



Rail Freight Corridor  
North Sea – Baltic



## ANNUAL REPORT 2019



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## List of Abbreviations

AB – Allocation Body  
AG – Advisory Group  
ASR – Action Status Report  
CEF – Connecting Europe Facility  
CID – Corridor Information Document  
CIP – Customer Information Platform  
CIS – Charging Information System  
CNC – Core Network Corridor  
C-OSS – Corridor One-Stop-Shop  
EC – European Commission  
ECCO - Efficient Cross Corridor Organisation  
EEIG – European Economic Interest Grouping (EZIG in Polish)  
ERA - European Union Agency for Railways  
ERTMS - European Rail Traffic Management System  
EU – European Union  
ExBo – Executive Board  
FTE - Forum Train Europe  
ICM – International Contingency Management  
IM – Infrastructure Manager  
INEA – Innovation and Networks Executive Agency  
KPI – Key Performance Indicator  
MB – Management Board  
MD – Managing Director  
MoT – Ministry responsible for transport  
NExBo – Network of Executive Boards  
NS – Network Statement  
PaP – Pre-arranged Path  
PCS – Path Coordination System  
PIM – Project Implementation Manager  
PMO – Project Management Office  
PSA - Programme Support Action  
RAG – Railway undertaking Advisory Group  
RC – Reserve Capacity  
RFC NS-B - Rail Freight Corridor North Sea – Baltic  
RFC RALP – Rail Freight Corridor Rhine – Alpine  
RFC OEM – Rail Freight Corridor Orient/East-Med  
RNE – RailNetEurope  
RU – Railway Undertaking  
SERAC – Single European Railway Area Committee  
TAG – Terminal Advisory Group  
TCR - Temporary Capacity Restriction  
TEN-T – Trans-European Network – Transport  
TIS – Train Information System  
TMS – Transport Market Study  
TT – Time Table  
WG – Working Group



## FOREWORD

*Dear Reader,*

*2019 was an important year for RFC North Sea - Baltic as the Corridor continued the preparation of the extension to Latvia and Estonia, which is foreseen for October 2020. Additionally, letters of intent regarding the extension to Medyka and the Belgium and Dutch ports (Ghent / Terneuzen and Zeebrugge) were sent to the European Commission for evaluation.*

*In 2019, RFC North Sea - Baltic carried out an update of the Transport Market Study and launched a Study on Capacity Improvement in order to improve the conditions for running 740m long trains along the Corridor. In order to improve interoperability at borders, RFC North Sea - Baltic organized, in cooperation with the Ministries, two workshops: one regarding the Frankfurt Oderbrücke/Rzepin border crossing and another one regarding the Bad Bentheim station.*

*We would also like to take the opportunity to express our gratitude to all stakeholders involved in the Railway undertaking Advisory Group, in the Terminal Advisory Group, in the Working Groups of our Corridor, in the Project Management Office, in RNE, in the EU Commission and in the Executive and Management Board for the work done and contributions given to our Corridor in 2019. We sincerely hope for further cooperation in order to achieve the ultimate success of the RFC North Sea - Baltic.*

*We wish you a pleasant reading.*



**Oliver Sellnick**  
Chairman of the Management Board



**Weronika Karbowskiak**  
Managing Director





## INTRODUCTION

This document presents the annual report 2019 of RFC North Sea – Baltic, which is operational now for four years. The report provides Corridor stakeholders with general information on activities relevant to the Corridor in the past year. The Corridor includes more than 6,300 km of railway lines and connects the most important North Sea ports with Central Europe and Lithuania connecting Eastern and Western Europe. RFC North Sea - Baltic currently runs through 6 EU Member States, starting in the North Sea ports of Antwerp, Rotterdam, Amsterdam, Wilhelmshaven, Bremerhaven and Hamburg spreading into central Germany through Aachen, Hannover, Berlin to Warsaw, Terespol and Kaunas with a southern branch from Falkenberg to Prague and the vicinity of Katowice. It is foreseen to extend the Corridor in 2020 to Latvia and Estonia and requests for further extensions towards Medyka (Polish – Ukrainian border) and the ports of Ghent/Terneuzen and Zeebrugge were received. The Letters of intent regarding possible extensions to Medyka and the Belgian and Dutch ports were sent to the European Commission on the 6<sup>th</sup> of December 2019.

The current description of RFC North Sea – Baltic in numbers is as follows:

- 3,666 km of principal lines,
- 2,048 km of diversionary lines,
- Over 600 km of connecting lines,
- 167 terminals,
- 6 seaports (Antwerp, Rotterdam, Amsterdam, Wilhelmshaven, Bremerhaven, Hamburg).

More detailed information on the Corridor's routing and its development can be found on the [Corridor's website](#) and in the [Customer Information Platform](#).



MSC Gate Bremerhaven Photo: EUROGATE



## 1. GOVERNANCE

The governance structure of RFC North Sea-Baltic is divided into three levels; the Executive Board, the Management Board and the Advisory Groups (AG). They are working together to develop the rail freight corridor.

The ExBo is composed of representatives of Ministries in charge of rail transport of the cooperating countries and is responsible for defining the general goals of the Corridor. The Management Board consists of representatives of cooperating Infrastructure Managers and Allocation Body and serves as the decision-making body of the Corridor. The Advisory Groups, consisting of Railway undertakings and interested applicants and Terminal owners/operators, issue opinions on any proposal by the Management Board, which has direct consequences for them or issue own-initiative opinions, which shall be taken into account by the Management Board. The governance structure of the Corridor is illustrated in the below organigram.

### RFC North Sea – Baltic Governance Structure



### 1.1 EXECUTIVE BOARD

The Executive Board (ExBo) of RFC North Sea-Baltic, as referred to in Article 8 of Regulation (EU) 913/2010 (hereinafter “the Regulation”), was established on 20th of March 2012 by the Mission Statement which was replaced by the Agreement regarding the Executive Board of RFC North Sea-Baltic, adopted on 8th of October 2014.

During 2019 the above-mentioned Agreement was changed again in order to include Latvia and Estonia. The Joint Declaration of Intent regarding the establishment of the Executive Board of RFC North Sea-Baltic was adopted by all Ministries of the Corridor on the 22<sup>nd</sup> of November 2019.

The Executive Board takes its decisions based on mutual consent of the representatives of the authorities of the Member States. The Executive Board makes legally binding and directly applicable decisions within the scope of its powers defined by the Regulation. They are signed by all members of the Executive Board and published.

The Executive Board is composed of the following representatives of authorities of the Member States concerned:

- Valérie VERZELE (since 13th September 2019, Pierre BODIAUX), for the Minister for Mobility of the Kingdom of Belgium;



- Jindřich KUŠNÍR, for the Minister of Transport of the Czech Republic;
- Wolfgang KÜPPER (since April 2019 Axel HANSMEIER), for the Federal Minister of Transport and Digital Infrastructure of the Federal Republic of Germany;
- Vladislav KONDRATOVIČ, for the Minister of Transport and Communication of the Republic of Lithuania;
- Marcel THIJS, for the State Secretary of Infrastructure and Water Management of the Kingdom of the Netherlands;
- Emilia CHYLEK, for the Minister of Infrastructure of the Republic of Poland.

Latvian and Estonian representatives also participated (as observers until the adoption of the Joint Declaration of Intent on 22<sup>nd</sup> November 2019) at the meetings of the ExBo in 2019:

- Indrek LAINEVEER, for the Minister of Economic Affairs and Infrastructure of the Republic of Estonia;
- Patriks MARKEVICS, for the Minister of Transport of the Republic of Latvia.

The above-mentioned members can be represented by their alternates or by proxies.

In 2019, the Executive Board was chaired by Lithuanian representative.

#### 1.1.1 Meetings in 2019

- March, Berlin (Germany): Executive Board and Management Board meeting, Railway Undertaking Advisory Group and Terminal Advisory Group meeting and Workshop on Milestones
- July, Vilnius (Lithuania): Executive Board meeting
- September, Warsaw (Poland): Executive Board and Management Board meeting, Railway Undertaking Advisory Group and Terminal Advisory Group meeting;

The fourth meeting was postponed to January 2020.

#### 1.1.2 Key activities

The key activities in 2019 were the following:

- Preparing RFC extension to Latvia and Estonia; signing of a 'Joint Declaration of Intent' for the integration of Latvia and Estonia as members of the ExBo.
- Development of milestones in order to boost corridor development.
- Brief evaluation of the content of ExBo Rules and Procedures, which were adopted in 2014.
- Discussion of roles of ExBo and MB in the implementation of Annex VII of Directive 2012/34/EU.
- Start of pilot concerning border issues – Bad Bentheim, under the initiative of the State Secretary of Infrastructure and Water Management of the Kingdom of the Netherlands. The facilitation of cross-border traffic was a topic regularly addressed during Executive Board meetings in 2019.
- RFC extension to Medyka and Belgian and Dutch Ports: Signing of the letter of intent to the EC concerning RFC's extension to Medyka; preparation and signing of the letter of intent on





the extension to the port of Ghent (with a connecting line to Terneuzen) and to the port of Zeebrugge. The Letters of intent to Medyka and Belgian and Dutch ports were sent to the European Commission on the 6<sup>th</sup> of December 2019.

### 1.1.3 Milestones (Actions)

In March 2019, the ExBo held a specific session dedicated to Milestones (Actions), during which six priority Milestones (Actions) were identified and ExBo rapporteurs allocated to each Milestone (Action). In July 2019, the ExBo also had a meeting where it continued the discussion on the Milestones (Actions), discussed the future actions and divided responsibilities. The ExBo sees the following Milestones (Actions) as the current priority:

- 1) Measures to change the modal split in favour of rail,
- 2) Facilitation of cross-border procedures, also in view of promoting Europe - Asia traffic,
- 3) ERTMS deployment on RFC North Sea-Baltic,
- 4) Infrastructure improvement on diversionary lines,
- 5) Enabling 740 m train on RFC North Sea-Baltic,
- 6) Smooth extension to LV and EE.

First Milestone (Action) aims at creating conditions for better rail freight performance. It includes such topics as corridor capacity and path offer, track access charges and internalization of external costs. Rapporteur of the first Milestone (Action) is CZ Ministry of transport.

Second Milestone (Action) aims at facilitation of cross-border procedures and drive solutions for general language problems. Rapporteur of the second Milestone (Action) is PL Ministry of transport. It also focuses on the promotion of Europe – Asia transport on corridor line.

Third Milestone (Action) aims at enabling trains with ERTMS to run on the Corridor and also to monitor the implementation of ERTMS on the Corridor and possibly start up actions to solve emerging problems during the process. Rapporteur of the third Milestone (Action) is NL Ministry of transport.

Fourth Milestone (Action) clarifies the necessity and feasibility of diversionary lines. Rapporteur of the fourth Milestone (Action) is BE Ministry of transport.

Fifth Milestone (Action) aims at creating conditions for 740 m trains on the Corridor. Rapporteur of the fifth Milestone (Action) is DE Ministry of transport.

Sixth Milestone (Action) is dedicated to the smooth extension to LV and EE and it discusses operational, legal, administrative and financial constraints. MoT of LV, EE and LT are responsible for this Milestone (Action).

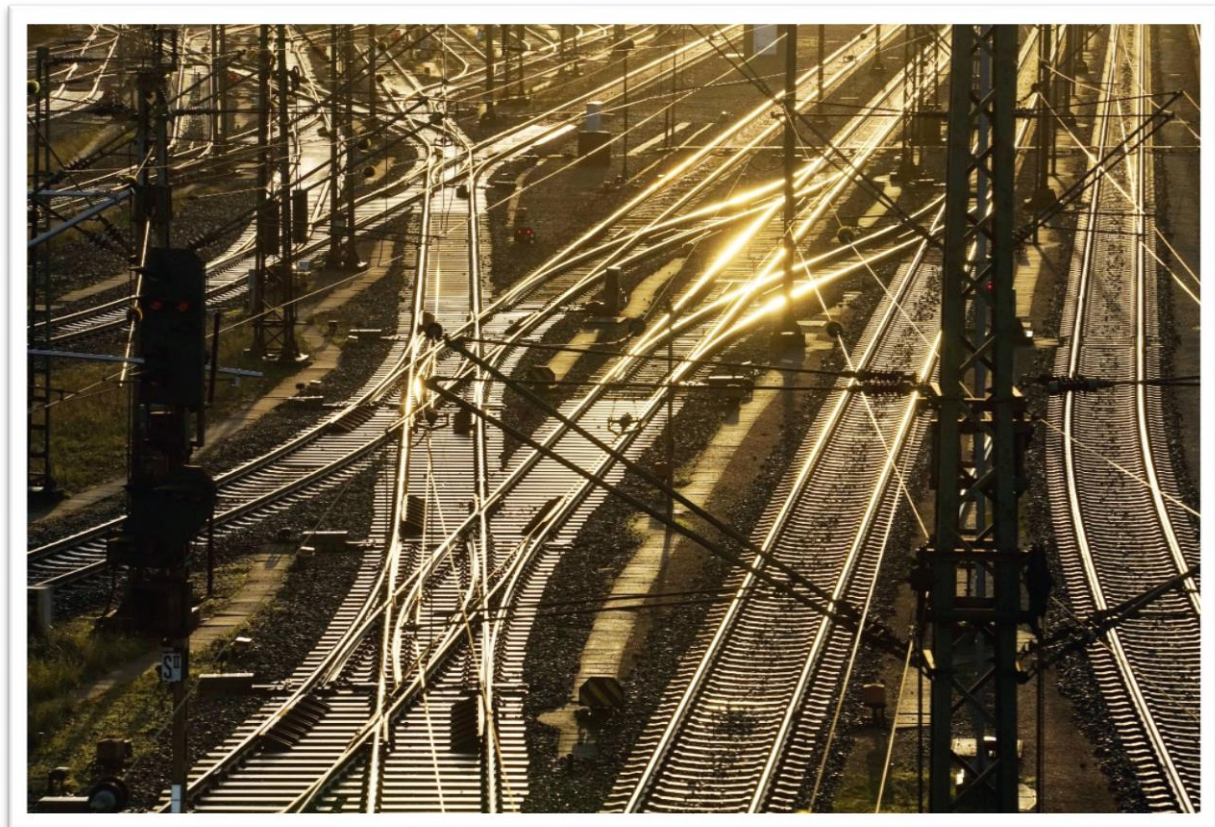
### 1.1.4 Cooperation at EU level

In 2016, the Network of Executive Boards of RFCs (NExBo) was established. There were two meetings of the NExBo in 2019: on the 18th of June in Brussels and on the 2nd of December in Berlin. Among others, these issues were discussed:



- Performance monitoring / KPIs;
- Capacity allocation issues;
- Next steps after the Vienna Declaration (“Vienna Declaration Progress on boosting rail freight - Statement of the Austrian Presidency as follow-up of the Ministerial Rotterdam Declaration” was presented on the 6<sup>th</sup> of December 2018 during the Rail Freight Day in Vienna).
- Discussion on the draft text of the Berlin Declaration aiming at the promotion of Rail Freight Corridors as most suitable to boost international rail freight.

Germany and Croatia were elected as co-chair of the NExBo for 2019-2020 (with a possible re-election in 2020), who have taken over the co-chairmanship from the Netherlands and Austria from September 2019.













Track installations in Maschen Photo: Deutsche Bahn AG / Volker Emersleben



## 1.2 MANAGEMENT BOARD

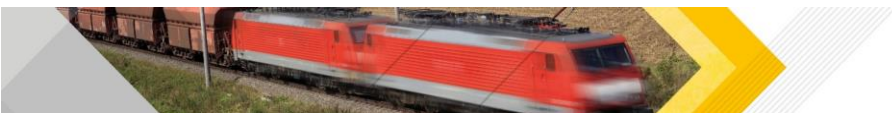
In 2019 the Management Board chaired by Mr. Oliver Sellnick from DB Netz AG met seven times and held a number of teleconferences. The activities of the Management Board, carried out in 2019, are further described in chapters 2-5. Since 2016, the MB has the legal form of a European Economic Interest Grouping (EEIG). It is composed of the following Members representing the Infrastructure Managers and Allocation Body of the six countries of the Corridor and representatives of the Latvian IM and AB and the Estonian IM, acting as observers.

<b>GUUS DE MOL</b>	<b>MICHEL GEUBELLE</b>	<b>OLIVER SELLNICK</b>	<b>RADEK ČECH</b>
			
<b>ProRail</b>	<b>INFRABEL</b>	<b>DB NETZE</b>	<b>SPRÁVA ŽELEZNIC</b>
<b>JAROSŁAW MAJCHRZAK</b>	<b>DONATAS KALVAITIS</b>	<b>GIEDRĖ IVINSKIENĖ</b>	
			
 <b>PKP POLSKIE LINIE KOLEJOWE S.A.</b> <small>The manager of the national railway network</small>	 <b>LIETUVOS GELEŽINKELIAI</b>	 <b>LTSA</b> <small>Lietuvos transporto saugos administracija</small>	

### Observers:

<b>JUSTINA HUDENKO</b>	<b>MARTINS KUBLINS</b>	<b>TAAVI TOOM</b>
		
 <b>LATRAILNET</b>	 <b>LATVIJAS DZELZCEĻŠ</b>	 <b>EESTI RAUDTEE</b>



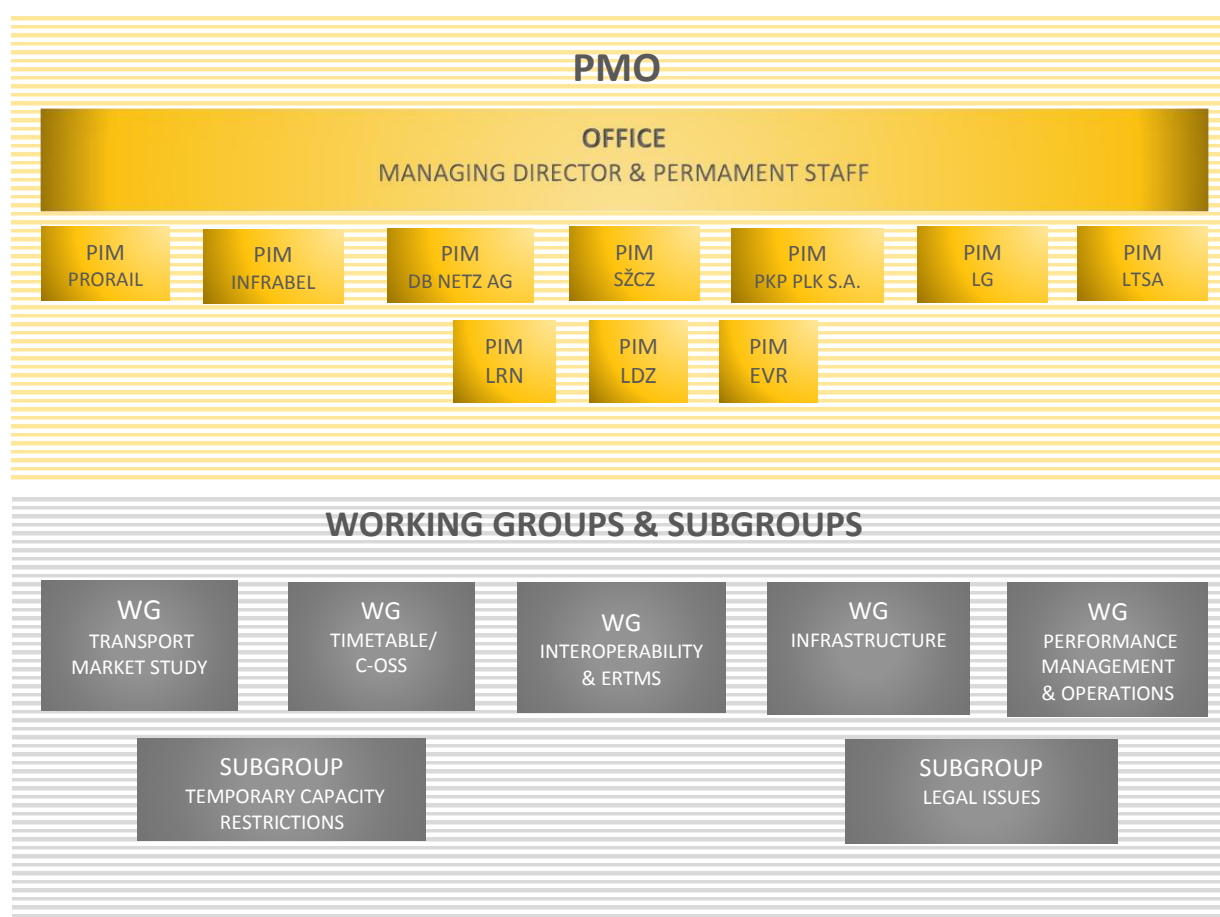


The Management Board is supported by the Project Implementation Managers (PIMs) and the RFC Office with its permanent staff and Managing Director, Weronika Karbowskiak.



WERONIKA KARBOWIAK

The Project Management Office met eight times in 2019. The below organigram illustrates the structure of the Project Management Office and the different working groups:



*The RFC NS-B Project Management Office*



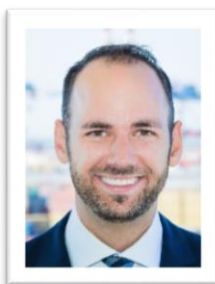


### 1.2.1 Organisational changes at Lithuanian Railways

Changes took place in the AB “Lietuvos geležinkeliai” (LG) structure at the end of 2019. Following these changes newly established LG subsidiary under new name AB “Lietuvos geležinkelių infrastruktūra” (LGI) became the Infrastructure Manager and for the participation in Corridor signed the Assignment Agreement which transferred the EEIG share from LG to LGI. As it was defined by national law the VGI is not acting as Allocating Body, whereas all essential functions of infrastructure manager (including capacity allocation) were transferred to AB “Lietuvos geležinkelių infrastruktūra”.

## 1.3 ADVISORY GROUPS

Each Advisory Group serves as a platform to facilitate the exchange of information, finding solutions and mutual understanding in a non-discriminatory way. As advisory body, each group issues opinions on decisions by the Management Board, which have direct consequences to its members or issues own-initiative recommendations, which shall be taken into account by the MB.



**FRIEDRICH  
STUHRMANN**



**DIRK  
ZENDER**



**EVA  
ECKERT**

The AGs are chaired by a Speaker who acts as the contact person between the MB and the AG members. The TAG is chaired by Mr. Friedrich Stuhmann from MSC Gate Bremerhaven GmbH & Co. KG. In September 2019, Mr. Dirk Zender from DB Cargo AG was elected as RAG Speaker; until his appointment Ms. Eva Eckert from DB Cargo AG was the RAG Speaker. The Management Board of RFC North Sea – Baltic would like to thank Ms. Eva Eckert for her commitment and cooperation.

Two Advisory Group meetings were held in 2019 with representatives of Railway Undertakings, Terminals, Infrastructure Managers, Ministries, Regulatory Bodies, DG Move representatives and invited guests:

- 27<sup>th</sup> of March in Berlin;
- 25<sup>th</sup> of September in Warsaw.

Both meetings were attended by in total more than 40 participants.



During the first RAG/TAG meeting in Berlin participants were provided with information on the International Contingency Management (ICM) and the re-routing scenarios, which were published by RFC North Sea - Baltic in December 2018. The goals of the ICM process describing how Infrastructure Managers cooperate to keep traffic at a highest possible level during disturbances were presented. The participants were welcome to provide feedback regarding the RFC North Sea - Baltic re-routing scenarios, which were discussed and updated as a result of the discussion.

The interest regarding the topic of the border crossings was expressed during the previous meetings; therefore the discussion continued in 2019. In March the initiative to investigate operational issues on the Bad Bentheim border was presented by the Dutch Ministry, including the meeting of Dutch and German stakeholders during which the list of issues has been identified with responsible bodies indicated. As a follow-up the rest of the actions taken were presented during the next RAG/TAG meeting in Warsaw with the remark that cooperation between RUs and IMs is essential and that the situation at the border will be further monitored. During the March RAG/TAG meeting new developments on the border Frankfurt Oderbrücke – Rzepin, which has been identified as a bottleneck, were presented by DB Netz AG. As a result of the discussion, the participants suggested a workshop regarding the topic, which was organized on the 27<sup>th</sup> of August 2019 in Berlin. In order to improve operations on the border the shape-up programme was proposed focusing on the communication of border coordinators and assistance locomotives and clearance concept.

More information regarding other topics raised during AG meetings in 2019 can be found in different chapters of this Annual Report. The summaries and the documents of the above meetings can be found on the [Corridor's website](#).



RFC NS-B RAG/TAG meeting in Warsaw Photo: RFC NS- B



## 2. MAIN ACTIVITIES

### 2.1 CORRIDOR ONE-STOP-SHOP AND CORRIDOR OFFER

The Corridor One-Stop-Shop (C-OSS) facilitates train path management for international rail freight along RFC North Sea – Baltic. Capacity management lies in the heart of the output of the Corridor and the C-OSS, the single point of contact for applicants requesting pre-arranged products along the Corridor.



FELICIA RIEDL  
C-OSS RFC North Sea-Baltic

In order to intensify the close cooperation with applicants and improve the capacity offer, the C-OSS participated in the

- bilateral applicant conference between DB Netz AG and PKP PLK S.A.;
- Forum Train Europe Conference (FTE) B and D in Ljubljana;
- RNE working groups for the further development of PCS and international processes;
- WG TT/C-OSS of the RFC;
- C-OSS community working group.

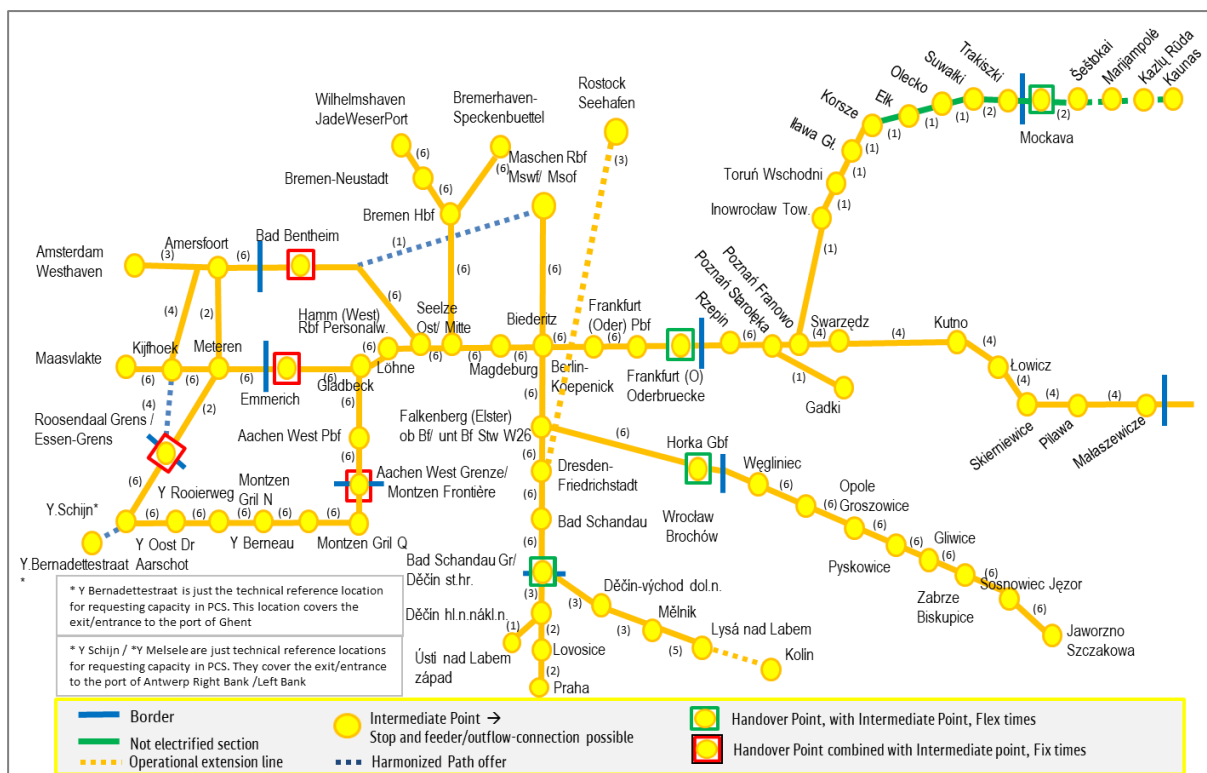
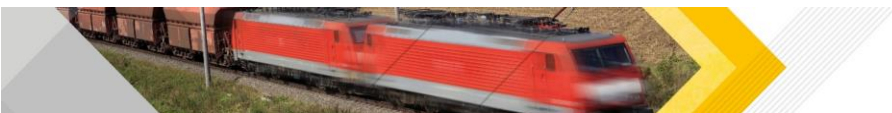
Further important individual and common events were organized by the C-OSS to train applicants in using the Path Coordination System (PCS): the ordering system to request international paths in one step and a single operation.

Along with this the C-OSS participated in several meetings organized by RailNetEurope to advice on international processes and working methods in cooperation with applicants and Infrastructure Managers.

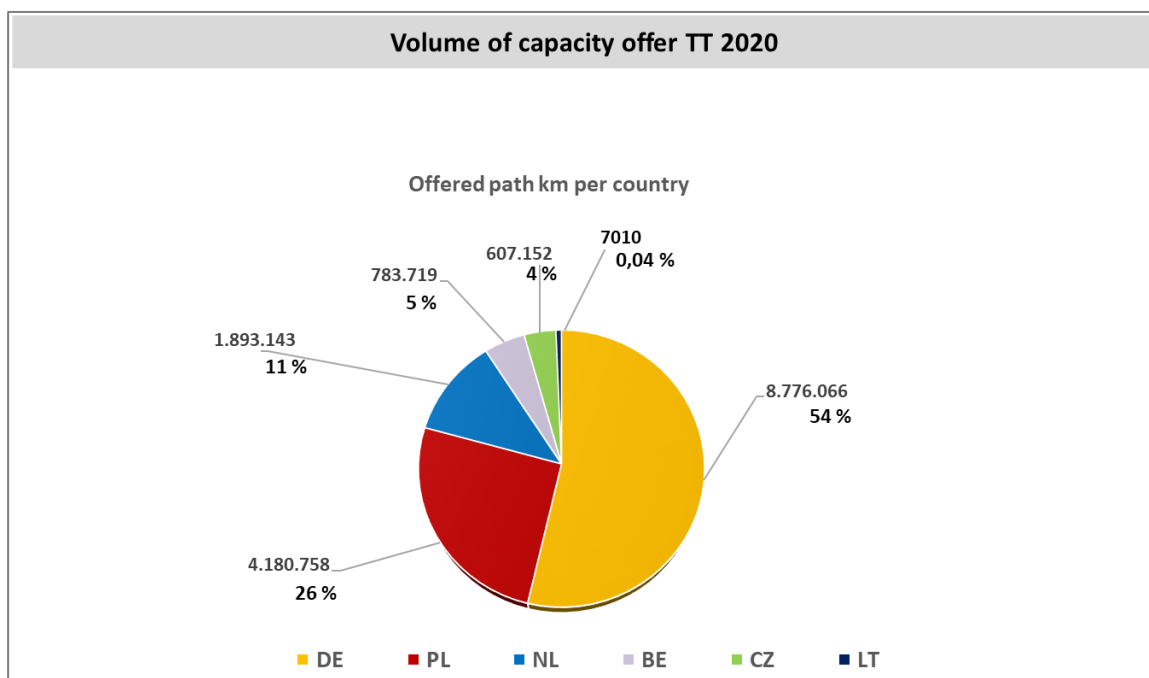
#### 2.1.1 Pre-arranged Paths

##### **Publication of the offer for TT 2020**

The 2020 timetable catalogue of Pre-arranged Paths was published on the 14<sup>th</sup> of January 2019 for the PaP sections indicated in the schematic map below:

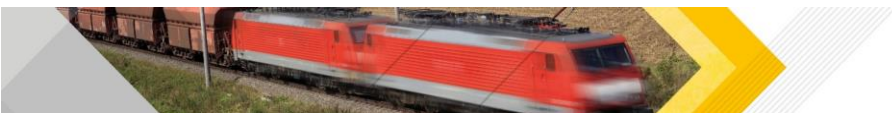


Around 16 million path-km were constructed as Pre-arranged Paths by the Infrastructure Managers of RFC North Sea-Baltic. This dedicated capacity was offered and coordinated by the C-OSS.



The KPIs related to capacity management are indicated below.



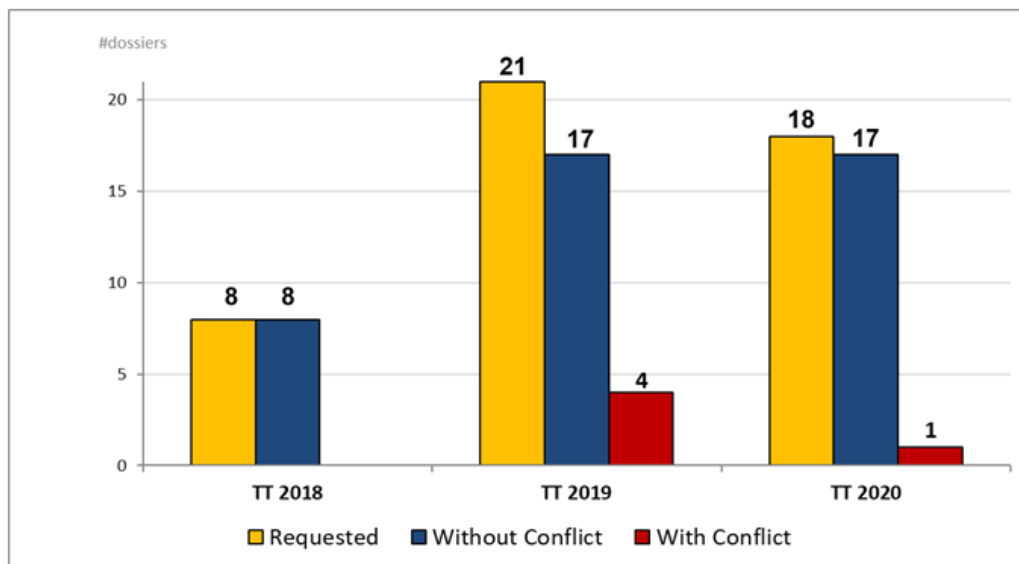


### Allocation of PaPs for TT 2020

14 applicants were involved in requesting paths up to 8<sup>th</sup> of April 2019 in PCS.

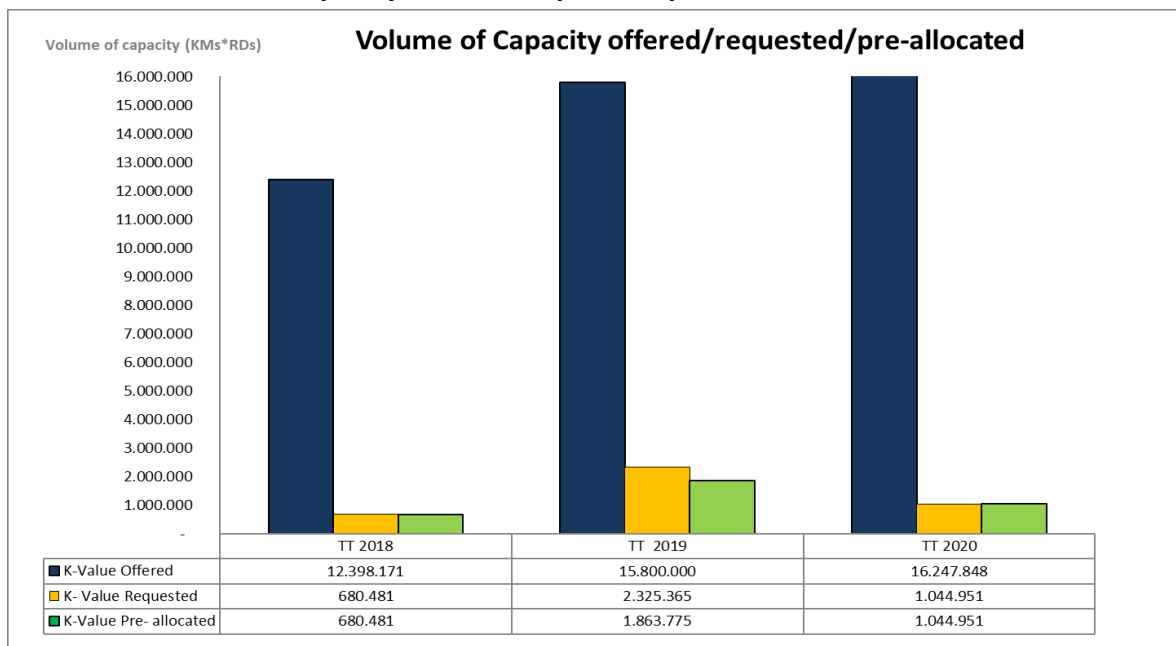
The graph below presents the comparison of the volume of requests, where the RFC North Sea-Baltic C-OSS was in the lead and the number of conflicts. The dossier in conflict for TT 2020 was positively solved.

**Volume of requests – in comparison TT2018-TT2020**



The graph below presents the comparison of the volume of capacity offered/requested and pre-allocated, where RFC North Sea-Baltic C-OSS Manager was in the lead.

**Volume of Capacity offered/requested/pre-allocated TT2018-TT2020**



After the pre-allocation phase, the draft and final offers were provided to the applicants in PCS.



### 2.1.2 Reserve Capacity

Reserve Capacity on RFC North Sea-Baltic has been published as a flexible approach, in the form of capacity slots per day and direction, which applicants could request up to 30 days before train run.

In October 2018, around 3.9 million path kilometres were offered for TT2019.

One request had been placed for 0.09 million path kilometres. The applicants received the final offer in time.

### 2.1.3 Cooperation with Orient/East-Med Corridor

The extension of RFC Orient/East-Med (RFC OEM) to Germany in 2018 as required by the amended Regulation (EU) 913/2010 led to long overlapping sections with RFC North Sea-Baltic. In order to optimize the usage of the scarce capacity in the bottleneck sections and to avoid negative competition between the corridors, a collaborative model was chosen to regulate the workflow of both C-OSS Managers. The C-OSS of RFC North Sea-Baltic is in charge of the capacity offer north of Prague and Kolin, while the C-OSS of RFC OEM manages the capacity offer south of Prague and Kolin including the section Prague – Kolin. To enable this solution, an operational extension to Rostock and Kolin has been implemented.

## 2.2 CORRIDOR INFORMATION DOCUMENT

In 2019, RFC North Sea-Baltic continued working together with other RFCs towards the harmonization of the Corridor Information Document in order to facilitate access and comparison of the documents. On top of a harmonised Book 1, RFC North Sea – Baltic published a joint Book 1 with 3 other RFCs. RFCs cooperation towards the digitalisation of the NSs/CIDs started, which will give access to all NSs and CIDs on a single platform, provide a simple and user-friendly search possibility within NSs and CIDs and enable easy comparison of contents of various NSs and CIDs. The structure of Book 3 for TT2021 was also harmonised. The digitalisation and simplification of the Customer Information Document will continue in 2020.

## 2.3 EXTENSION TO RIGA AND TALLINN

In 2019, the preparations of the Corridor extension to Latvia and Estonia continued as it is foreseen for the 12<sup>th</sup> of October 2020. The Latvian IM “*VAS Latvijas dzelzceļš*”(LDZ), the Estonian IM “*Eesti Raudtee AS*”(EVR) and the Latvian Allocation Body “*AS LatRailNet*” (LRN) acted as observers in the Management Board. The RFC North Sea-Baltic Office in cooperation with PMO and WGs investigated and indicated the next steps, which have to be taken in 2019 and 2020 in order to extend the RFC. The Subgroup Legal Issues elaborated the process of incorporation of Latvia and Estonia in the EEIG by the beginning of 2021 and in the Corridor’s governance structure by signing a Cooperation Agreement between the EEIG and *VAS Latvijas dzelzceļš*, *Eesti Raudtee AS* and *AS LatRailNet* on 13<sup>th</sup> of January 2020.

The RFC proceeded with the Transport Market Study, which was finalized at the beginning of 2020, including also the traffic flows to Latvia and Estonia (see 2.4).



Another high importance goal achieved by the RFC in 2019 was the harmonisation of the RFC offer after the extension.

## **2.4 TRANSPORT MARKET STUDY**

According to Regulation (EU) 913/2010, the MB regularly has to update the Transport Market Study (TMS) to investigate the observed and expected changes of the traffic on the Corridor. The first TMS of RFC North Sea – Baltic was published in 2014.

After successful issuing a tender and awarding the contract to an international consortium composed of Tplan Consulting S.r.l. from Italy and HaCon Ingenieurgesellschaft mbH from Germany, the kick-off meeting of the WG TMS took place in November 2018. It is important to highlight that according to earlier announcements, customers were consulted from the beginning of the process. First information about the scope of the study, approach and timeline were presented by the WG TMS Leader during the RAG/TAG meeting in March 2018. RAG/TAG were also invited and participated in the kick-off meeting with the consultant proposing solutions and improvements. On 25<sup>th</sup> September 2019 the Interim results were consulted during the RAG/TAG meeting in Warsaw during the consultant's presentation. The TMS Final Report was delivered at the beginning of 2020.

## **2.5 STUDY ON CAPACITY IMPROVEMENT**

In order to improve the conditions for international rail freight transport along the Corridor, the MB of the Corridor has decided to carry out a Study on Capacity Improvement.

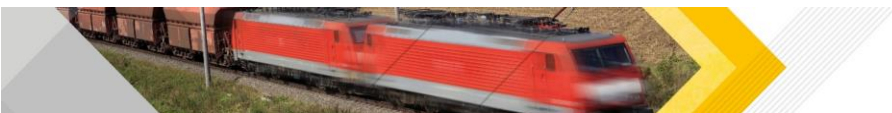
The study should result in proposing the most pragmatic and efficient measures (both infrastructure and operational), which may lead to the possibility of running 740m trains on the entire Corridor. This will help the RUs to improve the cost/benefit ratio of their trains.

The EEIG signed a contract with the consultant - the consortium composed of Tplan Consulting S.r.l. from Italy and HaCon Ingenieurgesellschaft mbH and RAILISTICS GmbH from Germany on the 29th of March 2019 to elaborate the Study on Capacity Improvement.

The consultant was chosen in an open procedure and the Contract award notice was published in the Official Journal of the European Union on the 2nd of April 2019. The final report of the Study is foreseen for May 2020.

## **2.6 CUSTOMER INFORMATION PLATFORM**

The Customer Information Platform (CIP) is an interactive, internet-based tool, which provides customers and users of the Corridor with information on railway infrastructure in 24 European countries covering the network of 9 out of 11 RFCs. In 2019, the Customer Information Platform has been successfully rolled out to the RFC Amber (RFC 11) and the remaining RFCs are scheduled to implement CIP by the end of 2020.

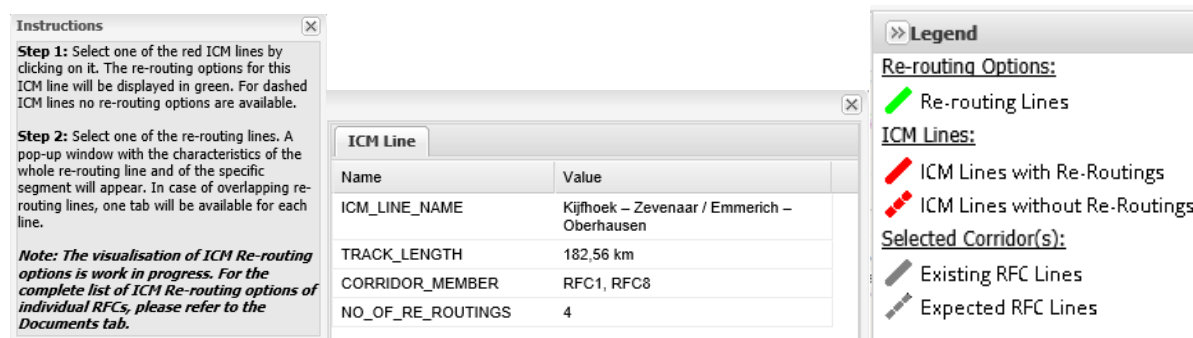
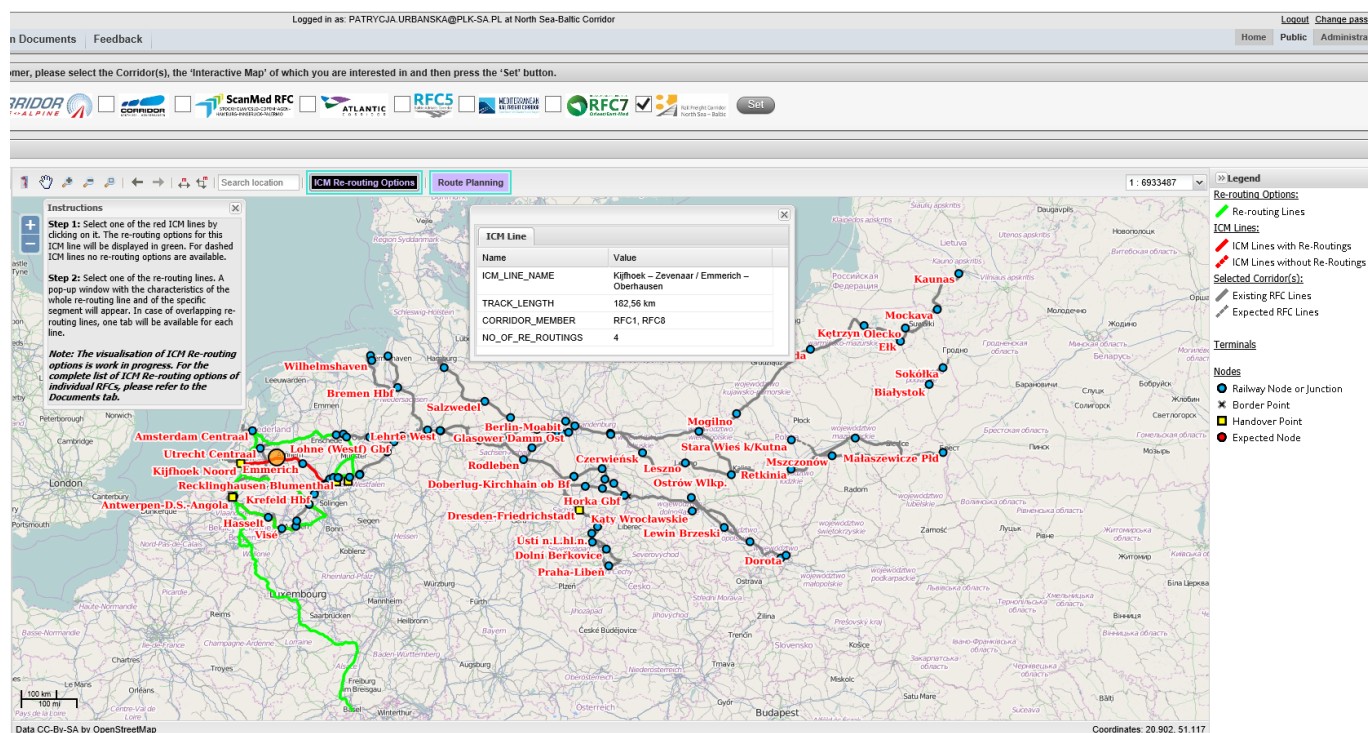


## 2.6.1 ICM - Re-routing Options development

In 2019, the [International Contingency Management \(ICM\)](#) Re-routing Options have been implemented in CIP. This new functionality enables the users of CIP to display in an interactive map all ICM lines along their selected Rail Freight Corridor together with the availability of re-routing options for individual ICM lines. For every available re-routing option, the user obtains a geographical representation of the re-routing line along with a detailed information on applicable line properties along such line.

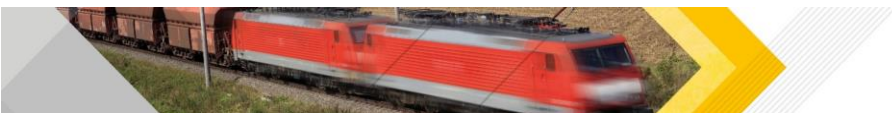
Furthermore, the newly introduced functionality “ICM Re-routing Options” is also compatible with the enhanced “Route-planning” functionality in 2019, thus enabling the users to design their customised routes and download the applicable line properties.

The provision of information concerning all ICM lines and their available re-routing options is in case of some RFCs participating in CIP still a work in progress, however a complete list of the ICM Re-routing Scenarios of the RFC North Sea-Baltic can be found in the [Information Documents Tab in CIP](#) and on the [RFC North Sea – Baltic website](#).



Example of ICM re-routing options in CIP





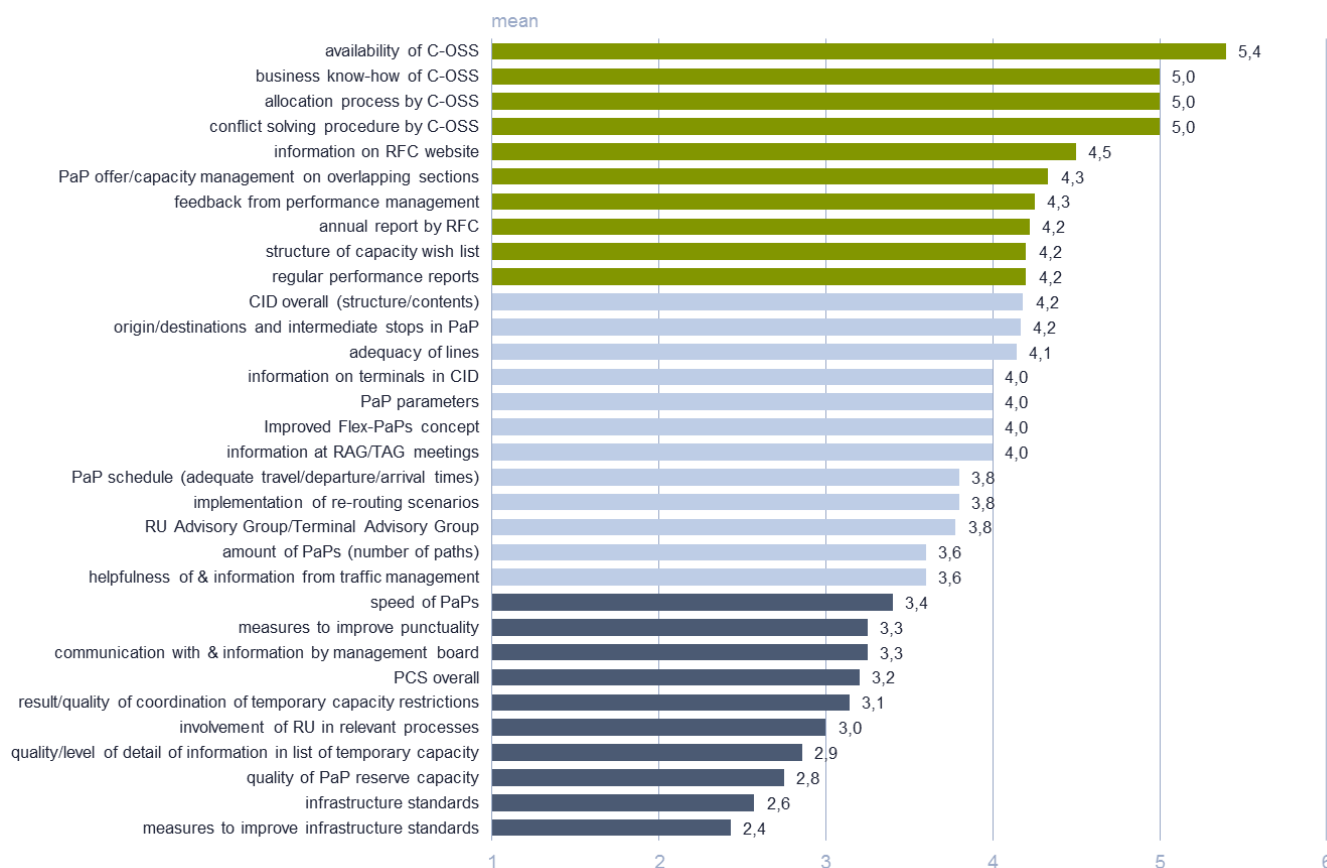
CIP can be accessed via the [RFC North Sea – Baltic website](#) or via the [direct link](#) without registration and free of charge.

## 2.7 USER SATISFACTION SURVEY

In 2019, the Corridor conducted for the fourth time now a User Satisfaction Survey (USS) under the RailNetEurope umbrella with a consultant responsible for the technical side of the project along with almost all other RFCs. Out of 33 invitations sent on behalf of RFC North Sea-Baltic, 12 respondents took part in the survey. The MB of RFC North Sea - Baltic appreciates all the efforts participants put in to complete the survey. In 2019 the highest appreciation from the customers was earned anew by the C-OSS Manager performance. The highest rates were given to the following actions: availability of the C-OSS, business know-how of the C-OSS and allocation process by the C-OSS. In terms of improving the quality of PaPs and RC, RFC North Sea-Baltic took actions already by opening the dialogue with the Advisory Groups how the offer can be improved and organised workshops with customers and PCS trainings. Additionally, the Infrastructure Managers forming the Corridor constantly work towards improvement of the infrastructure standards.

The results and comments of the USS 2019 were analysed and will serve as the basis for the Corridor's improvement in 2020 and further.

RFC North Sea – Baltic satisfaction ratings are displayed below (marks from 1 (very unsatisfied) to 6 (very satisfied)):



*Summary - Satisfaction Rating*



The RFC North Sea-Baltic specific results can be found on the RFC North Sea – Baltic website under the following [link](#). The overall results of the USS 2019 can also be found on the RNE website: [link](#)

## 2.8 CORRIDOR PERFORMANCE

According to Article 19 (2) of the Regulation the MB of RFC North Sea – Baltic monitors the performance of rail freight services on the freight corridor and publishes the results of this monitoring once a year.

In 2019, the Performance Report of RFC North Sea – Baltic for the year 2018 was published on the Corridor’s website: <http://rfc8.eu/customer/corridor-performance/>.

The results for the year 2019 will be published in the first half of 2020 on the website under “Corridor’s performance”, but some KPIs are already included here. Basis is the commonly agreed KPIs as described in the RNE KPI Guidelines, where the KPIs are divided in 3 categories: Operations, Capacity Management and Market Development.

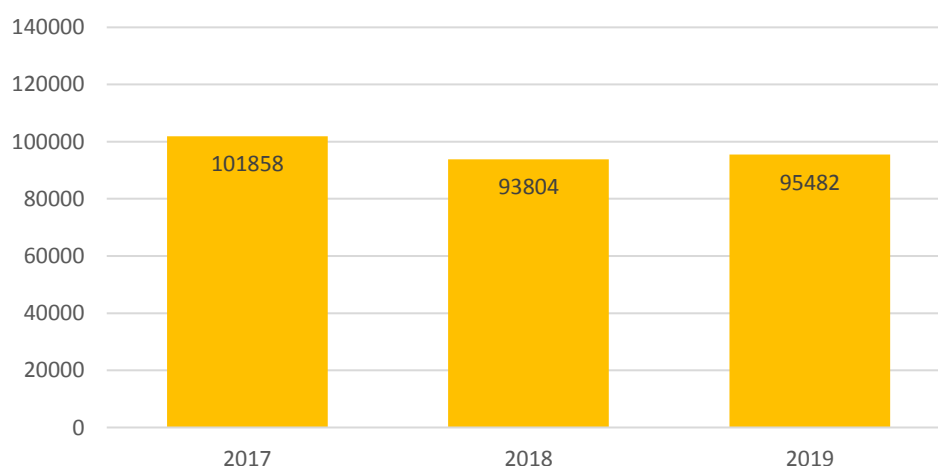
### 1) Operations

Under this category, two KPIs are measured:

- 1) Overall number of trains on the RFC
- 2) Punctuality (at origin / destination).

The KPI “Overall number of trains on the RFC” as shown in the graph below displays the number of all international trains running on RFC North Sea – Baltic infrastructure, crossing at least one border on the Corridor. The total amount of trains for 2019 was 95482.

**Overall number of trains on the RFC**

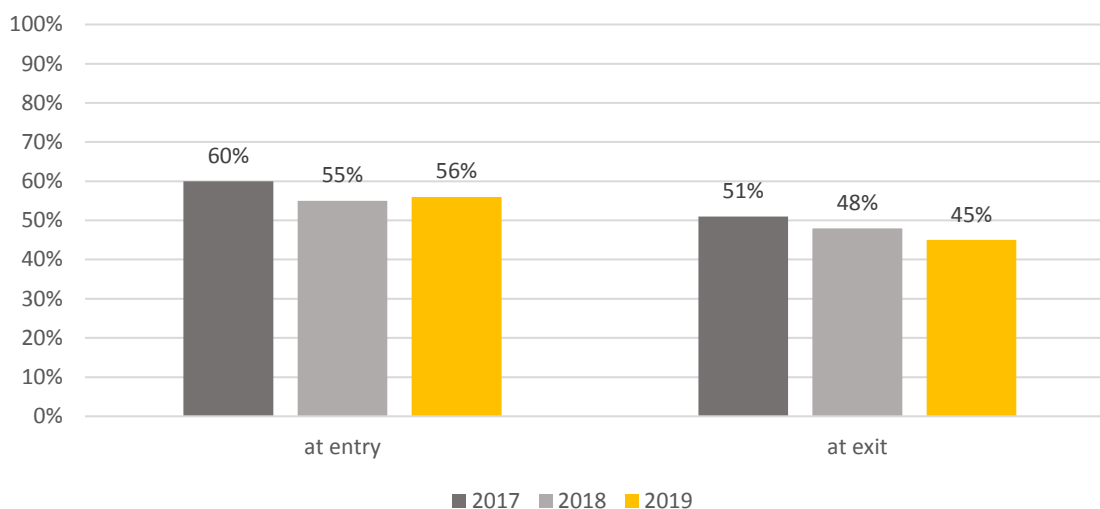


The second KPI as shown in the graph below represents the average punctuality of trains running on the Corridor at entry and exit of the Corridor (or departure/arrival if this is a point



on the Corridor). Calculation is based on the data from the Train Information System (TIS). Punctuality for 2019 at entry is 56% and at exit 45%.

### Punctuality of freight trains (%) (delay ≤ 30 minutes)



Starting in 2018, RFC North Sea – Baltic publishes Monthly Punctuality Reports on the Corridor's website where information on the punctuality development is provided for a time period of 12 months accompanied by the amount of delay minutes and distribution of delays. These reports are the basis for bilateral discussions with the customers on the measures needed for the improvement of the performance.

#### General comments on punctuality

##### The Netherlands

Punctuality in 2019 was affected by infrastructure issues in May and October and by bad weather in June. Works in Germany affected the trains on the Corridor but re-routing in the Netherlands helped prevent further delay.

##### Lithuania

On the border section Mockava (LT) – Trakiszki (PL) there is not much traffic (on average 2 trains per direction per day). There were no specific problems that caused serious performance issues.

##### Czech Republic

Major reasons for delays on SŽCZ network in 2019 are: delay at entering the network from another IM, capacity restrictions due to maintenance works and construction, bad weather conditions, infrastructure failures, rolling stock problems, late handover at origin (loading problems, late loading).

##### Belgium



No specific delays linked to works to be reported for 2019 for the lines concerning RFC North Sea - Baltic. The main reasons for delays for freight traffic are: accidents involving a person, breakdown of locomotives or wagons, damaged tracks and one case of exceptional weather on the 5<sup>th</sup> and 6<sup>th</sup> of June.

### **Germany**

General punctuality on RFC North Sea - Baltic remained on a stable level in 2019 compared to previous years. The main delay reasons were:

- Preparation / Formation of the train (slight decrease compared to 2018)
- Track Occupation (slight increase compared to 2018)
- Change of driver / locomotive (decrease compared to 2018).

Extensive construction activity spread over the entire network and resulting track occupation is still a major factor for punctuality, though the delay minutes coded to construction works decreased considerably compared to 2018.

Also major events like storms (Bennet and Ignaz), the breakdown of the signal box Hannover Hbf and the all year speed limit at the Elbe bridges towards the seaport Hamburg had a big impact on punctuality in 2019.

### **Poland**

No specific delays concerning the freight traffic in 2019 on the railway lines of RFC North Sea-Baltic.

The main delay reasons for international freight traffic at PKP PLK network were related to occupancy of station tracks, rolling stock transfer to another train, rolling stock failure and late notification of readiness for departure. PKP PLK as infrastructure manager was responsible for rather minor delays, mainly related to emergency closure of route or station tracks.

## **2) Capacity Management**

RFC North Sea – Baltic publishes information on the following capacity KPIs:

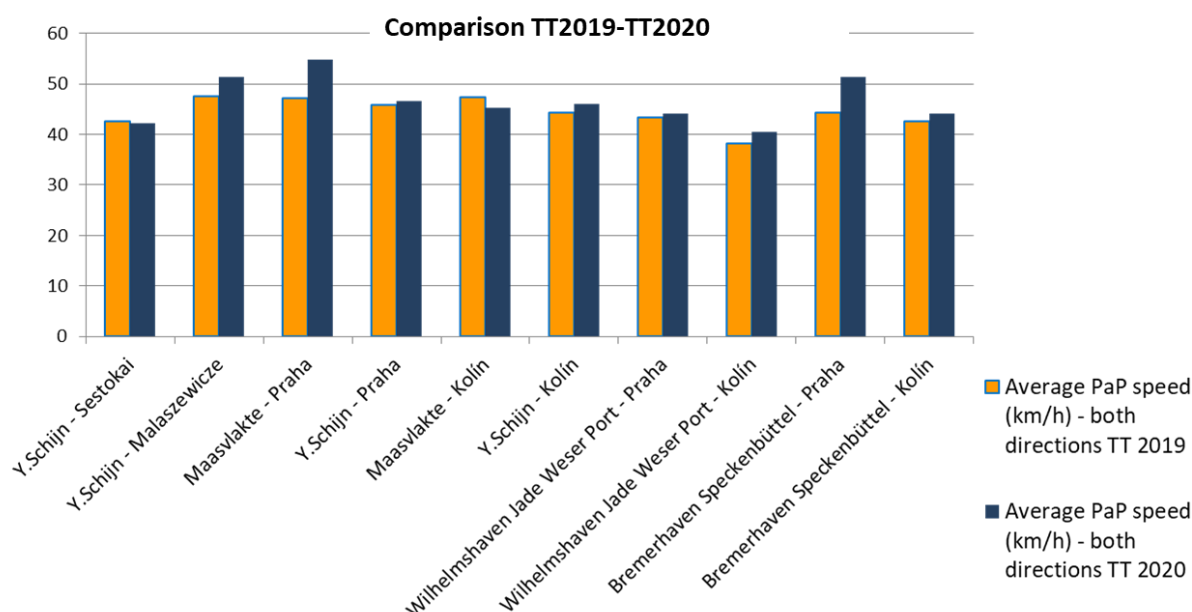
- Volume of offered capacity (at X-11);
- Volume of requested capacity - PaPs (at X-8);
- Volume of pre-booked capacity (at X-7.5);
- Volume of requests (at X-8);
- Number of conflicts (at X-8);
- Volume of offered (at X-2) and requested capacity - Reserve Capacity;
- Average planned speed of PaPs.

The development of these KPIs, including data for 2019, is displayed in chapters 2.1.1 and 2.1.2, except for the average planned speed of PaPs, which is shown below

### **Average planned speed of PaPs TT2020**

This KPI indicates the average speed of PaPs on the Origin/Destination (O/D) pair concerned per direction for TT 2020 (published in 2019). O/D pairs were defined by the Corridor for the most important sections on the Corridor.





### 3) Market development

This category includes the KPIs “overall number of trains per border” and “Ratio of the capacity allocated by the C-OSS and the total allocated capacity”.

The latter KPI for TT2020 is shown below and presents the percentage share of number of trains allocated in the yearly timetable by the C-OSS per RFC border in comparison to the total number of allocated international freight trains in the yearly timetable per RFC border. It has to be noted that trains allocated by other RFCs are not excluded from the IM sample in case of overlapping border crossings.

Border crossing	Ratio of the capacity allocated by the C-OSS TT2019	Ratio of the capacity allocated by the C-OSS TT2020
Roosendaal - Essen-Grens	12,91%	10,83%
Montzen-Frontière -Aachen West Grenze	1,46%	0%
Bad Bentheim	8,54%	6,82%
Emmerich	3,71%	0%
Bad Schandau Gr / D??ín st.hr.	5,04%	0,49%
Frankfurt (Oder) Oderbrücke / Kunowice (Gr)	18,15%	10,14%
Horka / Bielawala Dolna (Gr)	0%	0%
Trakiszki (Gr) / Mockava Pasienis	0%	23,20%

*KPI Ratio of the capacity allocated by the C-OSS and the total allocated capacity*



## 2.9 EVENTS

### 2.9.1 Transport logistic fair in Munich

RFC North Sea-Baltic together with the RFC Rhine-Alpine, RFC Scandinavian Mediterranean and RFC Mediterranean participated for the first time in the Transport logistic fair, which took place between the 4th and 7th of May 2019 in Munich.

The mentioned RFCs shared a common stand in the exhibition hall.



Transport logistic fair in Munich –  
common stand  
Photo: Alexander Paulus



RAG Speaker Eva Eckert and Managing  
Director Weronika Karbowiak, signing the  
framework conditions of the Railway  
Undertaking Advisory Group of the RFC  
NS-B in the frame of the Munich fair  
Photo: RFC NS-B

It was a great opportunity to get in contact with potential customers, investors, EU institutions and partners from other modes of transport and thus opening new possibilities for partnership and cooperation. RFC North Sea-Baltic was represented by Management Board members, Project Implementation Managers, the Managing Director and the C-OSS Manager, who used this opportunity to discuss the capacity offer, RFC's activities on international contingency management, performance management and cross-border interoperability with the existing and potential customers.

Furthermore, during the event, the Framework Conditions for the Railway Undertaking Advisory Group of RFC North Sea -Baltic were signed by the RAG Speaker, Ms. Eva Eckert from DB Cargo AG and the RFC North Sea-Baltic Managing Director, Weronika Karbowiak.

## 3. EUROPEAN FUNDING - CONNECTING EUROPE FACILITY (CEF)

In 2019 RFC North Sea - Baltic continued the implementation of the CEF action “Establishment of Rail Freight Corridor „North Sea-Baltic” and its further development aiming at improving conditions for international rail freight transport” (2014-EU-TM-0217-S) with the EEIG as



beneficiary of the project. The action progressed according to schedule. In March 2019 the Action Status Report (ASR) for 2018 was successfully delivered to INEA, along with the Interim Financial Statement for 2017-2018 which was submitted in August 2019.

## **4. COOPERATION WITH OTHER STAKEHOLDERS**

### **4.1 RAILNETEUROPE**

RFC North Sea-Baltic is an associate member of RNE and continued to cooperate closely with other RFCs in view of harmonization and development of services under the RNE umbrella. RFC North Sea-Baltic applies RNE services and guidelines as well as the RNE IT tools: PCS (Path Coordination System), TIS (Train Information System), CIP (Corridor Information Platform) and CIS (Charging Information System).

In 2019, RFC North Sea-Baltic representatives participated in two RNE General Assembly meetings and two RFC/RNE High Level Meetings. RFC North Sea-Baltic was also actively engaged in the following RNE initiatives:

- Further harmonisation of CID;
- Development of the Path Coordination System;
- Further development and testing of the PCS Envelope Concept
- Improvement of traffic and train performance management;
- Participation and coordination of the User Satisfaction Survey;
- Further development of the Customer Information Platform;
- Participation in the RNE/RFC KPI Working Group;
- International Contingency Management.

### **4.2 RFC NETWORK – COOPERATION OF RAIL FREIGHT CORRIDORS**

The RFC Network is a platform for cooperation of all Rail Freight Corridors. It consists of the Managing Directors and Chairpersons of the Management Board of RFCs with RNE representatives invited to participate as observers and its activities are supported by an Assistant. In 2019, three RFC Network meetings and 2 teleconferences were organized, in which RFC North Sea-Baltic participated.

Among the topics, which RFCs worked on in 2019, were: revision of the Regulation 913/2010, RFC TCR deadlines and process including the updates of TCR chapters of Book 4 and International Contingency Management. Furthermore, workshops were organized regarding TCR and ICM. As a result of the RFC Network fruitful discussion and cooperation, the Handbook for International Contingency Management and the RFCs Re-Routing Scenarios were published by the RFCs.

#### **4.2.1 Joint Meeting RFC Network – ECCO**

The joint Meeting of RFC Network and ECCO (Efficient Cross Corridor Organisation) which brings together RAG speakers from all RFCs took place on the 25<sup>th</sup> of October 2019 in Frankfurt. The participants discussed:



- Evaluation of the Regulation 913/2010
- International Contingency Management
- Re-routing scenarios
- Future of the User Satisfaction Survey.

### **4.3 DG MOBILITY AND TRANSPORT**

The European Commission organises the Single European Railway Area Committee (SERAC) Working Group on Rail Freight Corridors, which aims at facilitating exchange of views with all ministries, infrastructure managers and other stakeholders involved in all RFCs. The following topics were addressed during the two meetings that took place in 2019 (3<sup>rd</sup> of July and 22<sup>nd</sup> of October):

- Evaluation of Regulation 913/2010 and the TEN-T Guidelines
- International Contingency Management
- ERTMS
- EU financial support for the RFCs
- National-level measures and instruments in support of (international) rail freight transport
- Capacity for international rail freight – addressing key challenges
- Improving the quality of multimodal rail freight by exchanging operational information
- Cooperation RFC / CNC on infrastructure development
- EU Rail Locations Portal.

#### **4.3.1. Issues Logbook**

On the 17<sup>th</sup> of June 2019, the third meeting on International Contingency Management & Issues Logbook took place in Brussels. The European Commission presented the new Programme Support Action (PSA) adopted under the Connecting Europe Facility (CEF) to support work on the Issues Logbook. The European Union Agency for Railways (ERA) made a presentation on the main changes in the Operations TSI (COM Implementing Regulation 2019/773) and a state of play of the 3 priorities of the Issues Logbook (braking, train composition & border checks and real-time communication about train composition) was given. In the part on ICM, the participants discussed the Implementation of the ICM Handbook at national level, experiences with simulations and case studies on RFCs. Additionally re-routing overviews, legal issues – allocations of paths within the ICM Handbook and RUs contingency management were analysed.

### **4.4 NORTH SEA-BALTIC CORE NETWORK CORRIDOR**

In 2019, RFC North Sea-Baltic continued to work with its corresponding North Sea-Baltic CNC in the framework of the model for cooperation between Rail Freight Corridors and TEN-T Core Network Corridors. This model ensures achievement of the objectives of both the RFCs and CNCs and avoiding duplication of work through effective exchanges of information and consultations.





Two meetings of the North Sea-Baltic Core Network Corridor Forum took place on 14<sup>th</sup> of June and 20<sup>th</sup> of November 2019 in Brussels. The main subjects discussed were the NSB Core Network study, CEF 2021-2027 and Inland Navigation - Inland Water Transport platform. In May 2019 the RFCs were asked by DG Move to consult RUs and provide priorities for infrastructure development from the rail freight users' perspective. During the second meeting of the North Sea-Baltic Core Network Corridor Forum, Jarosław Majchrzak (PKP PLK S.A and RFC MB member) presented the feedback to the letter from DG Move (Elisabeth Werner) as well as information regarding the RFC North Sea - Baltic: Customer Information Platform (CIP), Transport Market Study and Study on Capacity Improvement and initiatives taken by the RFC in order to improve cross-border traffic performance.

#### 4.4.1 Rail Baltica project implementation

Rail Baltica is a new fast conventional double track, electrified railway line which is an integral part of the North Sea - Baltic Core Network Corridor and is expected to play a crucial role in ensuring its functioning via interoperable and efficient connection of the Baltic States with Poland and on to Finland, as well as multimodal connections between sea, rail and road transport.

In 2019 the Rail Baltica project has delivered significant and tangible results:

- Design works have started on 411 km of the main line
- Procurement launched for the construction works of the Rail Baltica terminal in Riga International Airport
- Separate construction works on road and railway infrastructure elements have started in Estonia and Lithuania
- Progress with spatial planning phase (incl. land acquisition) in Lithuania, with procedures completed in the section Kaunas-Lithuanian/Latvian border and launched for the Vilnius-Kaunas connection, as well as further development of the Polish/Lithuanian state border-Kaunas.

In 2020 the European standard gauge (1435 mm) railway line will reach and connect Kaunas (Palemonas) Intermodal Terminal, making it the first intermodal centre in the Baltic States to connect the European (1435 mm) and Russian (1520 mm) standard gauges and creating a transport link between East and West as well as North and South axis.

#### 4.5 REGULATORY BODIES

The meeting with the Regulatory Bodies, organized by RFC North Sea – Baltic and RFC Rhine-Alpine upon the request of the Regulatory Bodies from both RFCs, took place on the 17<sup>th</sup> of October 2019 in Frankfurt am Main. During the meeting the C-OSS provided information about the results of the allocation process for TT 2020, the planning of the capacity offers for TT 2021 and the new approach regarding PaP construction for TT2021:

- PaP sections are not anymore fully aligned to each other in all directions;



- PaPs shall be constructed to meet market requirements as far as possible according to the wishes shown in the wish list.

Information regarding the extension to Estonia and Latvia was also provided.

As usual, the common session took place focusing on:

- Feedback from Bundesnetzagentur – first results on pre-check of the offer.
- Customer Information Platform – presentation of the tool
- Development of PCS System
- Follow-up on International Contingency Management.



The Viaduct of Moresnet on Line 24 connecting the port of Antwerp to the Belgian – German border

Photo: Infrabel – François De Ribaucourt




## 5. ACTIVITIES PLANNED FOR THE FUTURE

### 5.1 Evaluation of Regulation

In 2019 the European Commission launched an evaluation of the Regulation 913/2010. The evaluation contains on the one hand a public consultation and some targeted interviews with stakeholders and on the other hand an accompanying study by a consultant. Based on the results of the evaluation, the European Commission may decide to revise the Regulation.

### 5.2 International Contingency Management simulation

In 2019 RFC North Sea - Baltic ICM taskforce work continued, it was also decided that RFC North Sea-Baltic would perform a simulation on the RFC route in 2020.



Project "Establishment of Rail Freight Corridor "North Sea - Baltic" and its further development aiming at improving conditions for international rail freight transport" number 2014-EU-TM-0217-S is co-financed by the European Union's CEF programme.

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