traffic. Moreover, PCS will be the sole platform via which Pre-arranged Paths will be available in the future Rail Freight Corridors.

6.5 TIS (Train Information System)

TIS permits “tracking and tracing” of international trains in real time, in particular those running on the Corridor. The TIS database allows a qualitative analysis of trains running on the Corridor, via the use of a reporting tool. In 2012 the old reporting tool “Oracle Discover” was replaced by the new “Oracle BI”, which offers a wider range of flexibility and possibilities to the user. The tool produces traffic punctuality reports. However, some problems remain. Since 2011, Corridor C and the infrastructure managers worked closely together resolving these issues. These issues concern in particular the renumbering of trains in France and transfers of information between national systems and TIS.

RNE has also put in place a series of “standard” reports to monitor punctuality. RNE and Corridor C contribute to the improvement in the quality of data entered in TIS and reports produced as a result.

7 Investments

The infrastructure projects identified throughout the Corridor require significant investments. After identifying these projects and the resources needed to carry them out, the infrastructure managers implement them.

Each corridor infrastructure manager includes the amounts to be allocated to the projects in its national budgets. It is imperative to maintain the consistency of these national budgets in order to enable the projects to be implemented on time.

The list of all of the investments planned, studied and/or contemplated between now and the next ten years has been collected for the establishment of the investment plan. It represents a total estimated investment of 6 billion euros (see section 2.2.2).

The number and extent of these investments require precise coordination between infrastructure managers, as regards both national multi-annual investment budgets and financial aid granted by the European Commission.

8 Communication

Whether through its website or its publications (brochures, Fact sheet), Corridor C concentrates on presenting its activities, ambitions and its cooperation with RNE and the European Commission.

It means that stakeholders can be kept informed on the current projects and the results obtained on Corridor C.

In 2012, the communication of the Corridor went mainly towards the terminal and railway undertaking Advisory groups, with whom cooperation is of major importance.

In 2012, Corridor C had the opportunity to present its activities and range of services at the conference organised by RNE in Frankfurt on 10 May 2012.

9 Finance

The financial resources available to the EEIG Corridor C come from contributions from its members and partners (RFF, Infrabel, CFL, ProRail, SBB, ACF and TS) and European subsidies received (see section 3.3.1).

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