

**Decision of the Executive Board of
Rail Freight Corridor North Sea - Baltic**

of 14 September 2016

approving the modifications of the Implementation Plan of Rail Freight Corridor North Sea – Baltic
for TT2018

Having regards to

- Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight and in particular Article 9(2)
- the Implementation Plan of RFC North Sea - Baltic approved by Decision of the Executive Board on 13 October 2015 that shows the situation of the corridor routing at the start in November 2015

and acting in accordance with its internal rules of procedure, the Executive Board has adopted the following decision:

Adaptations of the routing and line status on RFC North – Sea Baltic:

- The first change relates to:

2.2.1.1.1 Amsterdam/Antwerp - Bad Bentheim - Löhne route

The current IP text of this paragraph will be replaced by the following text:

At the corridor start in November 2015, the corridor line Amsterdam – Bad Bentheim - Löhne was partly defined as connecting line and partly as diversionary line. As many customers asked the Management Board to convert the line Amsterdam – Bad Bentheim- Löhne into a principal line already for TT 2018 and offer PaPs on these segments the Executive Board agreed to do so.

The route Antwerp – Roosendaal – 's Hertogenbosch – Utrecht – Amersfoort will be a connecting line. This connecting line will not prevent the integration of the Iron Rhine – once it is realised - as principal line of the RFC North Sea-Baltic.

- As second change at the same time the line Amsterdam - Meteren will be no longer principal line of the corridor. Parts of this line will stay as diversionary line or connecting line and parts will not be corridor line anymore, as can be seen in the replaced figure 4 below.
- A third change relates to Germany.

Due to given freight traffic flows the route between Magdeburg and Berlin will be changed as follows: the line Roßlau – Berlin via Belzig will be converted into a diversionary line and the line Biederitz – Berlin via Brandenburg into a principal line.

The visualisation of the changes in Figures 1, 3 and 4 of the Implementation Plan is shown on the next pages.

The Appendix 1 to the Implementation Plan is changed accordingly and attached as an annex to this decision.

Other changes will be integrated in the next full update of the Implementation Plan.

The Executive Board gives the mandate to the Management Board to publish this decision to the already published Implementation Plan.

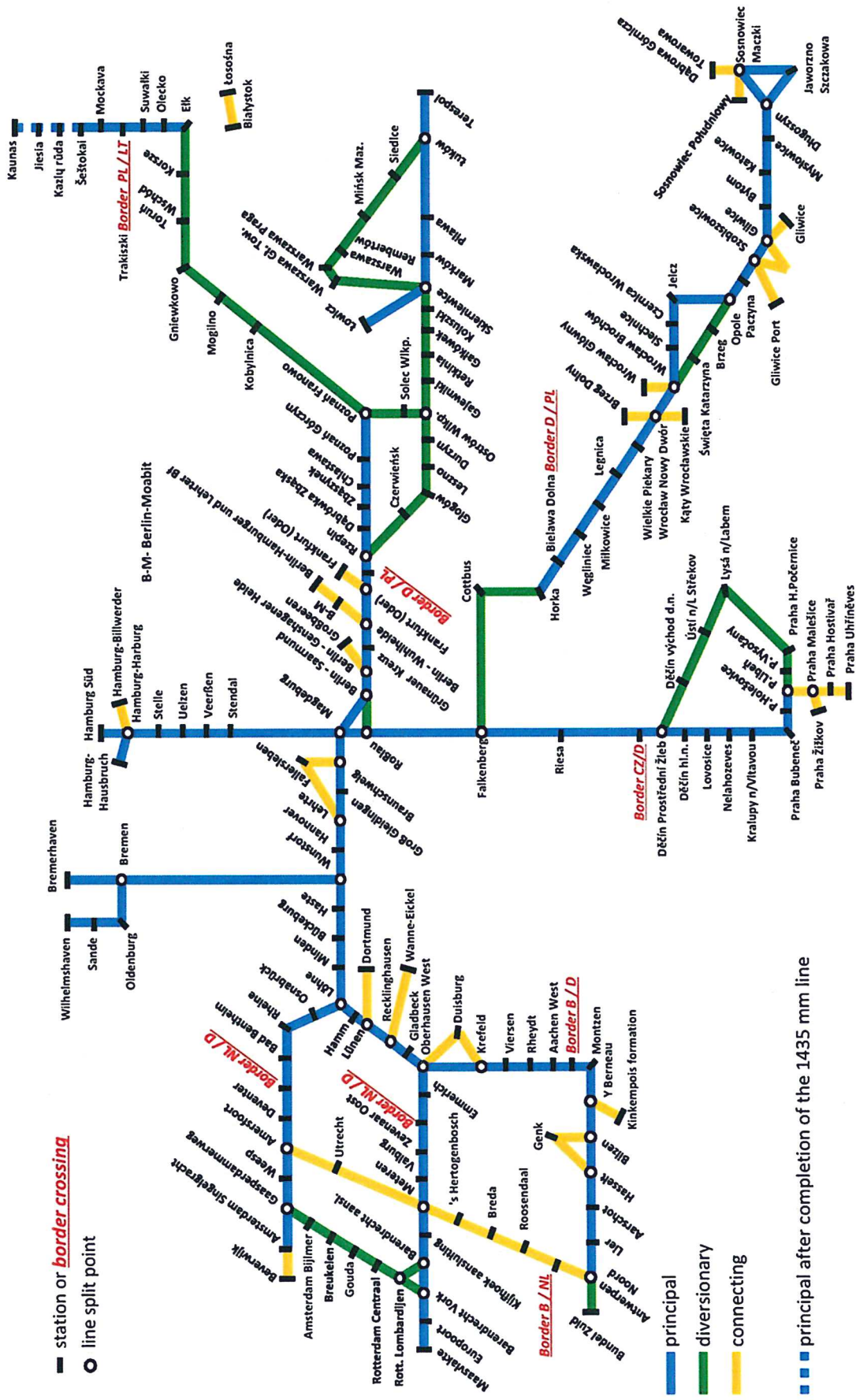


Figure 3. Type of lines of the RFC North Sea-Baltic for TT 2018.

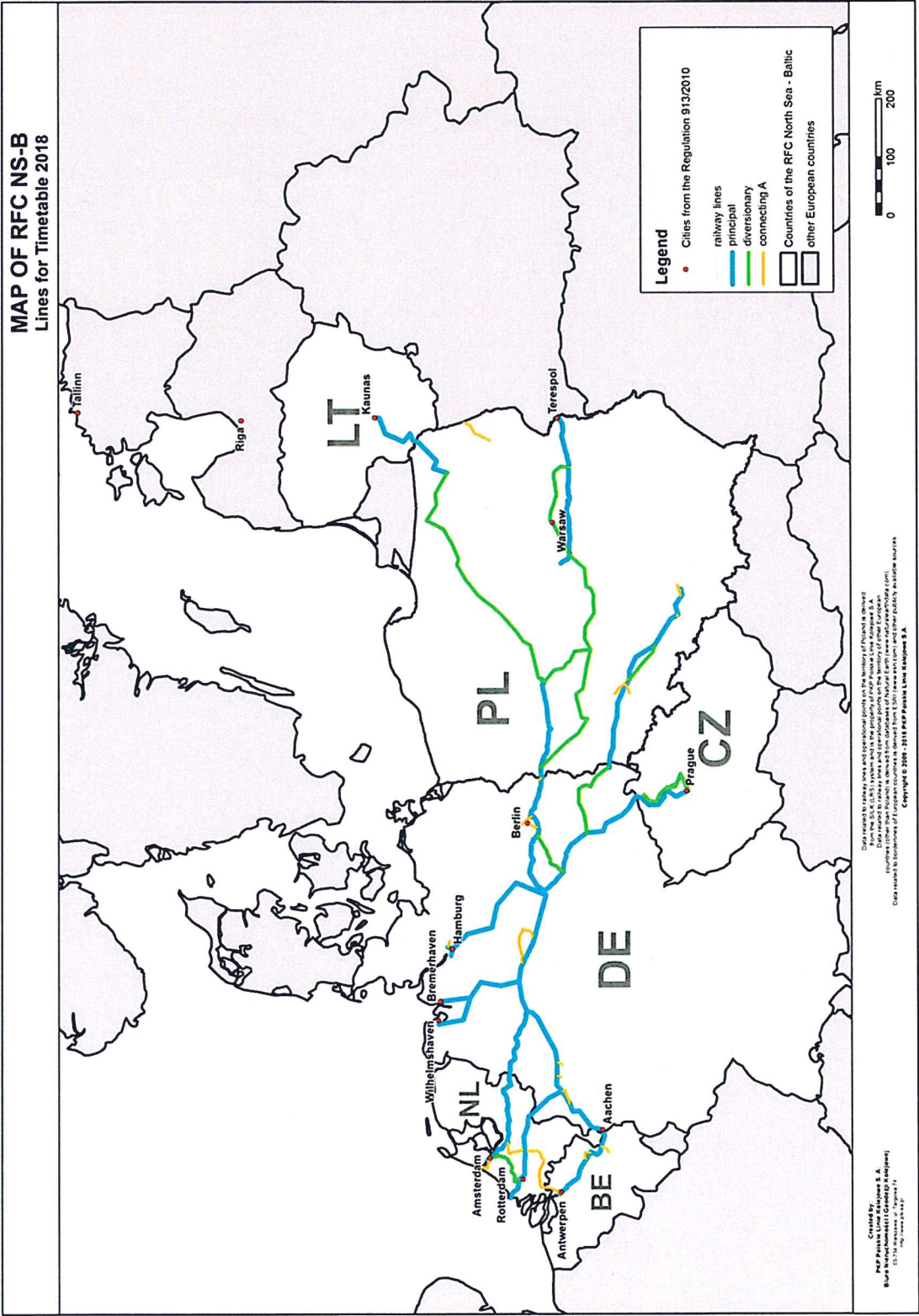


Figure 4. Lines of RFC North Sea-Baltic for TT 2018

Signed in Prague, on 14th of September 2016, in English

The present decision takes effect on 9th January 2017

Bernard Swartenbroeckx

Alternate member of the Executive Board Rail Freight Corridor North Sea – Baltic for Belgium

Hellen van Dongen

Member of the Executive Board Rail Freight Corridor North Sea – Baltic for the Netherlands

Wolfgang Küpper

Member of the Executive Board Rail Freight Corridor North Sea – Baltic for Germany

Jindřich Kušnír

Member of the Executive Board Rail Freight Corridor North Sea – Baltic for the Czech Republic

Tomasz Buczyński

Member of the Executive Board Rail Freight Corridor North Sea – Baltic for Poland

~~Saulius Girdauskas~~

Susisickimo ministras

Rokas Masiulis

Member of the Executive Board Rail Freight Corridor North Sea – Baltic for Lithuania