

# Handbook on Regulation concerning a European rail network for competitive freight

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# FOREWORD

Following its adoption by the European Parliament and the Council on 22 September 2010, Regulation EC 913/2010 concerning a European rail network for competitive freight entered into force on 9 November 2010.

The concept of a European rail network for competitive freight has met much interest and response from the rail freight sector and other stakeholders. Several parties raised questions about the interpretation of different parts of the Regulation. The Directorate-General for Mobility and Transport (DG MOVE) has therefore decided to publish this handbook on the Regulation with guidelines and recommendations for its implementation, contributing to a harmonised implementation of the regulation and the use of existing good practices.

The handbook contains practical advice for the parties concerned and gives examples on how to deal with the various aspects of implementation. The examples given in this handbook are partly taking up practices, methods and suggestions from the parties involved in the Rail Freight Corridors or in the ERTMS-corridors.

As the reader will realize the Regulation intentionally leaves an appropriate level of freedom to the parties on how to implement the Rail Freight Corridors in detail. It should be underlined that the Rail Freight Corridors are to be established for the users, i.e. the railway undertakings and other applicants, and in the end the freight transport customers using or wishing to use rail to fulfil their transport needs. Thus an early involvement of all stakeholders along a Rail Freight Corridor is crucial. Ultimately it is not least the level of satisfaction of the users which will decide about the adequacy of the ways chosen for the implementation of the Rail Freight Corridors.

*This handbook is a DG MOVE working document and provides guidance only; it does not have any legal force.* The only legally binding text is the Regulation 913/2010/EC.

DG MOVE may decide to update the handbook when appropriate, for example to include good practices from the corridor organisations which are now establishing themselves and take up their work.

Brussels, 5 May 2011

# 1 INTRODUCTION

## 1.1 Background – the Regulation

### 1.1.1 Purpose and general objective

The Regulation concerning a European rail network for competitive freight – hereinafter referred to as the Regulation – has been elaborated with the overall purpose of increasing international rail freight's attractiveness and efficiency, so that rail can increase its competitiveness and market share on the European transport market.

In order to achieve this, the Regulation has the general objective of improving the conditions for international rail freight by reinforcing cooperation at all levels – and especially among Infrastructure Managers – along selected Rail Freight Corridors, with the twofold aim

(1) to develop the rail freight corridors in terms of infrastructure capacity and performance in order to meet market demand both quantitatively and qualitatively

(2) to lay the ground for provision of freight services of good quality meeting customer expectations.

The Rail Freight Corridors to be established on the basis of the Regulation are expected to form a European-wide network for competitive freight. This will not only require cooperation between Infrastructure Managers within each corridor, but cooperation will also be essential between Infrastructure Managers and corridor organisations across several corridors.

### 1.1.2 Specific objectives

As specified in the Regulation, the general objective mentioned above can be broken down into a number of specific objectives in the areas of path allocation processes and rules, traffic management, terminals, infrastructure and investment. These areas will be dealt with in more detail in the following chapters.

Concerning path allocation specific objectives are to ensure smooth and efficient processes to obtain good and reliable train paths, making use of appropriate IT-tools. There has to be flexibility to accommodate even late and ad hoc capacity requests. Information has to be transparent and easily accessible and requests for capacity open to applicants other than railway undertakings.

When it comes to traffic management a specific objective is to ensure that sufficient priority is given to freight trains aiming at achieving the punctuality targets set by the Management Boards of the corridors and ensuring that freight trains which are “on time” can keep their path even in case of traffic disturbances. Furthermore traffic management has to be coordinated between several Infrastructure Managers and performance has to be monitored along the corridors. It has to be ensured that there is an adequacy between infrastructure capacity and terminal capacity and that traffic and terminal management is coordinated.

The Regulation promotes the harmonisation of infrastructure with the specific objectives to remove bottlenecks and to harmonise relevant parameters like: train lengths, train gross weights, axle loads and loading gauges. Reference is made to ERTMS- and TEN-T corridors, emphasizing that interoperability is an essential feature of the Rail Freight Corridors.

In order to support the harmonisation of infrastructure across borders investment planning has to be coordinated by the Management Board. The decision about investments and their realisation remains in the responsibility of the involved Infrastructure Managers. This coordination also aims at minimising disruptions caused by engineering and maintenance work.

## 1.2 Objectives and purpose of the handbook

Many parties in the rail freight sector as well as other stakeholders have actively followed the development of the Regulation. With the adoption of the Regulation and its subsequent entering into force there are now binding deadlines for the implementation of the nine Rail Freight Corridors defined in its Annex.

The Directorate-General for Mobility and Transport (DG MOVE) has decided to publish this handbook on the Regulation in order to

- provide guidelines and recommendations for its practical implementation supporting the parties concerned – especially the competent Infrastructure Managers
- spread information to the future users of the Rail Freight Corridors who will apply for capacity on them – railway undertakings and other applicants.

The aim is therefore not to interpret the provisions of the Regulation but rather to give to various parties examples of practices and methods that might usefully be considered in its implementation. This would help to ensure a harmonised establishment and development of the different Rail Freight Corridors.

## 1.3 Methodology

In the elaboration of this Handbook experience and best practice of related corridor concepts, especially from RailNetEurope (RNE) and the ERTMS-corridors has been taken into account. Previous studies concerning the preparation of possible corridors have also been analysed and taken into account.

## 1.4 Structure

Chapter 2 deals with the designation of a Rail Freight Corridor, i.e. the exact specification of railway lines and terminals, that will belong to a Corridor. The relationship between the Rail Freight Corridor concept and other corridor concepts is also dealt with.

Chapter 3 covers the governance of a Rail Freight Corridor and the setting-up of the related structures and organs.

Chapter 4 deals with the Implementation Plan which has to be created for each Rail Freight Corridor. The chapter takes up each of the documents of the Implementation Plan and gives an overview of its content.

Chapter 5 describes the One-Stop-Shop (OSS) and its tasks and outlines the capacity application and allocation procedures and principles.

Chapter 6 is dedicated to the terminals and their integration into the Rail Freight Corridors.

Chapter 7 deals with issues related to Traffic Management.

Chapter 8 finally deals with the information, that has to be provided to applicants and the European Commission; certain administrative issues are also covered.



## 2 CREATING RAIL FREIGHT CORRIDORS

### 2.1 Geographical definition of a Rail Freight Corridor

The table below provides approximate geographical definitions of the Rail Freight Corridors and their respective latest implementation date.

Corridor <sup>1</sup>	Member States	Principal routes <sup>2</sup>	Latest date of implementation
1 Rhine-Alp Corridor	NL, BE, DE, IT	Zeebrugge-Antwerp/Rotterdam-Duisburg-[Base]-Milan-Genova	10 Nov 2013
2 Benelux-France Corridor	NL, BE, FR, LU	Rotterdam-Antwerpen-Luxemburg-Metz-Dijon-Lyon/[Base]	10 Nov 2013
3 Central North-South Corridor	SE, DK, DE, AT, IT	Stockholm-Malmö-Copenhagen-Hamburg-Innsbruck-Verona-Palermo	10 Nov 2015
4 Atlantic Corridor	PT, ES, FR	Sines-Lisboa/Leixões  - Madrid-Medina del Campo/Bilbao/San Sebastian-Irun-Bordeaux-Paris/Le Havre/Metz  Sines-Elvas/Algeciras	10 Nov 2013
5 Balt-Adria Corridor (Baltic- Adriatic Corridor)	PL, CZ, SK, AT, IT, SI	Gdynia -Katowice-Ostrava/Zilina-Bratislava/Vienna- /Klagenfurt - Udine- Venice/ Trieste/ • / - Bologna/Ravenna/ /Graz-Maribor-Ljubljana-Koper/Trieste	10 Nov 2015
6 Mediterranean Corridor	ES, FR, IT, SI, HU	Almería-Valencia/Madrid-Zaragoza/Barcelona-Marseille-Lyon-Turin-Milan-Verona - Padua/Venice - Trieste/ Koper-Ljubljana-Budapest-Zahony (Hungarian-Ukrainian border)	10 Nov 2013
7 Orient Corridor	CZ, AT, SK, HU, RO, BG, EL	Prague-Vienna/Bratislava-Budapest  - Bucharest-Constanta  - Vidin-Sofia-Thessaloniki-Athens	10 Nov 2013
8 Central East-West Corridor	DE, NL, BE, PL, LT,	Bremerhaven/Rotterdam/Antwerp-Aachen/Berlin-Warsaw-Terespol (Poland-Belarus border)/Kaunas	10 Nov 2015
9 Eastern Corridor (Czech-Slovak Corridor)	CZ, SK	Prague - Horni Lide• - Žilina-Košice• ierna nad Tisou - (Slovak/Ukrainian border )	10 Nov 2013

Table 2.1: List of Initial Rail Freight Corridors

<sup>1</sup> The corridor names are working names; their use is not binding for the corridor organisations

<sup>2</sup> "/" means alternative routes. In line with the TEN-T priority projects, routes 4 and 6 should in the future be completed by Project 16, the Sines/Algeciras-Madrid-Paris freight axis which takes in the central Pyrenees crossing via a low elevation tunnel.

As well as the numbers of the Rail Freight Corridors listed in the Regulation, the table above contains descriptive names which allow a better identification of each corridor and distinguish them more easily from corridors of other types of corridors, which also use numbers for their denomination (e.g. TEN-T and RNE-corridors).

For reasons of clarity it is suggested to use names for the Rail Freight Corridor to identify a specific corridor and to avoid confusion with other corridor denominations of other corridor concepts. The use of names also facilitates communication with the public and parties who are less involved in the corridors so less able to most relate to the corridor numbers.

The exact description of lines to be contained in a Rail Freight Corridor in accordance with the definition of freight corridor (Art. 2(2a) – is the task of the Management Board in cooperation with the relevant Infrastructure Managers, involving the Advisory Groups. The Executive Board has to give its approval. The role, responsibilities and interaction among these bodies are discussed in Chapter 3.

The railway lines, and where appropriate rail ferry lines, to be designated to a corridor should connect terminals of relevance to rail freight traffic along the principal route outlined in the Regulation, especially:

- marshalling yards
- major rail-connected freight terminals
- rail-connected intermodal terminals in seaports and along inland waterways.

The designated railway lines (including rail ferry lines) and terminals designated to a corridor have to be shown in the Implementation Plan (Art.9(1a)) and in the network statement (Art.18(a)).

### 2.1.1 Designated lines and terminals

The *principal routes* of the nine initial corridors as set out in the Annex to the Regulation and in Table 1 should be understood as an approximate geographical description of the corridors, i.e. the locations mentioned in it do not necessarily represent specific stations in the railway network but rather geographical areas/places where the corridors start, end or pass through.

The selection of railway lines and terminals to be designated to a corridor should be based on current and expected traffic patterns. Especially where various alternative options exist, the lines' suitability for freight traffic with regard to infrastructure parameters like maximum gradients, permitted train-lengths, axle-loads and loading gauges should be taken into account.

When it comes to terminals, generally all terminals along designated lines should become designated to the corridor as well, except if a terminal does not have any relevance for the traffic in the corridor or where a private terminal decides not to take part in a corridor.

Often it is quite obvious which lines should be designated, given that important traffic flows already exist in these corridors and that the lines to be designated to a corridor will certainly coincide with those mainly used today.

In some cases it may become necessary to include several parallel railway lines in order to provide sufficient capacity in a corridor. Also lines which may not play an important role for

long-distance freight traffic today, but may do so in the future, should be included. In this context plans developed in some countries to add additional capacity via new routes – or to divert freight traffic from existing routes to new routes in order to relieve pressure on certain bottlenecks – constitute an important input and should be taken into account.

In certain cases it may be helpful to designate – *in addition* – railway lines bypassing places specified in the Annex of the Regulation. This could be the case when there are major traffic flows in a Rail Freight Corridor, for which a route via a certain place is not relevant. By doing so "irrational" transport routes can be avoided and possible bottlenecks can be circumvented for these traffic flows. The transport market study to be developed as part of the Implementation Plan will indicate where such "bypasses" are meaningful. *Under all circumstances it is necessary that the places indicated in the Regulation always are incorporated adequately in a Corridor.*

Generally all railway lines with pre-arranged train paths should be designated to a corridor. Furthermore, where appropriate, routes which are not used for pre-arranged train paths, but may become used in case of traffic disturbances, should be designated to a corridor. These *diversionary routes* should have characteristics (in terms of permitted train lengths, loading gauges, axle-loads, etc), which allow at some points a diversion of trains without negatively affecting operational efficiency as little as possible. Notwithstanding the European Deployment Plan<sup>3</sup> there should be commitments to deploy ERTMS on all designated lines of a corridor. It should also be ensured that an ERTMS-equipped train can operate along the principal route without being equipped with another system.

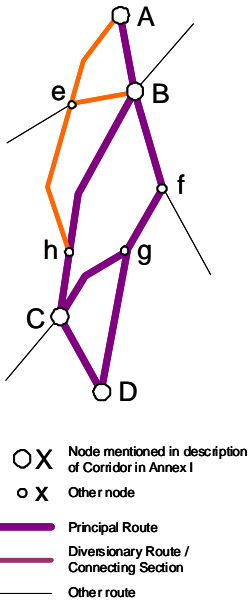


Figure 2.1: Elements of a Rail Freight Corridor

The designation of lines (and terminals) must be exact and unambiguous, i.e. it must be clear for all users which lines (and terminals) belong to a corridor. The designated lines and terminals have to be published in the Implementation Plan.

<sup>3</sup> Commission Decision of 22 July 2009 amending Commission Decision 2006/679/EC.

The designation of lines and terminals does not require an amendment of the Annex of the Regulation, as long as the lines concerned can be reasonably considered being within the corridor as set out in the Annex. The corridor organisations should feel free to include even shorter branches to places (e.g. terminals) in the vicinity of the corridors, even if these are not on the principal route. Only in case the branches reach substantial length and/or involve a country which is not yet involved in a corridor, an amendment of the Annex of the Regulation will be required. A decision about the necessity of an amendment has to be taken on a case-by-case basis.

The designated lines could also be modified, preferably during the periodical review of the Implementation Plan, foreseen in article Art. 9(2). These proposals of modifications have to be presented to the Advisory Group of managers and owners of terminals and to the Advisory Group of railway undertakings, including the applicants, which may issue an opinion. The information has to be published in due time as provided in Article 18 subject to proper information of concerned parties.

### 2.1.2 A two-step approach

A *first step* in the designation of railway lines to a corridor should be the selection of relevant terminals in or in the vicinity of the places indicated in the Annex of the Regulation. In some cases it may be appropriate to include several terminals for each place, e.g. where there are several marshalling yards, intermodal terminals or port terminals. The decision about terminals, which shall be considered in the context of the corridor, is with the Management Board and are to be approved by the Executive Board.

Terminals could be chosen taking into account the number of traffic units (performed and planned), the extension of the area and the proximity of the corridor. In the main business areas a minimum number of terminals should be designated on the basis of the commercial interests of the railway undertakings

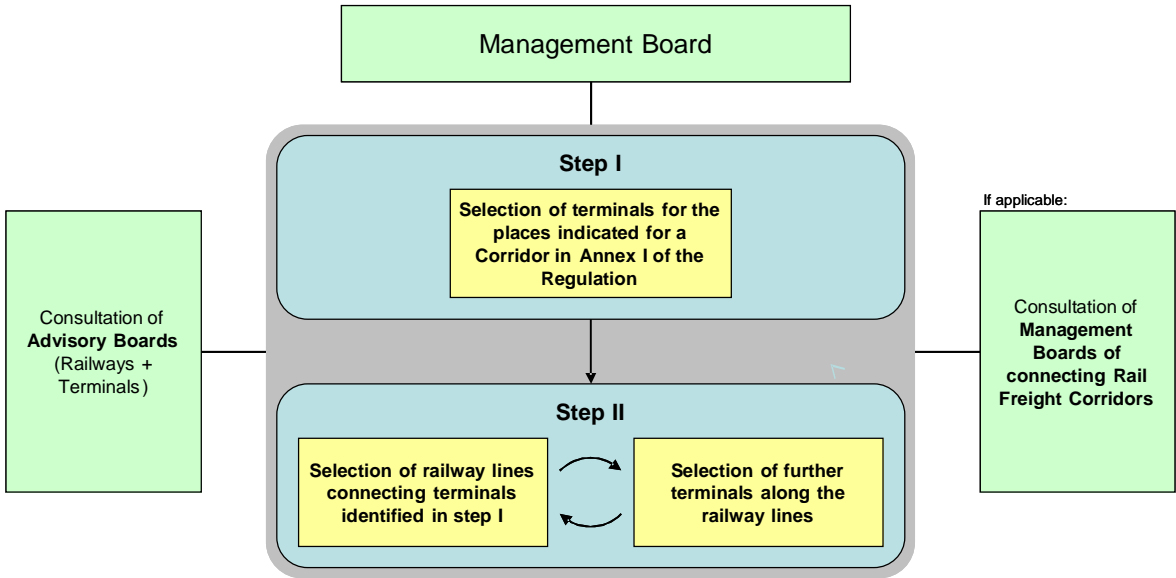


Figure 2.2: Steps for geographical definition of a Rail Freight Corridor

In a *second step* the railway lines, including where appropriate rail ferry lines, connecting these terminals should be selected and be designated to the corridor as well as further terminals, identified for example in the Market Study, along these railway lines. Diversionary routes should be included (Art.2(2a)) where appropriate.

The Management Board and Infrastructure Managers are responsible for the designation of lines and terminals to a corridor, taking into account customers requirements, i.e. the railway undertakings and other applicants as well as the terminal managers.

The applicants have to be consulted before the submission of the Implementation Plan (Art. 10) to the Executive Board. Since the submission of the Implementation Plan has to take place latest on 10 May 2013, i.e. 6 months before the establishment of the corridor (Art.9(1)), it is strongly recommended to consult the applicants during 2012 (for those corridors to be established until 2013; for the remaining corridors two years later). For the first consultation, which takes place before the establishment of a corridor, all railway undertakings (and where applicable other applicants) which are using the corridor for international traffic today (i.e. in the current timetable period) should be considered as applicants in the sense of Art.10.

The Advisory Groups of terminal owners/managers and of railway undertakings may issue opinions on any proposal by the Management Board which has direct consequences for them (Art. 8(7,8)). Thus it is recommended to involve the Advisory Groups in the designation of lines and terminals at an early stage.

Some corridors connect with other corridors and some of their sections may overlap. A railway line can/may be designated to more than one corridor, in which case an agreement has to be reached regarding its use as part of two corridors (see chapter 2.1.4). In these cases, consultation between Infrastructure Managers via the Management Boards of rail freight corridors concerned is appropriate when it comes to the designation of railway lines.

### 2.1.3 What does 'establish a Corridor' mean?

In the Regulation two terms are used to indicate the start of operations on a Rail Freight Corridor: “make operational” (Art.3) and “establishment” (Art.3, 4(d), 5(1,2,3,5,6,7), 7, 9(3), 22, Annex). Both terms have to be understood synonymously.

To establish or make operational a corridor means taking all necessary measures to implement a Rail Freight Corridor in accordance with the Regulation so that the corridor becomes operational. This means especially:

- To set up the governance structure of the corridor, comprising the Executive Board, the Management Board and the Advisory Groups
- To designate railway lines and terminals to a corridor
- To create the Implementation Plan
- To set up or designate the One-Stop-Shop and to provide for the provision and dissemination of information
- To specify the designated capacity (pre-arranged train paths and ad hoc-capacity)

- To develop harmonised processes and rules for handling capacity requests, capacity allocation and traffic management, this latter in conformity with TSI OPE<sup>4</sup>.

It is crucial that harmonised processes and tools are applied on each freight corridor in order to guarantee transparency and connectivity of all international traffic. Interfaces between tools used by different corridors should be the same. Railways undertakings can use the same tools for several corridors.

#### 2.1.4 Dual Governance

If a railway line or a terminal is designated to two or more corridors the Infrastructure Manager or the terminal owner/operator concerned should participate in two or more governance structures.

In order to ensure that governance will not be discriminatory against any of the corridors, the Management and Executive Boards of the two corridors sharing a common section should sign an agreement on how the shared governance shall be handled in a competitively and non-discriminatory manner. The signed document shall be available in the corridor document.

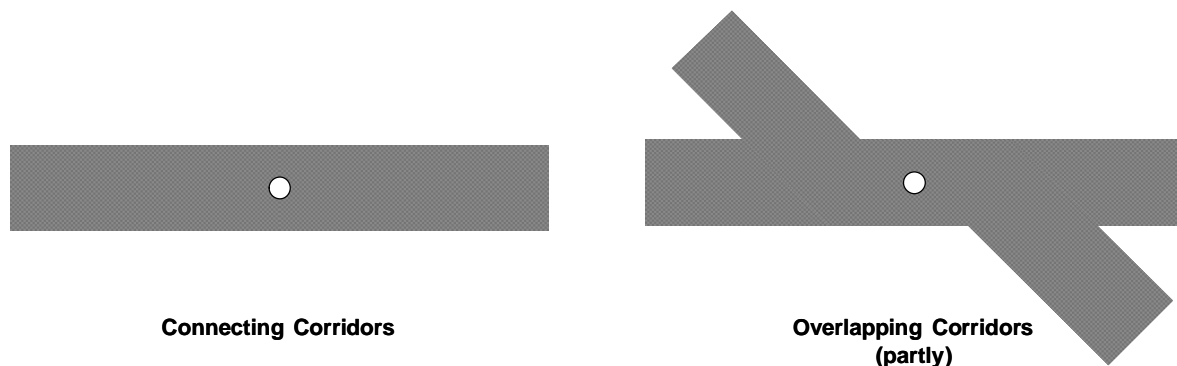


Fig. 2.3: Forms of geographical interaction between Corridors

#### 2.1.5 Making operational a Corridor or parts of it before the dates set out in Annex of the Regulation

The Regulation does not expressly foresee making a corridor, or parts of it, operational before the dates set out in the Annex, i.e. latest three or five years after the Regulation has entered into force.

However, this does not prevent Member States concerned doing so. If one or more Member States involved in a corridor wish to establish parts of a corridor in advance of the rest of the corridor, all Member States concerned by that corridor should consider by mutual consent the possibility of meeting this request. A decision has to be taken on a case-by-case basis. In any event it has to be ensured that the partial establishment of a corridor does not impede the timely establishment of the corridor in its entirety.

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<sup>4</sup> TSI OPE chapter 4.2.3.4

## 2.2 Rail Freight Corridors and their relation to other corridor concepts

The European rail network for competitive freight with the Rail Freight Corridors is related to a number of other corridor concepts, which have to be taken into account in the selection of railway lines. The Regulation mentions expressively the ERTMS-corridors, the TEN-T Network and the Rail Net Europe (RNE) corridors (recital 12).

Six of the nine initial Rail Freight Corridors overlap with ERTMS-corridors. All nine Rail Freight Corridors include one or several RNE-corridors or parts of them.

The Regulation allows for the reconciling of various types of existing corridors, such as ERTMS- and RNE-corridors (Art. 4(b)) under a single designation of Rail Freight Corridors. The inclusion for the Rail Freight Corridors in the TEN-T network is also expected.

The different corridor concepts are complementary to each other. While the TEN-T concept focuses on infrastructure investments, the RNE-corridors address timetabling and capacity allocation issues; the core task of the ERTMS-corridors is the deployment of the European Train Control system and the promotion of interoperability. Thus, a harmonisation of the different concepts would result in positive synergies. However the lines designated to Rail Freight Corridors could differ from existing structures, for example where there is a need to bypass a passenger node.

### 2.2.1 ERTMS-corridors

The ERTMS-corridors play a key role in this context, since the governance structures already established for the ERTMS-corridors should form the basis of the governance structures to be established for the majority of the Rail Freight Corridors.

Each ERTMS-corridor corresponds to a freight corridor. A suitable and good approach to establish the governance structure for a rail freight corridor is to base it on the governance structure of the existing ERTMS corridor in question. Its structure should be extended to the new needs foreseen by the regulation.

The following table shows the Rail Freight Corridors and the corresponding ERTMS-corridors. The Atlantic Corridor (Rail Freight Corridor 4), Balt-Med Corridor (Rail Freight Corridor 5) and Czech-Slovak Corridor (Rail Freight Corridor 9) do not have a corresponding ERTMS-corridor. For these corridors it is especially important that their establishment is initiated without delay.

### 2.2.2 RNE Corridors

Freight corridors include nearly all the lines of the RNE-corridors, but some RNE-corridors overlap several freight corridors.

In the Rail Freight Corridors RNE should play the role of a service provider concerning processes, methods and tools for the corridor organisations.

Table 2.2: Rail Freight Corridors and corresponding ERTMS and RNE -corridors

		<b>Rail Freight Corridor</b>	<b>ERTMS corridor</b>	<b>RNE Corridor</b>
1	Rhine-AlpCorridor	Zeebrugge-Antwerp/Rotterdam-Duisburg-[Base]-Milan-Genova	A Rotterdam – Genova	2
2	Benelux-France Corridor	Rotterdam-Antwerpen-Luxemburg-Metz-Dijon-Lyon/[Base]	C Antwerp – Basel – Lyon	5
3	Central North-South Corridor	Stockholm-Malmö-Copenhagen-Hamburg-Innsbruck-Verona-Palermo	B Stockholm - Naples	1,4
4	Atlantic Corridor	Sines-Lisboa/Leixões  - Madrid-Medina del Campo/Bilbao/San Sebastian-Irun-Bordeaux-Paris/Le Havre/Metz  Sines-Elvas/Algeciras	-	6 Western branch
5	Balt-Adria Corridor (Baltic-Adriatic Corridor)	Gdynia -Katowice-Ostrava/Zilina-Bratislava/Vienna-/Klagenfurt - Udine- Venice/ Trieste/ • / - Bologna/Ravenna/ /Graz-Maribor-Ljubljana-Koper/Trieste	-	7
6	Mediterranean Corridor	Almería-Valencia/Madrid-Zaragoza/Barcelona-Marseille-Lyon-Turin-Milan-Verona - Padua/Venice - Trieste/ Koper-Ljubljana-Budapest-Zahony (Hungarian-Ukrainian border)	D Valencia – Lyon – Ljubljana – Budapest	8  6 Eastern branch
7	Orient Corridor	- Bucharest-Constanta Prague-Vienna/Bratislava-Budapest  Athens - Vidin-Sofia-Thessaloniki-	E Dresden – Prague – Budapest	9  10 Southern branch
8	Central East-West Corridor	Bremerhaven/Rotterdam/Antwerp-Aachen/Berlin-Warsaw-Terespol (Poland-Belarus border)/Kaunas	F Duisburg – Berlin - Warsaw	3
9	Eastern Corridor	Prague - Horni Lide• - Žilina-Košice• ierna nad Tisou - (Slovak/Ukrainian border )	-	7 central section

## 2.3 Selection and modification of further corridors

The Regulation provides for the selection and establishment of further corridors. The criteria for the selection of further freight corridors are laid down in Article 4.

The principal routes of further Rail Freight Corridors may also be modified on the basis of Article 6. Lines can be both added to and removed from a corridor.

As the list of initial freight corridors and their principal routes is defined in the Regulation, adopted under co-decision procedure by the European Parliament and the Council, any modification of this list has to follow the co-decision procedure, involving the European Parliament and the Council.

As no procedure is defined concerning the modification of these nine initial corridors, it is suggested by analogy that, where necessary, the relevant Member States submit to the Commission proposals to modify initial corridors, taking into account applicable criteria set out in Article 4. This includes some costs-benefits analysis, market data about rail freight traffic and its development, and interest of the applicants. Consistency with other freight corridors and other corridors approaches should be ensured.

The proposal can be made to the Commission by the Executive Board of the concerned corridor and/or by the additional Member State(s) concerned, if relevant. The Commission will, after examination, and where appropriate, propose these modifications to the Council and the European Parliament.

Additional Rail Freight Corridors should be proposed by the relevant Member States and approved by the Commission under the comitology procedure as provided under the Regulation.

### 2.3.1 Mandatory participation of Member States in the establishment of corridor extensions or of further corridors

In two cases there is an obligation for a Member State to participate in the establishment of a further corridor or modification (extension) of a corridor:

- If the Member State has to meet its obligations according to Art.5(1).
- If the Member State is requested by another Member State to participate in the establishment of a further corridor or extension of a corridor and the requesting Member State is doing so in order to meet its obligation according to Art 5(1).

For the establishment of a further corridor, the Commission will take a decision based on the comitology procedure, involving the DERC (Development of the European Railways Committee).

### 2.3.2 Voluntary corridor extensions or establishment of further corridors

Member States are free to extend existing corridors or establish further corridors on a voluntary basis.

Proposals for extensions of corridors can be initiated by the different parties of a corridor. They should be approved by the Executive Board and by the Member State not yet being part of the corridor and have to be submitted to the Commission by the Executive Board and by the Member State(s) on whose territory the extension is situated.

An extension of a corridor may be initiated by the Management Board especially if it is justified by results from the Transport Market Study, the Customer Satisfaction Survey or consultations with the Advisory Groups.

The Commission will take a decision based on the comitology procedure, involving the DERC (Development of the European Railways Committee), as provided under the Regulation.

In case of disagreement between two or more Member States a Member State may request the Commission to consult the Committee on this matter according to Article 7 (Reconciliation).

The following table summarises the different procedures:

*Table 2.3: Overview over procedures for modification of initial corridors and further corridors and establishment of further corridors*

	European Parliament and Council under Commission proposal	Commission under Comitology procedure
Modification or extension of Corridor in Annex	<b>X</b>	
Creation of a further corridor		<b>X</b>
Modification of a corridor not in Annex (created after 10/11/2010)		<b>X</b>

The proposals for the establishment of a new corridor may be submitted to the Commission at any time. Proposals enabling a Member State to participate to at least one corridor, as provided by Art. 5(1) have to be submitted to the Commission by 10 November 2012 at the latest, as provided by Art. 5(5).

# 3 GOVERNANCE OF A RAIL FREIGHT CORRIDOR

## 3.1 Governance structure

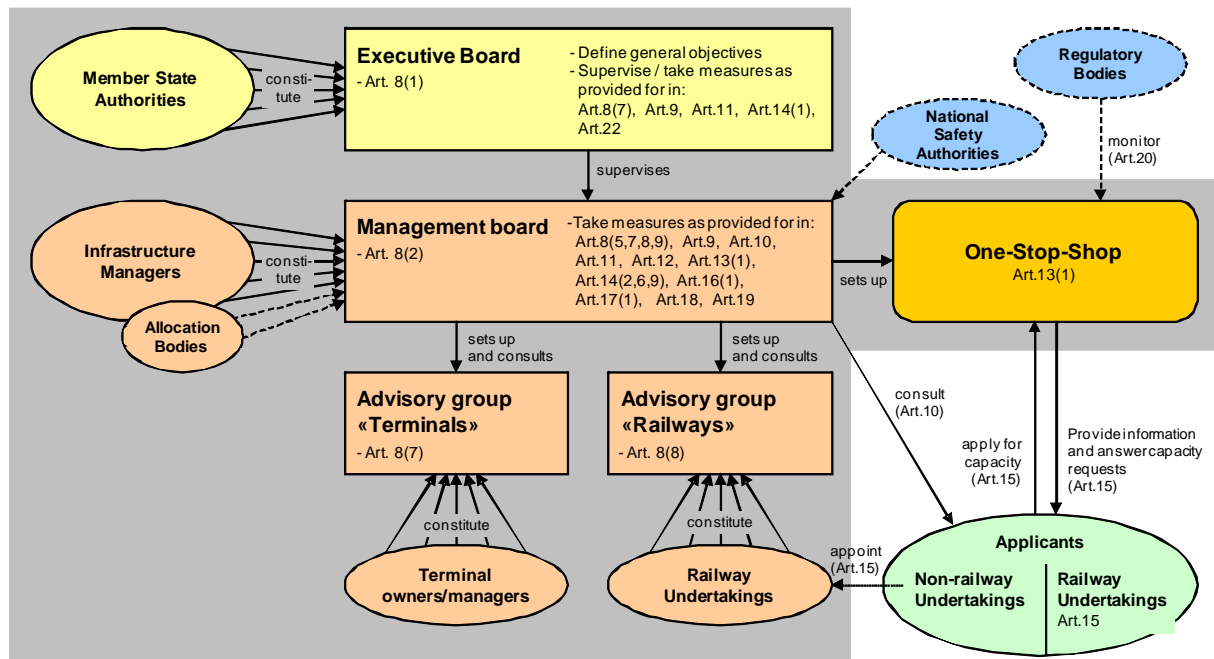


Fig. 3.1: Governance structure of a Rail Freight Corridor

The Regulation establishes a governance structure involving all parties concerned in various bodies. Roles and powers given to these bodies in accordance with the Regulation respect the prerogatives of each party as set down in the market access rules contained in the First Railway package, including the principles of managerial autonomy of an Infrastructure Manager, of separation between infrastructure management and transport operation and of independence of regulatory bodies.

Terminal and railway Advisory Groups should take into account any potential conflict of interest in the way they are organised.

## 3.2 Setting-up the Executive Board

The Executive Board is composed of representatives of Member States. It's setting-up is one of the first steps in the implementation of the Regulation to be carried out as soon as possible in order to define the internal rules and to prepare and start the work. In some corridors, the Executive Board has already prepared a mission statement for the Management Board and requested an action plan and/or a 'reporting table of the actions'.

The Executive Board should formalise its working rules (meetings, etc.). It should designate a chair Member State (for a specific period) to coordinate its activities. The Executive Board should prepare his working arrangements and a mission statement for the Management Board. An official endorsement by the Transport Ministers would facilitate commitments in relation to objectives and tasks.

In order to avoid duplication of bodies or of tasks, the Executive Board should in principle be based on the existing structures of the Executive Boards of the ERTMS corridors; their existing organisational structure and scope of tasks should be adapted and extended to meet the requirements of the Regulation. As an example, the chair of existing ERTMS-corridors is usually the director in charge of land or rail transport matters in the competent ministry. One of his/her collaborators is the secretary of the Executive Board. The meetings (4 to 6 per year) may take place alternatively in the different Member States of the corridor.

The existing intergovernmental projects dealing on the corridor, for example involving cross-border issues, should be taken into account by the Executive Board, and where necessary by the Management Board.

Representatives of the Management Board should be invited by the Executive Board to attend meetings (or parts of the meetings) of the Executive Board and report on a regular basis on the progress made in implementing the corridor and examine on-going issues of relevance for the Executive Board.

The main tasks of the Executive Board are (Art. 8(1)):

- the definition of the general objectives of the freight corridor (Art. 8(1)), and their supervision
- the approval of the designated lines and terminals of the corridor
- taking the appropriate measures for:
  - providing opinion in case of disagreement between the Management Board and the advisory board of terminals (Art. 8(7))
  - the approval of the Implementation Plan (Art. 9(1)) and the investment plan (Art. 11)
  - the definition of the framework for the allocation of capacity (Art.14(1))
  - the presentation to the Commission of the progress report (Art.22)

The Executive Board could, in cooperation with the Management Board and the Advisory Groups, set up procedures to facilitate the resolution of complaints not subject to a treatment by the Regulatory Bodies.

### 3.3 Setting-up the Management Board

The Infrastructure Managers and where relevant Allocation Bodies have to establish a Management Board. Railway undertakings shall not be members of the Management Board (Art.8(2,6)).

Concerning the participation of Allocation Bodies, it may be suitable to involve them mainly in issues related to the allocation of capacities.

The main tasks of the Management Board are:

- proposing the lines and terminals to be designated to the corridor
- establishing its structure (Art 8(5)) and defining all internal work procedures
- setting up an Advisory Group of terminals owners and managers (Art 8(7))
- setting up an Advisory Group of railway undertakings and taking into account its opinions (Art 8(8))
- the coordination of the use of IT tools for paths requests and traffic management (Art 8(9))
- drawing up and periodical review of the Implementation Plan and the Transport Market Study (Art 9(1-3))
- cooperation as appropriate with regional and/or local administrations (Art 9(5))
- consultation of applicants (Art 10)
- drawing up the Investment Plan (Art 11)
- coordination and publication of works (Art 12)
- setting up or designating the One Stop Shop (Art(13(1)))
- assessment evaluation of the necessary capacity (Art 14(6))
- promotion of coordination of priority rules concerning the allocation of capacities (Art 14(6))
- procedures to ensure optimal coordination of the allocation of capacity between Infrastructure Managers and terminals (Art 14(9))
- procedures for coordinating traffic management (Art 16(1))
- adoption of common targets for punctuality (Art 17(1))
- adoption of guidelines for traffic management in case of disturbances (Art 17(1))
- publication of a 'Corridor Document' (Art 18)
- promotion of compatibility between the performance schemes (Art(19))

### 3.3.1 Internal rules and procedures

The Management Board is an operational body. Even if its structure and internal rules are not officially defined and agreed, the Management Board has to prepare its organisation and start immediately its missions.

#### **Structure**

The Management Board should be made up of adequate management representatives having decision-making powers responsible for implementation of the corridor within their organisation.

The Management Board should designate a chair Infrastructure Manager (for a specific period) to coordinate its activities. It should formalise its working rules.

The Management Board can appoint a permanent organisation to support the implementation of the corridor. It is suggested that this permanent organisation is staffed of full-time dedicated people (optionally at a central office, ie located at one place; alternatively working within their Infrastructure Manager's offices). For example, corridors 1 and 2 foresee four permanent people in 2011.

It sets up working groups with expert members of the respective Infrastructure Managers to deliver the required measures. In the existing ERTMS corridors there are among others working groups on ERTMS deployment, Operations, Capacity, Traffic Quality, Terminals, and Investments (see organigrammes from ERTMS-corridors A and C below). The roles and duties of the existing working groups could be expanded to accommodate the requirements foreseen in this regulation. New working groups can be established if needed. These working groups could welcome the view of the users, where relevant, notably those that are not directly represented in the Advisory Groups. Each Infrastructure Manager should manage at least one working group, if possible.

Meetings between the CEOs of the Infrastructure Managers may take place to support the tasks of the Working Groups and Management Board members.

Similarly financial arrangements for the functioning of the corridor organisation (offices, staff, etc.) appear necessary to be defined. Several options for the financing are possible and already used: in proportion to the length of its lines in the corridor; or shared in equal parts between the Infrastructure Managers.

#### **Existing ERTMS corridors**

Where a governance structure exists for the ERTMS-corridors, the existing Management Board should be the basis of the Management Board of the Rail Freight Corridors, extending or adapting its tasks and its structure, as appropriate, to comply with the Regulation and to avoid duplication of bodies or of tasks. Existing ERTMS Management Boards should do an inventory of the existing and new tasks foreseen by the Regulation, proposing the appropriate structure (working groups -existing or new ones-) and a timetable for the implementation of the Regulation. In other cases the governance structure defined for the rail freight regulation

shall be established directly; the existing working groups should be included in this organisation.

**Independent legal entity - European Economic Interest group (EEIG) (Art. 8(5))**

An independent legal entity, which can be an EEIG, is suggested by the Regulation. The Management Board of ERTMS-corridors A, C and D is already an EEIG.

The existing EEIGs should continue and extend their missions and their membership, when necessary, if the Rail Freight Corridor involves countries not involved in the ERTMS-corridor. Their mandate should be extended. All Infrastructure Managers of a corridor should be members of the EEIG. The benefits of an EEIG appear to be higher than its costs.

In some Member States, the paths are allocated by an Allocation Body instead of the Infrastructure Manager. The role of the Allocation Bodies within the Management Board should be defined.

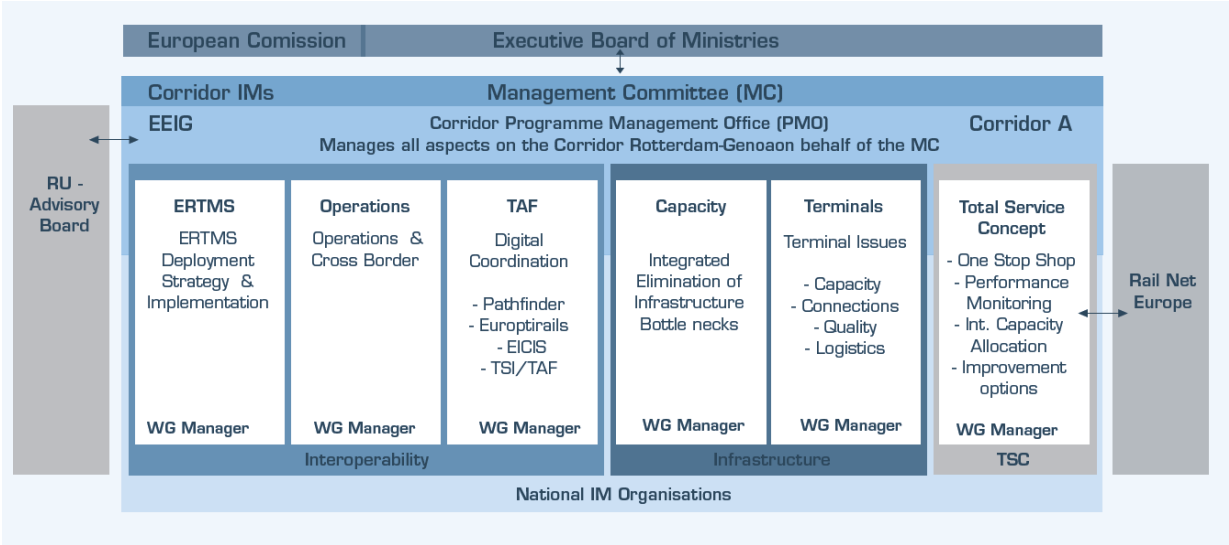
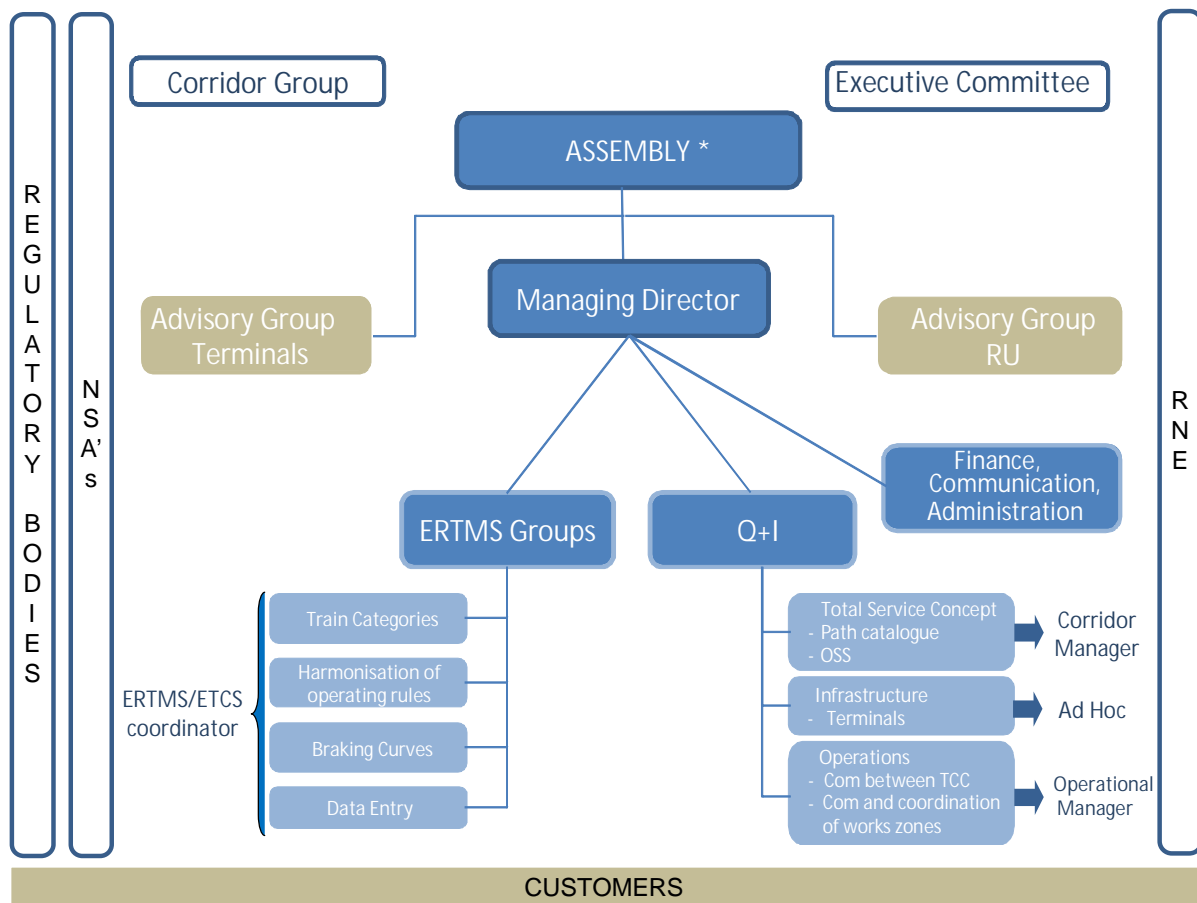


Fig. 3.2: Organigramme of ERTMS-corridor A



\* ASSEMBLY (IM's + AB's) = single decision level of EEIG

Fig. 3.3: Organigramme of Freight Corridor 2

## 3.4 Advisory Groups

### 3.4.1 Advisory Group of railway undertakings

The Management Board has to set up an Advisory Group to represent railway undertakings using or interested in using the corridor (Art 8(8)).

A separate Advisory Group of Authorised Applicants may also be set up. The widest possible representation of applicants, both railway undertakings and others should be supported.

In view to issue an opinion on any proposal by the Management Board which has consequences for the railway undertakings, the Advisory Group should be set up during the second halfyear 2011 at the latest. This seems necessary for the preparation of the Implementation Plan (to be finalised at the latest on 10 May 2013), for which applicants likely to use the corridor have to be consulted before its presentation to the Executive Board (May 2013).

The Management Board is responsible for the organisational and logistic support of this Advisory Group (secretariat, organisation of meetings, internal rules and procedures), including its financing. Participation in the Advisory Group of railway undertakings is on a

voluntary basis. Members of the Advisory Group of railway undertakings will not be reimbursed by the corridor organisation for their expenses.

The Management Board shall introduce consultation mechanisms of the applicants likely to use the corridor. They shall be consulted before the Implementation Plan is submitted to the Executive Board. (Art 10).

The Group has to be informed on any proposal of the Management Board which has consequences for these undertakings. To improve transparency and facilitate the consultation process and the issue of opinions, the Management Board could inform the Advisory Board of the agenda and the minutes of its meetings. All railway undertakings have to be informed about the setting-up of this group.

Since any railway undertaking can claim to be interested in the use of the corridor, the number of possible participating railway undertakings in the Advisory Group could be too high. Railway undertakings of different sizes and with different business models should be represented. Groupings or organisations representing them could also be members of the Advisory Group. New membership should always be possible and the composition of the Advisory Group should be revised from time to time to allow an adjustment of the representation. A group of affiliated companies could be represented by one member.

The Advisory Group could work either on the basis of mutual consent or on the basis of majority decisions. It may also express positions reflecting both opinions. All participants should have the same weight of opinions.

### 3.4.2 Advisory Group of terminals owners/managers

The Management Board has to set up an Advisory Group group made up of managers and owners of the terminals of the freight corridors (Art.8(7)). Terminals could be represented by both the owner or the manager, while the owner should primarily be involved with regard to issues related to investments.

Where a party believes that it is unfairly treated, discriminated against, or aggrieved, the matter can be referred to the relevant regulatory body.

The Management Board is responsible for the organisational and logistic support of this Advisory Group (secretariat, organisation of meetings, internal rules and procedures). Participation in the Advisory Group of terminals owners/managers is on a voluntary basis. Members of the Advisory Group of terminals owners/managers will not be reimbursed by the corridor organisation for their expenses.

An exchange (and also a manual) of best practices within a corridor could be very useful and might improve the performance of the corridors and the terminals. The Advisory Group should cooperate in the preparation of the information concerning terminals which has to be published by the OSS in so far the terminals deliver the information needed.

There can be no conflict of interests between managing or owning the terminal and any railway activities.

All terminals owners/managers have to be informed on the setting-up of the Advisory Group and of the possibility to participate to it.

Since any terminal owner/manager can claim to be interested in the use of the corridor, the number of possible participating terminals in the Advisory Group could be too high. Terminals of different sizes and with different business models should be represented. Groupings or organisations representing them could also be members of the Advisory Group. New membership is always possible and composition of the Advisory Group should be revised from time to time to allow a new representation. A group of affiliated companies could be represented by one member.

The Advisory Group could work on the basis of mutual consent, either at the majority. It may also express positions reflecting both opinions. All participants should have the same weight of opinions

The Advisory Group has to be informed on any proposal of the Management Board which has consequences for the terminals. To improve transparency and facilitate the consultation process and the issue of opinions, the Management Board could inform the advisory board of the agenda and the minutes of its meetings.

Terminals defined into the corridor should be defined end 2011 at the latest, as they constitute the corridor backbone.

In view to issue an opinion on any proposal by the Management Board which has direct consequences for investment and the management of the terminals (Art. 8(7)), the Advisory Group should be set up during the second halfyear 2011 at the latest. This seems necessary for the preparation of the Implementation Plan (to be finalised at the latest on 10 May 2013), which shall take into account the development of terminals to meet the needs of rail freight along the corridor, in particular by acting as intermodal nodes along the freight corridors(Art. 9(4)).

# 4 THE IMPLEMENTATION PLAN FOR A CORRIDOR

## 4.1 Role of the Implementation Plan

The Implementation Plan contributes by specifying objectives to improve the corridor capacity and service quality. Working on the performance schemes and the monitoring system could also be a tangible and effective way, to reduce transit time and improve reliability of freight services.

The Implementation Plan is subject to a periodical review according to Art.9(2).

## 4.2 Parts of the Implementation Plan

The Implementation Plan comprises a number of documents (Art.9(1)) as shown in the figure below, of which the Transport Market Study plays a central role in the implementation of a corridor.

The Implementation Plan with all its documents has to be completed six months before making the corridor operational, i.e. at latest 10 May 2013 for those Rail Freight Corridors to be established within three years and 10 May 2015 for those to be established within five years after entry into force of the Regulation.

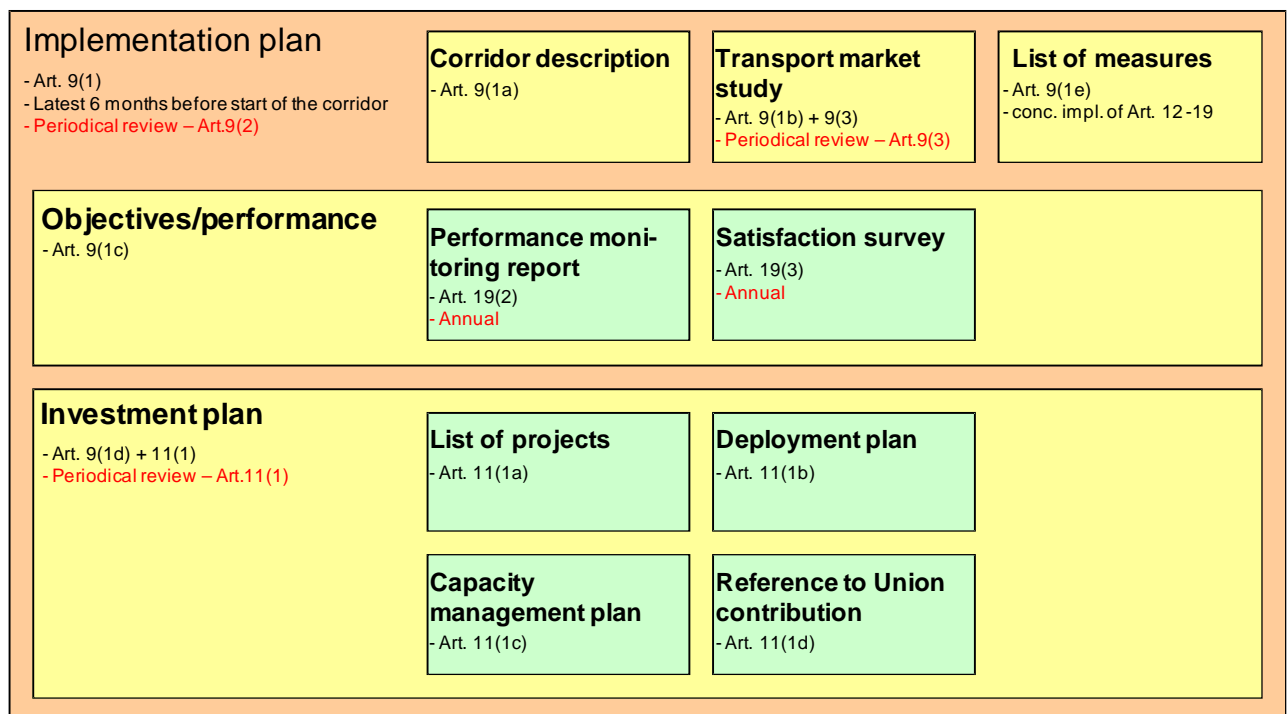


Fig. 4.1: Parts of the Implementation Plan

For the first Implementation Plan (which will be completed before establishment of the corridor) it is suggested to prepare a Performance Monitoring Report and Satisfaction Survey, as far as it is possible, based on existing data or a simplified satisfaction survey; this will be useful for a later ex-post comparison of the development of performance and satisfaction. Furthermore the first Implementation Plan should contain a detailed outline of the structure of

the full Performance Monitoring Reports and Customer Satisfaction Surveys which will have to be provided after the establishment of the corridor on an annual basis. The Transport Market Study may reveal some information concerning today's performance and customer satisfaction in the corridor, which may be useful for defining the scope and content of the Performance Monitoring Report and the Customers Satisfaction Survey.

## 4.3 Corridor Description

The description of a corridor should comprise a list of:

- all railway lines/sections designated to a Rail Freight Corridor with precise description of beginning and ending points
- all terminals designated to a Rail Freight Corridor

It is recommended to include a map of the Corridor.

The description should also comprise a detailed and systematic description of all infrastructure parameters relevant for rail freight traffic, including, but not necessarily limited to:

- a) maximum train length guaranteeing a flawless run along a whole section of a corridor
- b) maximum loading gauge guaranteeing a flawless run along a whole section of a corridor
- c) the lowest line class on a whole section designated to a corridor
- d) maximum gradient in both directions
- e) theoretical and practical average path speed for freight trains, defined for a run along a whole section of a corridor (theoretical means for an undisturbed train path)
- f) type of traction
- g) signalling and interlocking systems
- h) levels of deployment and compliance with TSIs

The duration of validity of the information as well as any changes foreseen should be included in the corridor description.

Special safety conditions on specific sections of the corridor should be mentioned.

RNE's member Infrastructure Managers have jointly developed corridor brochures for RNE corridors which contain some of the above mentioned parameters. These brochures could be extended and used as corridor descriptions.

The corridor description should also give detailed information on the capacity that is available and, if relevant, bottlenecks along the Corridor, as well as an overview over existing and, if known, future traffic patterns (both freight and passenger traffic).

The descriptions of the rail freight corridors should be within the first infrastructures registered in the Register of Infrastructure prescribed in Article 35 of the Directive 2008/57/EC, of which the characteristics will be specified in 2011.

## 4.4 Transport Market Study

### 4.4.1 Scope and content

The Management Board has to carry out a Transport Market Study related to the freight corridor (Art.9(1b), 9(3)). This study should also analyse, where necessary, the socio-economic costs and benefits stemming from the establishment of the freight corridor. The Commission encourages the corridors to coordinate their Transport Market Studies.

The Management Board will decide how the Transport Market Study will be done (inhouse, external by consultants or a mixture of both). For the compilation of the data for the Transport Market Study 'inhouse-knowledge' of the involved Infrastructure Managers is likely to be necessary.

It is important that the Transport Market Study shows a clear "corridor perspective" with a coherent structure for the entire corridor; it should not be a collection of studies focused on individual Member States.

The Transport Market Study serves as the basis for the assessment of the customer needs. Three groups of customers of a corridor can be discerned and should be taken into account in the study:

- Railway Undertakings and other applicants that operate on the corridor today
- Railway Undertakings and other applicants which do not operate on the corridor today, but might become interested in doing so under conditions to be assessed
- Other applicants such as shippers, freight forwarders, logistics service providers and other modes' transport operators that are or could be) clients of the Railway Undertakings. Including this group is important in order to get better information about their needs – including those of shippers not using rail today – in order to better assess the market potential of a corridor, with a view to improve quality rail services that the establishment of the corridor should make available. In certain cases transport customers may also be represented as Other Applicants.

Requirements/wishes may be expressed in quantitative terms, for example, but not limited to, journey time, punctuality or in qualitative terms as regards availability of interoperable rolling stocks, simplified procedures for obtaining paths, punctuality track record, train cancellation history etc.

The study should include information on the following aspects:

- the general economic situation in the relevant Member States, and their GDP growth with implications on traffic growth
- the actual volumes, types of goods, and modal split for the corridor, if meaningful for different sections

- the expected traffic growth and development of modal split in a corridor
- the number of trains and their type today and expected in the future
- the trans-corridor flows, when two or more corridors are connected to each other
- an analysis of interaction and, if possible and meaningful cooperation with the transport of goods by other modes and their costs/prices
- transport customer's (shipper's) requirements regarding today's rail volumes as well as potential future rail volumes
- railway undertakings already active along the Rail Freight Corridor as well as those potentially interested to operate on the corridor in the future, by market segment; confidentiality of information has to be ensured, for example by not publishing all information or by only publishing data on an aggregated level
- the analysis of passenger traffic for the definition of the capacity required at present and in the future
- the analysis of the current state of the infrastructure in the corridor: characteristics and quality of the infrastructure, identification of bottlenecks and key problems (regarding e.g. interoperability and capacity) along the corridor
- the analysis of the current supply/traffic production: procedures and their functioning, , actual performance and quality (commercial speed, journey time, punctuality....); potential for further improvement
- the terminals needs and their development plans, including an analysis of capacities and demand in quantitative and qualitative terms; potential access problems to terminals should also be addressed
- the rail transport costs, possibly compared with road and inland waterways
- quality offered (journey time, commercial speed...) and volume transported and nature of the road traffic

A comparative analysis of the competitive situation between rail and other modes, primarily road transport should be provided. Road transport in the corridor might be used as a benchmark in terms of quality and costs, if information is available. This would allow to easier identify specific market segments on which rail could better compete if the quality of rail services is improved.

The Transport Market Study could define and address different time-horizons (short, medium, long term) and could include a summary of service plans (without customer details).

When available, information on existing traffic for each section as regards regional/national and international passenger trains (in train per days) and on freight trains (national and international in trains per days) would be useful.

Information on today's *journey times and average speeds* for freight trains should be given for the entire corridor and/or relevant sections, in particular for cross-border sections. In case journey times vary significantly, it could be useful to give information on shortest, average

and the longest transit time. Sections of a corridor with restricted capacity for freight trains during certain times of the day should also be indicated.

If available, *capacity utilisation of terminals*, including variations in utilisation over the day, should be given. For major marshalling yards information on shortest and average *dwell times for wagons* for remarshalling between trains should be provided as well as, if relevant, dwell times for trains at border stations. Similarly, information on *punctuality* should be provided.

The higher the quality of information provided to is, the easier it will be to develop the attractiveness of a corridor for the (potential) users.

Proposed solutions to identified problems that might be incorporated in the Corridor's action plan and timescales for implementing these should also be included.

Possible participants in a corridor could also give their views as regards the opportunity to create a "marketing structure" whose aim would be to promote the corridor products to "end users" and railway undertakings or facilitate contacts between "end users" and rail operators.

### 4.4.2 Timeframe

The Transport Market Study should analyse and present the main market elements of the corridor and contribute to the preparation of the Implementation Plan, which will define objectives, investment and capacity.

The Transport Market Study has to be launched as soon as possible to obtain the results in early enough to draw the Implementation Plan. The Implementation Plan has to be drawn up no later than six months before making the corridor operational.

Although actual timeframes will vary with each corridor an indicative *approximate* timeframe for a Transport Market Study could look as follows:

Table 4.1: Approximative timeframe and indicative timetable for a Transport Market Study.

Task	Time required	Dates for corridors to be established until 2013
Preparation of Terms of Reference (TORs) for the study	ca. 3 months	May – July 2011
Call for tender and contracting (if by contractors)	ca. 3 months	Aug – Oct 2011
Study, including data collection	ca. 9 to 12 months	Nov 2011– Oct 2012
Analysis of results / preparation of the Implementation Plan	ca. 6 months	Nov 2012 – May 2013
Submission of the Implementation Plan to the Executive Board	-	10 May 2013 (latest)
Approval and publication of the Implementation Plan by the Executive Board	-	10 Nov 2013 (latest)

To respect the timetable, the Management Board might start with a preliminary transport market study, based on available general transport data, to define the Implementation Plan and develop the full Transport Market Study in parallel to refine the Implementation Plan.

## 4.5 List of Measures

The Implementation Plan has to contain a list of measures on how the implementation of Articles 12-19 is foreseen (Art.9(1e)).

Article 12 concerns the carrying out of works on the infrastructure, Article 13 the establishment of the One-Stop-Shop, Article 14 the framework for the allocation of capacity to freight trains, Article 15 the inclusion of non-railway undertakings among the Authorised Applicants, Article 16 Traffic Management Procedures for the Rail Freight Corridor, Article 17 Traffic Management in the event of disturbance, Article 18 the information to be provided on the conditions of use of the Corridor and Article 19 quality performance schemes along the Corridor.

## 4.6 Performance Monitoring Report

It would be useful to provide a simplified Performance Monitoring Report (Art.9(1c), Art.19(2)) before the establishment of the corridor, and to indicate the structure and content of the future full reports. It could also appropriately contain relevant performance data from the Transport Market Study. This would be useful for later comparisons. Full Performance Monitoring Reports will have to be provided after the implementation of a corridor on an annual basis.

The corridor organisations are encouraged to develop a common structure of the Performance Monitoring Report for all corridors.

The Performance Monitoring Report will play an important role in the assessment of the quality of implementation of a corridor by the Commission. The Performance Monitoring Reports should be aligned with the reports on train performance management of RNE in order to ensure a consistent quality of reports. This shall also avoid double work.

Among the parameters to be provided in the Performance Monitoring Report could be mentioned especially:

- Number of freight trains and total train kilometres
- Punctuality at specific measuring points (at least the origin and final destination of the trains and all handover points).
- Average speed of freight trains (planned and actual)
- Average number of stops in sidings per 100 train-km
- Average dwell time in sidings per intermediate stop
- Deviation in time compared to path request
- Number of paths rejected (as defined in MoU with EU and Regulatory Bodies) and definitively rejected after the process of conciliation between the OSS and RUs
- Number of unused paths.
- Response time to adhoc path requests.

The Performance Monitoring Report should be published, e.g. on the corridor-OSS website.

RNE and UIC are jointly working on a project – European Performance Regime for international trains between networks (EPR) – so that international trains will not be subjected to several national Performance Regimes. The EPR is build on the delay minutes of international train runs along corridors monitored by one RNE-IT tool, EUROPTIRAILS, and the aim is to build an EPR system that is fair, transparent and without an excessive administrative burden. EPR is designed to be an incentive scheme to induce quality improvements and not a compensation system of damages caused by delays. This system supports the fulfilment of the above-mentioned requirement.

In order to establish regular performance monitoring and quality improvement of traffic management at an international level, RNE Members have initiated the establishment of Train Performance Management on RNE-corridors.

Pilot applications have been started on two RNE-corridors and a rollout to other corridors is planned. The RNE-tool EUROPTIRAILS is used as the main source of data for this train performance monitoring.

The use of the EUROPTIRAILS system supports the fulfilment of the above-mentioned requirement and also delivers automatically-generated performance monitoring reports, as well as detailed reports needed for performance analysis.

## 4.7 Satisfaction Survey

Even for the Satisfaction Survey (Art.9(1c), 19(3)) it would be appropriate to provide before the establishment of a corridor a simplified survey and to indicate the structure of the future full surveys.

Full Satisfaction surveys will have to be provided after the establishment of a corridor on an annual basis. The Transport Market Study may reveal some information concerning today's customer satisfaction in the corridor, which may be useful for a subsequent comparison.

The Satisfaction Survey should give a detailed picture of the satisfaction of users with the corridor in quantitative and qualitative terms, addressing i.a. the following aspects:

- Network of lines and terminals designated to a corridor (need to add further lines/terminals)
- Infrastructure standards of all designated lines, including diversionary routes, with regards to individual parameters like
  - o train lengths
  - o axle loads
  - o loading gauges, etc.
- Planned infrastructure maintenance/improvements
- Provision of information about the corridor
- Quantity and quality of pre-arranged train paths and ad hoc capacity in terms of e.g. places of origin and destination, journey times, departure- and arrival times
- Application procedures

- Traffic management, punctuality, performance regime
- Handling of complaints
- Terminal services
- Scheduling of maintenance works and impact on path allocation
- Percentage of advisory board opinions taken into consideration by the Management Board
- Comparison with situation before corridor setting up.

The Customer Satisfaction Survey should allow both quantitative (e.g. by a rating scale) and qualitative answers, including the possibility to submit free text comments.

Close cooperation among all corridor Management Boards is highly desirable in order to develop a common form of Satisfaction Survey for all corridors. A common structure and common rating scale (e.g. 1 to 6) would be highly useful.

As with the Performance Monitoring Report, the results from the Satisfaction Survey will play a key role in the assessment of the quality of implementation of a corridor and should be published on the OSS website.

## 4.8 The Investment Plan

The Investment Plan (Art. 9(1d), Art.11(1)) has to include an indicative medium-term plan (3-5 years) where the Infrastructure Managers have more precise financial commitments from the Member States and an indicative long-term plan (10 years) indicating the anticipated investments and possible funding options. It shall include the diversionary routes.

Suggested measures to be investigated in the Investment Plan include:

- Longer Trains
- Heavier axle-loads
- Increased gross train-weights
- Larger loading gauges
- Removal of bottlenecks (additional track, bypasses of congested areas...)

If applicable, the Investment Plan must contain references to financial contributions of the European Union (Art.11(1d)).

### 4.8.1 List of Projects

The Investment Plan (Art.11(1a)) as part of the Implementation Plan has to comprise a list of infrastructure projects along a Rail Freight Corridor. This list should also indicate the financial requirements, sources of finance and an indicative time plan for implementation.

## 4.8.2 Deployment Plan

The Deployment Plan (Art.11(1b)) as part of the Investment Plan has to provide information on the deployment of interoperable systems along a Rail Freight Corridor, i.e. the implementation of ERTMS.

The Deployment Plan has to fulfil the requirements and technical specifications for interoperability (TSI) and shall be based on a cost-benefit analysis.

## 4.8.3 Capacity Management Plan

The Capacity Management Plan (Art.11(1c)) as part of the Investment Plan has to provide a Capacity Management Plan for freight trains along the corridor. Concrete measures to improve the capacity utilisation should be considered in this plan, e.g.

- increased train lengths
- increased loading gauges
- higher train gross weights
- increased axle-loads
- improved speed management



# 5 ONE-STOP-SHOP AND CAPACITY APPLICATIONS

## 5.1 Role, scope and tasks of the One Stop Shop

The Regulation provides for the establishment or designation of a corridor One-Stop-Shop (corridor-OSS). Regarding methods, processes and tools it should be distinguished between existing national One-Stop-Shops and the corridor-OSS.

The main issues related to its setting up or designation are:

- its organisation,
- the development of standardised processes (tools and procedures),
- the handling of path requests and their follow-up
- the establishment of a register of path requests,
- the provision of information as foreseen in Article 18.

### 5.1.1 Organisation

The Commission has made the following declaration about the corridor-OSS:

*“The Commission underlines that the corridor OSS is a joint body set up or designated by the Management Board of each corridor; its function is that of a coordination tool. It may be a technical body within the corridor management structure or one of the Infrastructure Managers concerned.”*

The declaration of the Commission clarifies that the OSS is a “single entity” for each Rail Freight Corridor, but several possibilities are open for its setting-up or designation, depending on the decisions of the Management Board. The corridor-OSS of a specific Corridor could be, for example, an Infrastructure Manager or a technical body, which acts as the joint body for the whole Corridor. The corridor-OSS is located in a single place physically and virtually (on internet).

Having regard to other missions of the corridor-OSS (contact point, info publication) other than those relating to capacity allocation, the corridor-OSS of a Rail Freight Corridor should in principle not be located at an Allocation Body.

As each corridor has its own characteristics and specifications, there are no important economies of scale to have one corridor-OSS for several corridors. That does not mean that the IT-systems could not be located on one server for different corridors, with dedicated accesses for each corridor. For the Infrastructure Managers/Allocation Bodies it will be an advantage if harmonised processes and tools are applied on all Rail Freight Corridors in order to guarantee transparency and connectivity of all traffic concerned.

The corridor-OSS should be corridor-oriented and not nationally oriented. It should be implemented on the basis of rules and procedures which are to be agreed within the

Management Board of a corridor; the procedures and rules should also comprise a description of the interfaces to the national Infrastructure Managers / Allocation Bodies.

### 5.1.2 Standardised processes (tools and procedures)

Railway undertakings as well as Infrastructure Managers will act on various corridors. This requires the use of standardised procedures and tools across all corridors. For example should all corridor-OSSs have the same standardised interface with applicants and Infrastructure Managers.

They should also have the same standardised procedures to transfer paths requests among the Infrastructure Managers of a corridor and to handle their answers.

The existing methods, processes and tools that RNE has developed and operated (e.g. international timetabling processes and IT tools) could be chosen.

### 5.1.3 Handling of requests for pre-arranged paths and reserve capacity

Art.13(1) means that the corridor-OSS has to be set up to handle – at least – applications regarding infrastructure capacity on a Rail Freight Corridor for freight trains crossing at least one border (international path requests). If at least two neighbouring Infrastructure Managers wish, the corridor-OSS should be in the position to receive all applications of this type, i.e. regardless whether they refer or not to pre-arranged train paths or the reserve of capacity.

According to Art.13(4) any request of infrastructure capacity, which cannot be met pursuant to Art.13(3), has to be forwarded by the corridor-OSS to the competent Infrastructure Manager/Allocation Bodies. The use of the corridor-OSS as a final processor for these requests is foreseen in the Regulation.

The requests for the pre-arranged trains paths and the reserve capacity have to be handled by the corridor-OSS. The corridor-OSS needs appropriate IT-tool (e.g. Pathfinder). The Infrastructure Managers have to be informed of the applications after the decision taken by the corridor-OSS. The corridor-OSS should answer path requests within a short time, which should be defined by the Management Board.

The Infrastructure Managers have to inform the corridor-OSS without delay for requests of capacity for unforeseen maintenance works.

Contract partners for the Railway Undertakings are the responsible Infrastructure Managers. The Management Board of a corridor and the involved Infrastructure Managers have to agree rules for the distribution of preliminary tasks between the OSS and the Infrastructure Managers relating to e.g. timetable completion. Capacity allocation is effected via the corridor-OSS on behalf of and by order of the involved Infrastructure Managers.

It could be considered that the Management Board foresees a standard contract, at the level of the corridor, for pre-arranged train paths and ad hoc-capacity, with or without (delegated signature) the Infrastructure Managers or Allocation Bodies involved, instead of having individual contracts with each Infrastructure Manager.

### 5.1.4 Provision of information

The corridor-OSS also has to provide all the information on allocation of capacity (updated capacity available) and on the conditions of use of the Rail Freight Corridor (Art.18).

This information includes

- all information contained in the Network Statements for the national networks as far as railway lines and terminals designated to a Rail Freight Corridor are concerned (Art.18(a))
- a detailed description of the terminals along a Rail Freight Corridor (as far as the terminal owner/operator is providing the information needed), including conditions and methods on how to access the terminals (Art. 18(b)). The corridor-OSS website may contain links for relevant terminal-websites for further information. The terminals should be encouraged to provide information in a similar format and structure.
- information about procedures related to Articles 13 to 17 of the Regulation (Art.18(c)), i.e.
  - o application procedures for infrastructure capacity to the OSS (Art.13)
  - o capacity allocation to freight trains (Art.14)
  - o the Authorised Applicants (Art.15)
  - o traffic management in a Corridor (Art.16)
  - o traffic management in the event of disturbance (Art.17)
- the Implementation Plan with all the documents described in chapter 4 (Art.18(d)).

The structure of the Network Statement developed by RNE could form the basis for the development of common and harmonised Corridor Network Statements.

## 5.2 Authorised applicants

Applicants other than Railway Undertakings or the international groupings that they make up may request international pre-arranged train paths and paths of the reserve capacity (Art.15), such as shippers, freight forwarders and combined transport operators. Due to its direct application the Regulation provides for this right without any further requirement to be set at national level. Member States could of course extend this right to other applicants, or to cover all types of paths.

## 5.3 Capacity applications

The figure below illustrates which capacity applications have to be submitted to the corridor-OSS and the Competent Infrastructure Manager respectively.

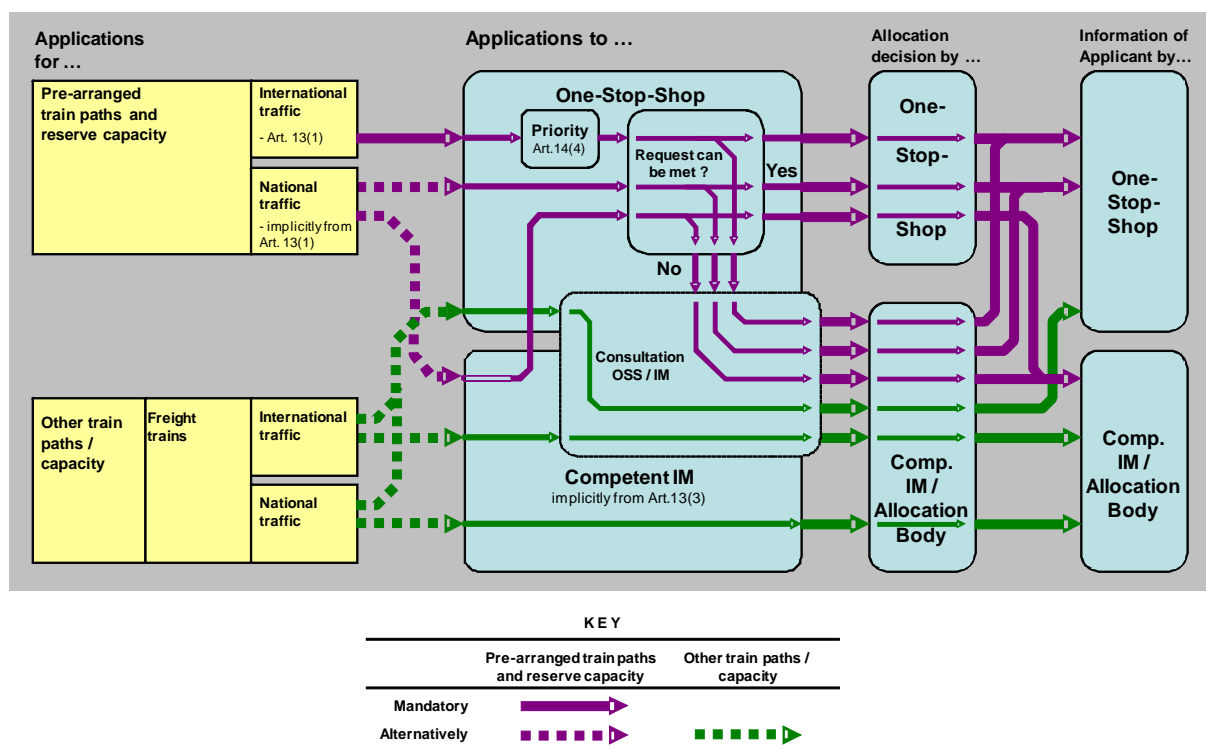


Fig. 5.1: Applications for different types of capacity (dotted lines = optional)

As regards applications for dedicated capacity on the Rail Freight Corridors, i.e. international pre-arranged train paths and reserve capacity, applications have to be made to the corridor-OSS as far as international trains are concerned (Art.13(1)).

For all other applications for capacity on a corridor (or possibly even outside a corridor) the use of the corridor-OSS is not mandatory. However, in order to fully comply with Art.13(1) the Infrastructure Managers have to make it possible for applicants to apply for capacity for *any* freight train crossing a border in a Rail Freight Corridor.

Infrastructure Managers concerned are also free to decide to use on a voluntary basis the corridor-OSS for further applications as well.

Concerning applications for national trains, which want to use the dedicated capacity on a Rail Freight Corridor, Art. 13(1) of the Regulation does not expressly foresee in that these applications have to be made to the corridor-OSS. However, since the Regulation does not exclude the possibility to apply for part of a train path of the dedicated capacity and the corridor-OSS according to Art.13(3) has to take decision with regard to (all) applications for the dedicated capacity, it is recommended to let applicants submit applications to the corridor-OSS even for trains, which do not cross a border, but which want to use dedicated capacity on a Rail Freight Corridor. Alternatively national Infrastructure Managers must establish procedures to receive applications for national traffic wanting to use dedicated capacity on a Rail Freight Corridor and forward these without delay to the corridor-OSS.

A well-defined offer of pre-arranged train paths can be expected to cover well the demand for capacity on a Rail Freight Corridor in both quantitative and qualitative terms. However, in certain cases an Applicant may want to apply for capacity on a Corridor, but not being part of the dedicated capacity. This may for example be the case if a train path is using a Rail Freight Corridor only on a shorter section, e.g. on a cross-border section. Pre-arranged train paths, which have not been requested or allocated/entirely allocated are returned to the national

Infrastructure Managers as far as they do not form part of the reserve capacity (see even chapter 5.4.2).

Capacity requests for dedicated capacity, which cannot be met should be subject of consultations between the corridor-OSS and the Competent Infrastructure Manager. The final decision on requests which cannot be met has to be taken by the Infrastructure Manager or Allocation Body, in accordance with Art.13 and Chapter III of Directive 2001/14/EC (Art.13(5)).

The communication of the results of a capacity request should always be made by the organisation to which the request has been submitted. A high number of capacity applications on a Rail Freight Corridor not referring to the dedicated capacity or a high number of requests which cannot be met indicate the need to reconsider the supply of pre-arranged train paths and reserve capacity in quantitative as well as qualitative terms.

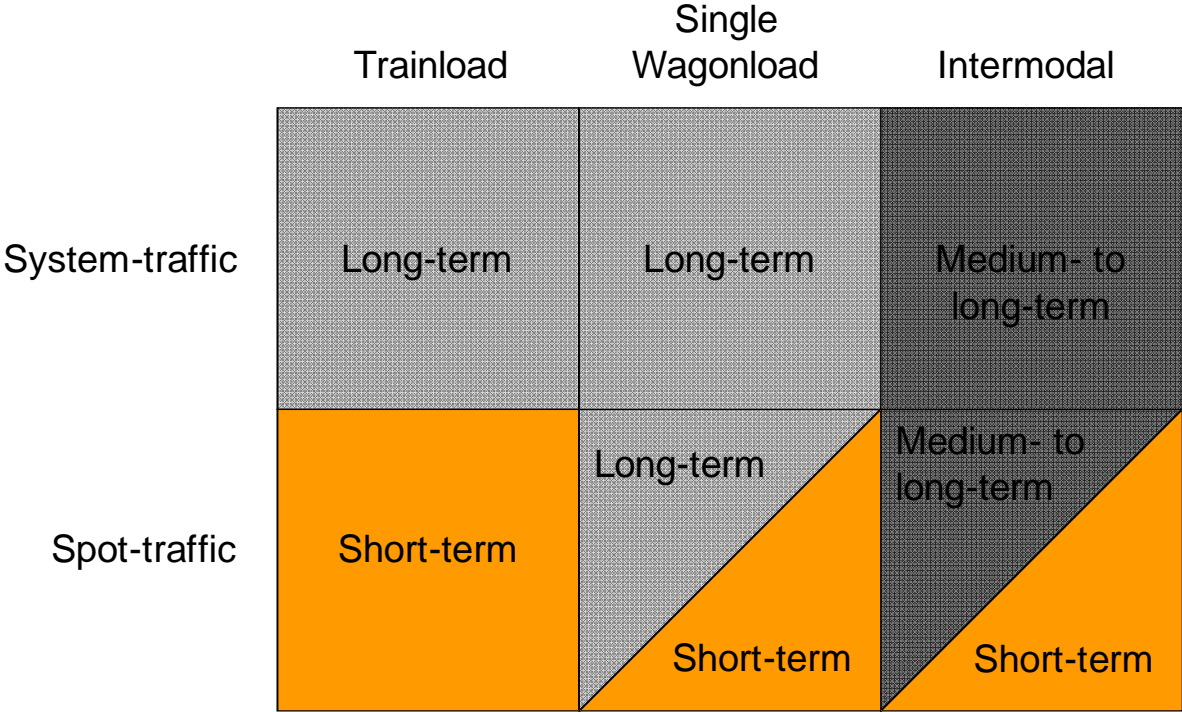
The above-mentioned quantitative and qualitative path usage review is already part of RNE's timetabling handbook, which was jointly developed by the member Infrastructure Manager members involving even several Railway Undertakings with international traffic.

# 5.4 Definition of capacity

## 5.4.1 Types of capacity requests

The capacity offer on the Rail Freight Corridors has to address a wide range of market demands. Two parameters with strong influence on the path supply and the processes to be developed are the duration and predictability of the capacity needs, which depend to a high degree on the type of traffic and to some extent the type of rail freight service (production method), see figure below.

The capacity offer on the Rail Freight Corridors has to take into account the varying character of capacity demand, both in order to address the market needs of the end customers (shippers) and for reasons of neutrality towards different Railway Undertakings, since different Railway Undertakings may address different market segments. Therefore the Regulation demands both pre-arranged train paths available in the annual timetable, as well as reserve capacity, which is available at short notice.



*Fig. 5.2: Predictability of infrastructure capacity needs based on traffic type and type of rail freight service (production method). For system-traffic the predictability is rather long-term, which means that this traffic to a high extent can make use of pre-arranged train paths. For spot-traffic the predictability is rather short-term, if this traffic cannot be served by existing train connections (in Single Wagonload and Intermodal traffic); for spot traffic will to a higher extent make use of the reserve capacity.*

The Regulation foresees the supply of capacity on the Rail Freight Corridors in form of

- 1) pre-arranged train paths and
- 2) reserve capacity.

Pre-arranged train paths address in first hand medium-to long-term capacity needs, while reserve capacity addresses temporary capacity needs at rather short notice. Capacity for ad-hoc traffic shall be reserved in accordance with Art.23(2) of Directive 2001/14/EC.

In order to address the applicants capacity needs in an optimal way it is suggested to establish three request processes:

- Requests in the annual timetable
- Late requests
- Ad-Hoc requests

While the two first-mentioned ones concern the pre-arranged train paths, the latter one concerns the reserve capacity.

## 5.4.2 Quantification of capacity needs

The quantification of capacity needs in form of pre-arranged train paths as well as reserve capacity should be based on an analysis of current traffic patterns and paths recently used, the Transport Market Study, consultations with the Advisory Groups, which should be involved in an early stage, and, after the establishment of a Rail Freight Corridor, results from the Satisfaction Survey.

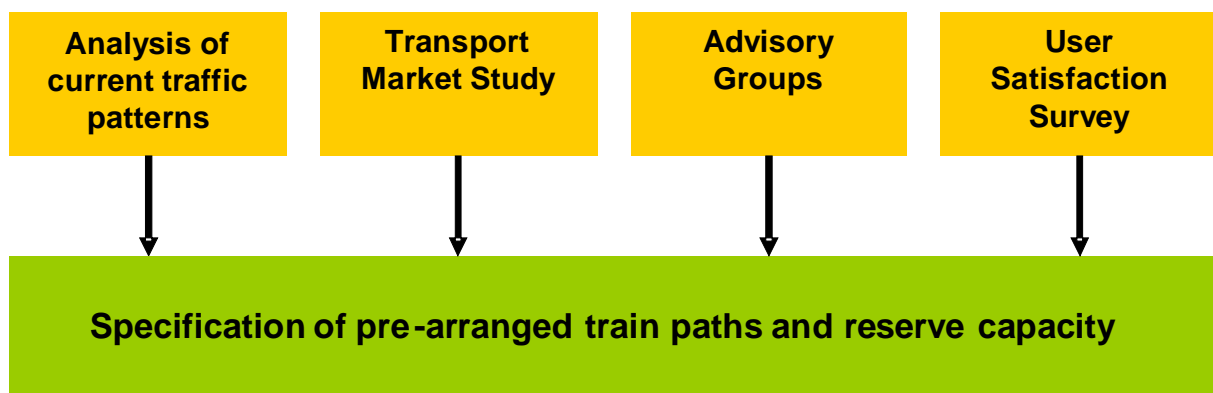


Fig. 5.3: Sources of information for the quantification of capacity needs on a Rail Freight Corridor.

When it comes to the reserve capacity the current share of train paths allocated in recent timetable-periods may serve as an indicator for the quantification of reserve capacity in relation to the capacity supplied in form of pre-arranged train paths.

It is suggested that the reserve capacity is calculated either as a *percentage* of the allocated pre-arranged train paths or a *fixed number* of train paths to be offered *in addition* to the *allocated pre-arranged train paths*. This means that the reserve capacity needs to be defined in form of concrete train paths first when the pre-arranged train paths are allocated. With this approach an “over-supply” of train-paths, blocking capacity for other traffic, can be avoided. Since the reserve capacity is intended to address short-term ad-hoc capacity needs, it appears neither necessary to publish reserve train paths as long time in advance as pre-arranged train paths.

However, for practical reasons it is suggested that the reserve capacity in first hand should consist of pre-arranged train paths, which have not been allocated within the On-time and

Late path application processes. Furthermore it has to be ensured that the reserve capacity is published a reasonable time (e.g. 4 weeks) in advance of the time from which on the reserve capacity not any longer needs to be reserved. This latter time must not exceed a maximum of 60 days (Art.14(5)). This means in practice that the reserve capacity has to be published at least the following number of days in advance of the timetable-change:

$$\begin{array}{l} \text{Number of days, which} \\ \text{reserve capacity has to be} \\ \text{published in advance of} \\ \text{timetable-change} \end{array} = \begin{array}{l} \text{Number of days during which} \\ \text{reserve capacity has to be} \\ \text{published before capacity can} \\ \text{be cancelled} \end{array} + \begin{array}{l} \text{Number of days before traffic} \\ \text{day, until which reserve capacity} \\ \text{has to be kept reserved} \end{array}$$

The table below shows an example for the calculation of reserve capacity according to the two methods:

	Method	
	Reserve capacity as percentage	Fixed reserve capacity
Number of pre-arranged train paths offered	12	12
Number of pre-arranged train paths allocated	6	6
Reserve capacity	33%	2 paths
Reserve train paths	2	2
Total number of final train paths	8	8

The reserve capacity may vary between different sections of a Rail Freight Corridor as well as between different weekdays and/or traffic seasons.

### 5.4.3 Definition of train paths

Two situations can be discerned in the definition of train paths:

- International freight train paths entirely within one corridor, i.e. using lines designated to one corridor and with origin and destination at terminals designated to that corridor – Case A in the figure below
- International freight train paths involving two (or more) Corridors, i.e. using lines designated to the corridors in question and with origin at a terminal designated to one corridor and destination at a terminal designated to another corridor (in this case it is sufficient if the train passes a national border in one of the corridors) – Case B in the figure below

These kind of train paths have to be defined and organised by the Infrastructure Managers concerned in line with the procedure referred to in Art. 15 of Directive 2001/14/EC; the need for capacity of other types of transport has to be recognised (Art. 14(3)).

Generally there should be no international freight train paths with origin and destination within the *same* corridor, which are *not* using lines designated to that corridor; if this situation

should occur, it can be seen as a strong indication that the lines concerned should become designated to the corridor as well.

In case of a need for a large number of international freight train paths using for the most of their run a Rail Freight Corridor but with origin or destination outside, but in proximity to the corridor, it should be considered whether the railway lines concerned should be designated to the Corridor or if the Corridor should be modified (extended) with help of the procedures mentioned in chapter 2.3.

On a voluntary basis the Infrastructure Managers concerned may decide to define and organise further train paths as part of the dedicated capacity of a Rail Freight Corridor, e.g. national train paths on a corridor and/or train paths which are only partly using a corridor (case C in the figure below).

The train path offer should regularly be reviewed and if necessary be adjusted to changed market conditions.

Train paths involving two or more Rail Freight Corridors require close cooperation between the corridor-OSS and Management Boards of different Rail Freight Corridors. Procedures should be established to enable these contacts. The demarcation of a Rail Freight Corridor should not hinder the definition and organisation of train paths over several Corridors.

Good cooperation between the corridors and the national Infrastructure Managers should also help to arrange connecting train paths (i.e. separate train paths, but which logistically are connected, e.g. from and to a marshalling yard)

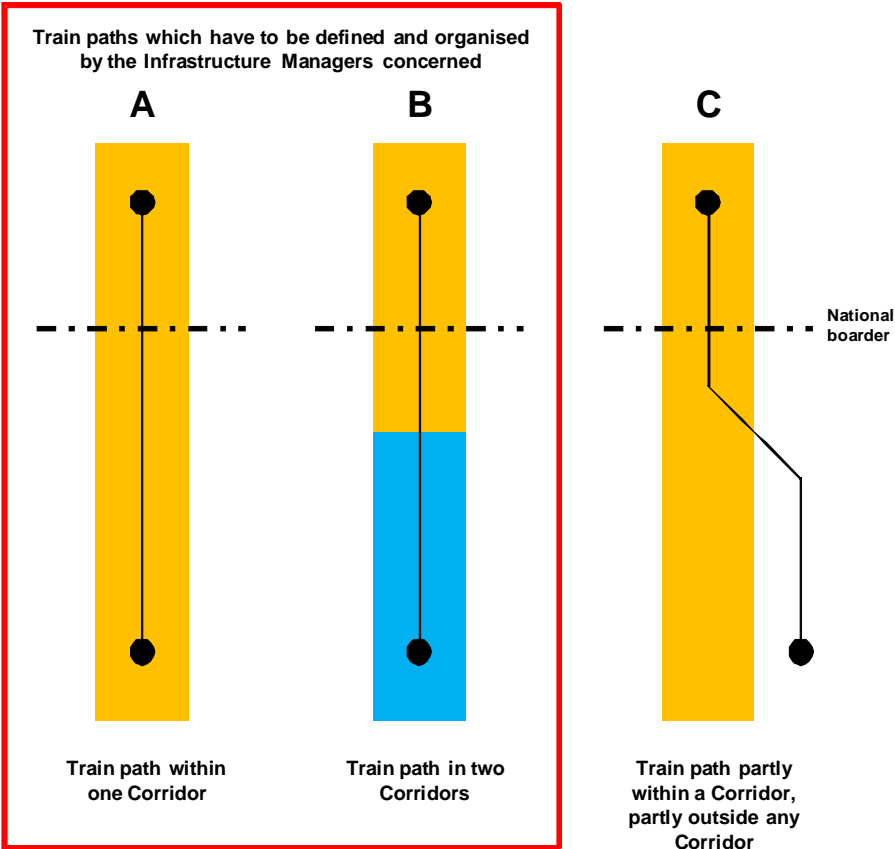


Fig. 5.4: Situations to be taken into account in connection with the definition of pre-arranged train paths

#### 5.4.4 Flexibility

Flexibility is required both in the interest of the Infrastructure Managers and the Applicants.

Train paths must be defined with sufficient flexibility:

- Flexibility to adjust departure and arrival times
- Flexibility to adjust stopping patterns
- Flexibility for Applicants to apply for only sections of a train path
- Flexibility to combine with train paths in other corridors
- Flexibility to combine with train paths outside the corridor

Train paths must mirror production systems of different Applicants in order to ensure neutrality and not distort competition.

Two potential approaches for how to define train paths can be discerned:

- 1) Classical approach: Exact definition of a train path (with departure/arrival/passing times at all major nodes (terminals, nodes with connections to other lines))
- 2) Flexible approach: Indicative train paths with possibility to adjust train paths during the allocation process (can be in the interest of both Infrastructure Managers and Applicants).

In the case of indicative train paths a certain time-window (e.g. +/- 30 minutes) should be defined, within which the train path can be adjusted. The definition of the time-window should be done by the Management Board in cooperation with the Advisory Groups, based on the Transport Market Study. The time-window should reflect market needs.

The freedom to adjust the train paths (within certain limits) gives both Railway Undertakings and Infrastructure Managers flexibility and helps to ensure an optimal use of infrastructure capacity. *It is important that this freedom is used in a responsible way; it should not be (mis-) used to deteriorate the quality of the train paths.*

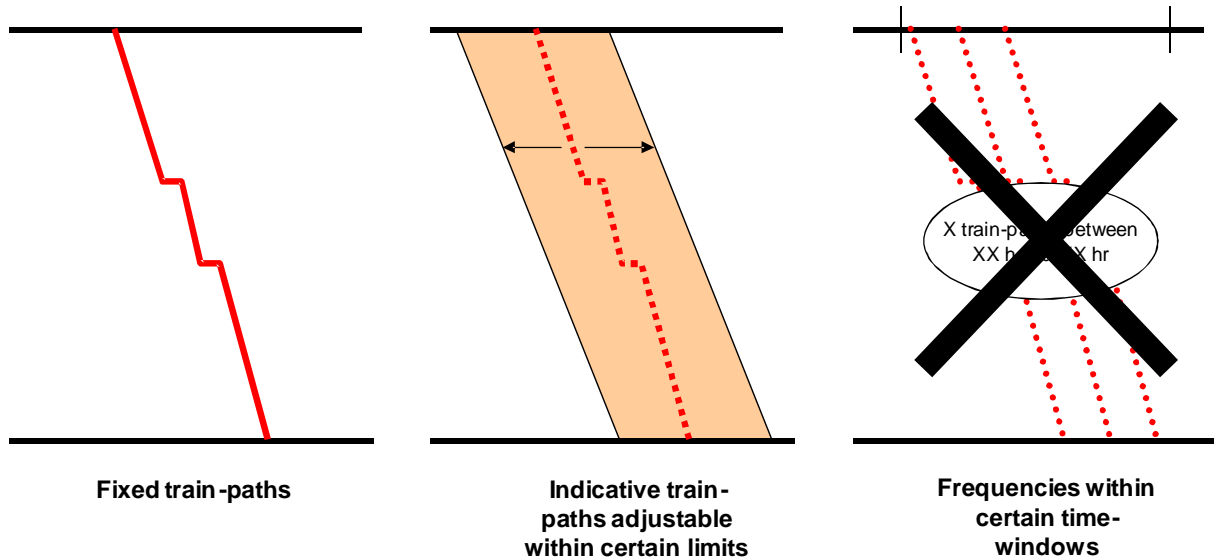


Fig. 5.5: Illustration of principles for definition of train-paths. Note that the definition of frequencies in certain time-windows alone (right) is not sufficient to fulfil the requirements of the Regulation, which explicitly requires the provision of train paths.

#### 5.4.5 Process timeline

The figure below illustrates the process timeline, based on the process applied by RNE:

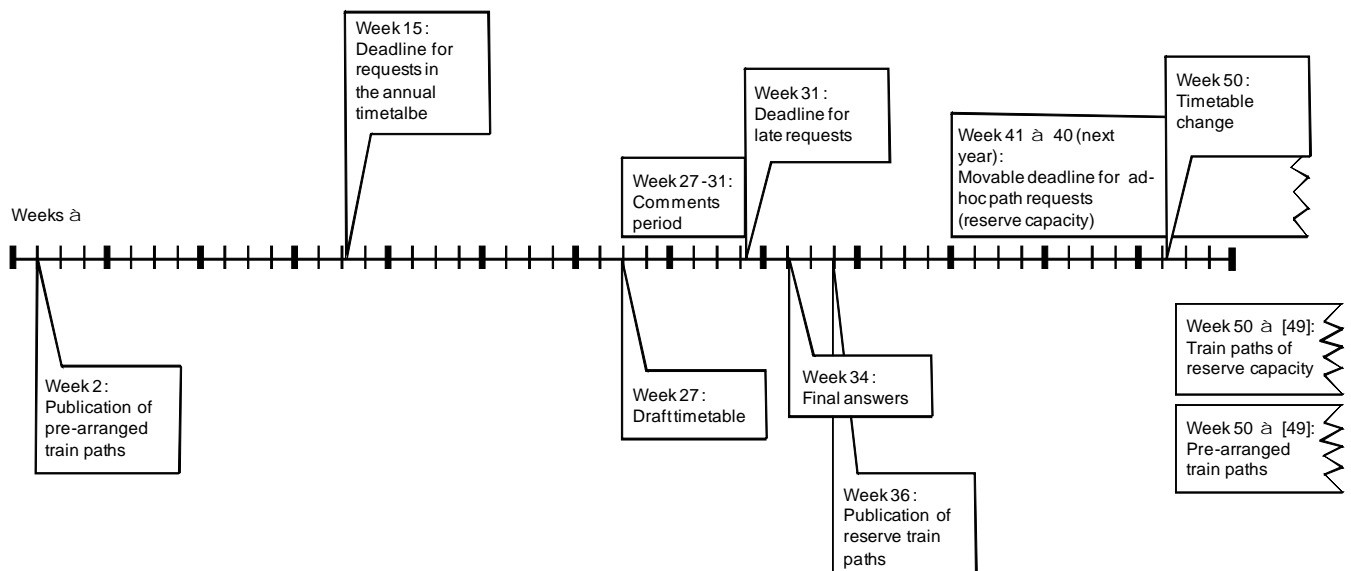


Fig. 5.6: Process timeline

The pre-arranged train paths have to be published in week 2. For the Rail Freight Corridors to be established in three years after entry into force of the Regulation, this means that pre-arranged train paths have to be published by January 2013, for those corridors to be established in five years by January 2015.

The deadline for requests in the annual timetable is in week 15.

Pre-arranged train paths shall be allocated first to freight trains which cross at least one boarder (Art.14(4)).

A draft timetable is to be presented in week 27; this is followed by a comments period.

Late requests can be submitted until the end of the of the comment period.

The applicants receive final answers to their requests in week 34.

Reserve train paths for ad-hoc traffic are to be published in week 36. They have to be reserved until a time limit before their scheduled time as decided by the Management Board, but not exceeding 60 days (Art.14(5)).

The aforementioned means, that the deadline for ad-hoc request is movable. Ad-hoc request for paths on the first day of the timetable, which starts with the timetable change in week 50, have to be possible *at least* until week 41.

## 6 TERMINALS

The word 'terminal' used in the Regulation covers all facilities where loading/unloading of goods onto/from freight trains, the integration of rail services with other modes of transport and the forming or modification of the composition of freight trains take place (Art 2(2b)). This includes intermodal terminals, marshalling yards, rail infrastructures and freight services in ports. Furthermore, also border stations with third countries are included.

The quality of a rail freight corridor is not only dependent on the rail route but also on the physical capability and capacity terminals and how they are operated.

Open Access shall be mandatory for the publicly owned terminals and for terminals owned by companies where the state is the main shareholder or where other circumstances make open access mandatory (e.g. in connection with public co-funding).

These terminals should contribute to the progressive introduction of IT tools in the Corridors.

Requests by railway undertakings to the supply of services and access to the terminals can only be rejected if viable alternatives under market conditions exist, according to Art. 5(1) of Directive 2001/14/EC on the allocation of railway infrastructure capacity.

Terminals should be obliged to participate to the corridor if the Transport Market Study identifies as relevant to become designated to a corridor.

Terminals are referenced by several articles of the regulation including:

- the corridor definition (Art. 2(2))
- the criteria to establish new corridors (Art 4(i))
- the Advisory Group of managers and owners of terminals (Art 8(7))
- the Implementation Plan (Art 9(4))
- the coordination of allocation of capacity with the rail network (Art 14(9))
- the coordination of traffic management with the rail network (Art 16(2))
- the publication of relevant information in the 'Corridor Document' (Art 18(b)).

These issues are examined in the relevant chapters.

As mentioned in chapter 3.4, the Management Board has to set up an Advisory Group of managers and owners of the terminals including, where necessary, rail-connected sea and inland waterway ports.

In addition Art. 14(9) and 16(2) also envisage procedures between Infrastructure Managers of the freight corridor and terminal managers to ensure optimal coordination of capacity allocation and for traffic management. Railway undertakings may become involved in these procedures.

A reinforcement of the collaboration between Infrastructure Managers and terminals is also necessary at operational level. Concerning the path allocation, a common interface should be

developed between the IT-tools (e.g. Pathfinder) and the IT tools of railway undertakings and/or authorised applicants, and terminal managers for path allocation. Monitoring tools such as for example Europtirails should also be available to terminals for traffic management.

The Advisory Groups with the administrative aid of the Management Board should coordinate the dissemination of knowledge and best practices for infrastructure and equipment, operations and IT, organisation and benchmarking and quality systems with a view to improve railway services in terminals.

# 7 TRAFFIC MANAGEMENT

## 7.1 Preconditions

The Management Board has to put in place procedures for coordinating traffic management along the freight corridor (Art.16(1)). One important issue is to inform continuously the next Infrastructure Manager about all trains running towards its network, whatever they are on time or delayed. An absolute requirement is to ensure the unique identification of the train during the whole journey. A common description of the train composition should also help.

## 7.2 Traffic management in case of disturbances

Infrastructure Managers have to provide Railway Undertakings with appropriate information, particularly by informing automatically the concerned Railway Undertakings about expected and on-going delays, and on other traffic changes. Europtirails is an appropriate tool to display train movements and should be extended to meet the other related needs.

Some procedures are of course relevant of Railway Undertakings (ex: train departure...) which have also to inform immediately the IMs about any changes in train movements.

The Member States have to adopt common targets for punctuality and/or guidelines for traffic management in the event of disturbance to train movements on the freight corridor. (Art 17(1)).

Procedures in case of disturbances should specify and be published concerning:

- Degraded operation, contingency arrangements
- In which case the path of a freight train within its scheduled time can be modified
- Managing emergency situations
- Assistance to broken trains
- Diversion of trains
- Management of non-scheduled stops.

These procedures should be as homogeneous as possible.

They should also foresee procedures to inform/advise railway undertakings of changes to operational rules/information.

Infrastructure Managers within RNE started the project Communication between Traffic Control Centres (TCCCom), which aims to improve the cooperation between traffic control centres in case of disturbances.

Moreover, a communication TCCCom tool – enabling the exchange of the messages and automatically translating the messages into the national languages of different traffic control centers – has been developed.

EUROPTIRAILS is a tool facilitating communication between the involved partners via the automatic data exchange of real-time information.

# 8 INFORMATION

## 8.1 Information channels for applicants

The different Rail Freight Corridors' websites should ideally have a common structure, subject to matters that are specific to particular corridors..

Similarly structured domain names, such as [www.corridorxx.eu](http://www.corridorxx.eu), would facilitate their identification.

These websites should also contain links to other websites – as for example to the terminals of the corridors – , avoiding the risk of duplication and non-updating of information. A joint entrance website (e.g. [www.rfc.eu](http://www.rfc.eu)) for all corridors' Management Boards could also be considered.

## 8.2 Information to be published and submitted to the European Commission

### 8.2.1 Documents

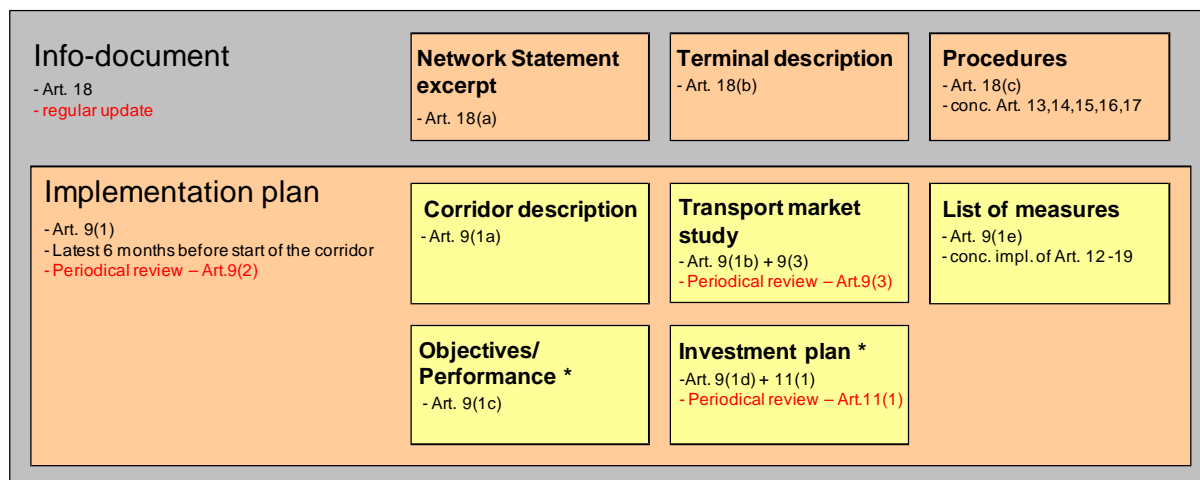
The Management Board has to create a “Corridor Document”, i.e. a number of documents, which have to be updated regularly (article 18). They should be presented when possible in a standardised structure and comprise (compare figure below):

- National Network Statements excerpts
- A description of terminals forming part of the corridor; this information has to be provided by the owners and managers of terminals
- A description of procedures
- The entire Implementation Plan, consisting of
  - o A Corridor description, with the list of the lines and a map
  - o The Transport Market Study
  - o A list of measures
  - o Description of the objectives and performance of the Corridor
  - o The Investment Plan

The description of the terminals should comprise technical and operational data of the terminals as well as information on the conditions for access and name and contact details of terminal owners and operators. The responsibilities for the completeness and correctness of the data stay with the owners and managers of the terminal.

The report about the objectives and performance comprises the Performance monitoring report (see chapter 4.6) and the Satisfaction survey (see chapter 4.7).

The Investment Plan comprises a number of documents, as listed in chapter 4.8.



\* = details see figure in chapter 4.2

Fig. 8.1: Documents to be provided according to Art. 18

## 8.2.2 Periodic updates

The management of a Rail Freight Corridor implies that the Executive Board monitors all progress of the corridor at least every year.

Article 22 (monitoring implementation) foresees that every two years from the time of the establishment of a freight corridor, the Executive Board have to present to the Commission the results of the Implementation Plan for that corridor.

Article 9(2,3) foresees a periodic review of the Implementation Plan as well as an periodically update of the Transport Market Study relating to the observed and expected changes in the traffic. It is appropriate that these respective reviews and updates are carried out every two/four years, in coherence with the report to the Commission.

Article 11 foresees a periodic revision of the Investment Plan. This revision should be made every two years in parallel with the Implementation Plan.

Thus the schedule for the publication/submission of the documents for the coming years looks as follows for the six corridors to be established in 2013:

è 10 November 2013	Establishment of the corridor
è 10 November 2015	Report on the results of the Implementation Plan
è 10 May 2016	Results of the reviewed Transport Market Study
è 10 November 2016	Review of Implementation Plan Review of Investment Plan
è 10 November 2017	New report on the results of the Implementation Plan

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