Cooperation between EU Rail Freight Corridors and OSJD-corridors

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Single European Rail Area
Key challenges for rail freight

- A **quality** challenge:
  - Improving reliability and punctuality, i.a. through higher interoperability

- A **cost** challenge:
  - Improving cost competitiveness by higher productivity and more efficient train operations, i.a. through improved and harmonised infrastructure standards

- A **service** challenge:
  - Adding new added-value service features, allowing rail to (re-)enter into new / lost market segments

- A **political** challenge:
  - Securing societal and political acceptance and support of rail freight
The White Paper on Transport

A vision for rail freight 2050

- Greater use of more energy-efficient modes – 30% of road freight over 300 km should shift to other modes by 2030, and more than 50% by 2050

- Rail freight almost doubled – +360 billion ton-km (+87%) compared to 2005

- Deployment of ERTMS

- By 2050, connect all seaports to the rail freight system

- Rail Freight Corridors as the backbone of the EU freight transport system
Importance of the Rail Freight Corridors (RFC)

Key initiative of the Commission to

- revitalise the European rail freight system
- achieve the objectives of the White Paper on Transport
Reference to Rail Freight Corridors in the MEMORANDUM OF UNDERSTANDING on cooperation in technical, operational and commercial development of OSJD Rail Corridors (signed on the OSJD Ministerial Meeting in June 2013)

"The Members of OSJD rail corridor No ____ (list of members), hereinafter referred to as Parties:

(...)

- Recognizing the need of close cooperation with the international, intergovernmental and non-governmental organisations, including governance bodies of already existing rail corridors, in development of international transport corridors in EuroAsian area

Have agreed as follows:

(...)  

7. To seek close cooperation and, where appropriate, coordination of activities with international, intergovernmental and non-governmental organisations, including governance bodies of already existing rail corridors, with the aim to develop international rail corridors in EuroAsian area."
Legal basis of the RFC: Regulation 913/2010 concerning a European Rail Network for Competitive Freight

- 9 November 2010 – entry into force

- Principal Routes of the RFCs amended by Annex II of CEF-Regulation 1316/2013/EC
  - Geographical integrity of the original Principal Routes is maintained
  - Extensions in order to match the Core Network Corridors
  - All provisions of Regulation 913/2010 remain fully in force, incl. composition, rights, tasks and obligations of the RFC governance bodies
Rail Freight Corridors (RFC) in the context of the Core Network Corridors (CNC)

- RFCs form the *rail freight backbone* of the CNCs
- A strong and ambitious development of the RFCs crucial to strengthen the role of rail as a transport mode in the CNCs

**Core Network Corridors**
- Multimodal (rail, road, aviation, inland waterways and ports)
- Passenger and freight traffic
- One EU Coordinator per CNC

**Rail Freight Corridors**
- Rail transport
- Freight focus
- Dedicated governance structure for each RFC (including European Commission as observer)
- One RFC within each CNC
General objectives of the RFCs

• Reinforce cooperation among Rail Infrastructure Managers (and Member States)

• Improved capacity and harmonised standard on Rail Freight Corridors

• Provide rail freight services of good quality

• Improved customer orientation
Specific objectives (I)

- Easy access for users to information about a corridor – Art.18
- Provision of dedicated capacity for international freight (pre-arranged train paths and reserve capacity) – Art.14(3,5)
- Smooth and flexible path allocation process – Art.13
- Common quality/punctuality targets – Art.9c
- Cross-border coordination of traffic management – Art.16(1)
- Sufficient priority for freight trains – even in case of disturbances – Art.17
- Cross-border traffic performance monitoring – Art.19(2)
- Customer Satisfaction surveys – Art.19(3)
Specific objectives (II)

- Integration of terminals in traffic management and infrastructure planning – Art.16(2)
- Technical harmonisation of infrastructure – Art.11(1c)
- Coordination of investments and maintenance works – Art.11, 12
- Strengthening of user involvement – Art.8(8), 10, 19(3)
Principal Routes of Rail Freight Corridors

- Laid down in Annex II of Regulation 1316/2013/EC (modifying the Annex of Regulation 913/2010/EC)

- Indicating major nodes along each corridor

- To be understood as a general geographical description of the corridors, *not* outlining an exact alignment on the level of specific railway lines

- Task of the Management Board of each RFC to *designate railway lines to a corridor* within the (wider) scope of the Principal Route, based on a Transport Market Study in line with market needs
Nine Rail Freight Corridors
To be established until November 2013 / November 2015

Note: Without extensions following amendment of the Principal Routes by Reg. 1316/2013/EC
Core Network infrastructure requirements in the context of the RFC

Requirements on the Core Network (Freight) according to Art 39(2a) of Reg. 1315/2013/EC (TEN-T Guidelines)

- 740m train length
- 22.5 t axle-load
- 100 km/h line speed
- ERTMS
- Electrification

→ To be achieved until 2030

→ RFCs should carry out studies for the implementation of the requirements (eligible for co-funding under the CEF)
RFC Governance structure

Executive Board
- Art. 8(1)
- Define general objectives
- Supervise / take measures as provided for in: Art.8(7), Art.9, Art.11, Art.14(1), Art.22

Management board
- Art. 8(2)
- Take measures as provided for in: Art.8(5,7,8,9), Art.9, Art.10, Art.11, Art.12, Art.13(1), Art.14(2,6,9), Art.16(1), Art.17(1), Art.18, Art.19

Advisory group «Terminals»
- Art. 8(7)

Advisory group «Railways»
- Art. 8(8)

Terminal owners/managers
constitute

Railway Undertakings
constitute

Member State Authorities
constitute

Infrastructure Managers
constitute

Allocation Bodies
constitute

One-Stop-Shop
Art.13(1)

sets up
supervises

National Safety Authorities
monitor (Art.20)

Regulatory Bodies

Applicants
Non-railway Undertakings
Railway Undertakings
Art.15

sets up
consult (Art.10)
provide information and answer capacity requests (Art.15)

apply for capacity (Art.15)

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Corridor One-Stop-Shop (C-OSS)

- **Single contact point for applicants**
  - Provides information
  - Allocates dedicated freight capacity
  - Receives and answers path requests

- **Coordination tool among Infrastructure Managers**

- **Set up or designated by the Management Board**

- **Two solutions**
  - Technical body within the corridor management structure
  - One of the Infrastructure Managers concerned

- **One C-OSS per corridor**
Involvement of corridor users

- Consultation of applicants – Art.10
- Annual Customer Satisfaction Surveys – Art.19(3)

Advisory Groups
- Railway Undertakings – Art.8(8)
- Terminal Owners and Managers – Art.8(7)
Rights of the Advisory Groups – Art 8(7,8)

- Issue opinions on any proposal by the Management Board which has consequences for RU/TOM
- Issue own-initiative opinions
- Refer matters to the Executive Board in case of disagreement with the Management Board

Note:
- The Management Board shall take any opinion of the AG into account
- The final decision is taken by the Management Board
November 2013
– A milestone for the Rail Freight Corridors

- Six Rail Freight Corridors became operational by November 2013:
  - RFC 1 – Rhine-Alpine Corridor
  - RFC 2 – North Sea-Mediterranean Corridor
  - RFC 4 – Atlantic Corridor
  - RFC 6 – Mediterranean Corridor
  - RFC 7 – Orient/East-Med Corridor
  - RFC 9 – Czech-Slovak Corridor (future Rhine-Danube RFC)

- RFC 3, 5 and 8 to become operational by November 2015
Rail Freight Corridors connecting border crossings at the EU eastern border and Black Sea ports (I)

- **RFC 6 – Mediterranean Corridor**
  - ES, FR, IT, SI, HU, HR (†)
  - Koper- Ljubljana-Budapest
  - Ljubljana (†)/Rijeka (†)-Zagreb (†)-Budapest Zahony
    - (Hungarian-Ukrainian border)

- **RFC 7 – Orient/East-Med Corridor**
  - CZ, AT, SK, HU, RO, BG, EL, DE (*)
  - — București-Constanța
  - Bremerhaven (*)/Wilhelmshaven (*)/Rostock (*)/Hamburg (*)/Praha-Vienna/Bratislava-Budapest
  - — Vidin-Sofia (**) Burgas (**) Svilegrad (*) (Bulgarian-Turkish border)/ Promachonas-Thessaloniki- Athína-Patras (*)

*Note: * And + indicate different deadlines for establishment*
### Rail Freight Corridors connecting border crossings at the EU eastern border and Black Sea ports (II)

<table>
<thead>
<tr>
<th>RFC 8 – North Sea-Baltic Corridor</th>
<th>Wilhelmshaven (+)/Bremerhaven/Hamburg (+)/ Amsterdam (+)/Rotterdam/Antwerpen-Aachen/Berlin-Warsaw-Terespol (Poland-Belarus border)/Kaunas-Riga (<em>)-Tallinn (</em>)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DE, NL, BE, PL, LT, LV (<em>), EE (</em>)</td>
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<thead>
<tr>
<th>RFC 9 – Rhine-Danube Corridor</th>
<th>Strasbourg-Mannheim-Frankfurt-Nürnberg-Wels</th>
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<tbody>
<tr>
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<td>Čierna and Tisou (Slovak/ Ukrainian border)-Košice-Žilina-Horní Lideč-Praha-München/Nürnberg</td>
</tr>
</tbody>
</table>

Note: * And + indicate different deadlines for establishment
OSJD Corridors
Benefits of cooperation between OSJD-Corridors and EU Rail Freight Corridors

- Improving quality and reliability of international freight services between EU and OSJD states
- Improving attractiveness of rail transport over the Europe-Asia landbridge
- Mutual exchange with *all* countries / Member States of a corridor
- Mutual exchange with *all* rail Infrastructure Managers along a corridor
Possible areas for cooperation (examples!)

- **Short-term:** Learning and exchange of experiences regarding governance of corridors

- **Medium-term:** Identify "quick wins" to improve rail freight services between EU RFCs and OSJD Corridors, e.g.
  - Enhancing and speeding up customs and train handling procedures in border stations
  - Better exchange of information for traffic management to improve punctuality/reliability of train services
  - Harmonised quality and performance monitoring across corridors

- **Long-term:** Development of joint long-term visions for rail traffic on the Europe-Asia axis; promoting compatibility of corridor development with regard to capacity and infrastructure standards
Success factors for rail corridors
Success factors for rail corridors

- **Operational ("soft" measures):**
  - Enhancing and speeding up train handling (and customs) procedures in border stations
  - Harmonisation of operational rules
  - Interoperability on cross-border sections
  - Harmonised quality and performance monitoring and traffic management across corridors

- **Infrastructural ("hard" measures):**
  - Deployment of harmonised infrastructure standards and ensuring continuity of standard across borders (in EU: TEN-T minimum requirements, in particular 740m train length and 22,5 t axle-load)
  - Development of intermodal terminals and last-mile infrastructure
Thank you for your attention!

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