



Rail Freight  
Corridor 8

North Sea – Baltic



Annual **Report** 2013



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## Foreword



*After being adopted by the European Parliament and the Council on 22nd September 2010, Regulation (EU) 913/2010 concerning a European rail network for competitive freight entered into force on 9th November 2010. As a result, 9 international rail freight corridors have to be launched. Together they will form the basis for a European rail network for freight, raising its attractiveness and efficiency compared to other modes of transport.*

*In the last 12 months significant progress has been made in the development of Rail Freight Corridor 8. As this is the first annual report you will find an overview of the Rail Freight Corridor 8 management structure and the achievements we've reached in the past year.*

*Despite these very positive developments, there are still many challenges lying ahead of us in order to ensure that Rail Freight Corridor 8 becomes operational on 10th November 2015 and thus can start contributing to strengthening the competitiveness of rail transport.*

*Reviewing the work of all parties involved in the Rail Freight Corridor 8 development, we think we can be proud of a very successful year. In this context we would like to express our gratitude for the efforts and great dedication of all members of the Executive Board, the Management Board and the Project Management Office, along with the national experts contributing to the Working Groups without whom this success would not have been possible.*

*The successful implementation of Rail Freight Corridor 8 also depends on the joint work of all actors involved including our customers. This is why we actively cooperate with the Railway Undertakings and Terminals on many fields having in mind a more efficient corridor and at the same time facilitating rail freight growth.*

**Oliver Sellnick**

Chairman of the Management Board  
Rail Freight Corridor 8

**Mirosław Kopczyński**

Director of the Office  
Rail Freight Corridor 8

# Introduction

Having adopted Regulation (EU) 913/2010 on 22nd September 2010 (which was published on 20th October 2010) the Member States must implement 6 rail freight corridors by 10th November 2013 and another three by 10th November 2015. Rail Freight Corridor 8 (RFC 8), connecting the most important North Sea ports with Central Europe and the Baltic Sea, was scheduled in the latter group of corridors.

RFC 8 goes through 5 EU Member States, starting in North Sea ports in Belgium, the Netherlands and Germany, spreading through central Germany and Poland and ending in Lithuania. It passes through major European transport nodes such as Antwerp in Belgium, Rotterdam in the Netherlands, Bremerhaven, Aachen, Hamm, Hannover, Berlin in Germany, Poznań and Warsaw in Poland and Kaunas in Lithuania. Moreover, within the Transport Market Study, the Management Board decided to analyse two possible extensions: to the Polish industrial region Silesia and to the Czech Republic.

From the infrastructure point of view, RFC 8 has many different characteristics according to the network it runs through. This refers to the control-command or current systems. Differences also occur in traffic management and rules for capacity allocation. This is why one common concept for the RFC 8 management and performance is being developed.

As this is the first Annual Report of RFC 8, the aim of this report is to show the progress achieved so far and briefly present inter alia the RFC 8 management structure and have an outlook to the challenges ahead.

The first chapter will focus on the RFC 8's management and structure, showing its organization and ongoing work. Here you will find the engine of the RFC 8 and its decision making mechanism that leverage the RFC 8 development.

The second chapter describes our main activities till now and especially in 2013.

The third chapter briefly shows our project from the financing decision's perspective.

The fourth chapter focuses on our steps and actions to be taken in the near future which will have a crucial influence on the RFC 8's operational quality.

Once the corridor is operational the annual report will include data on key performance indicators on a structural basis. For 2013 this does not yet exist. Indicators for the market development on RFC8 for 2013 may be:

- Number of freight trains (and tons if available) crossing the different borders of the corridor;
- Punctuality indicators.

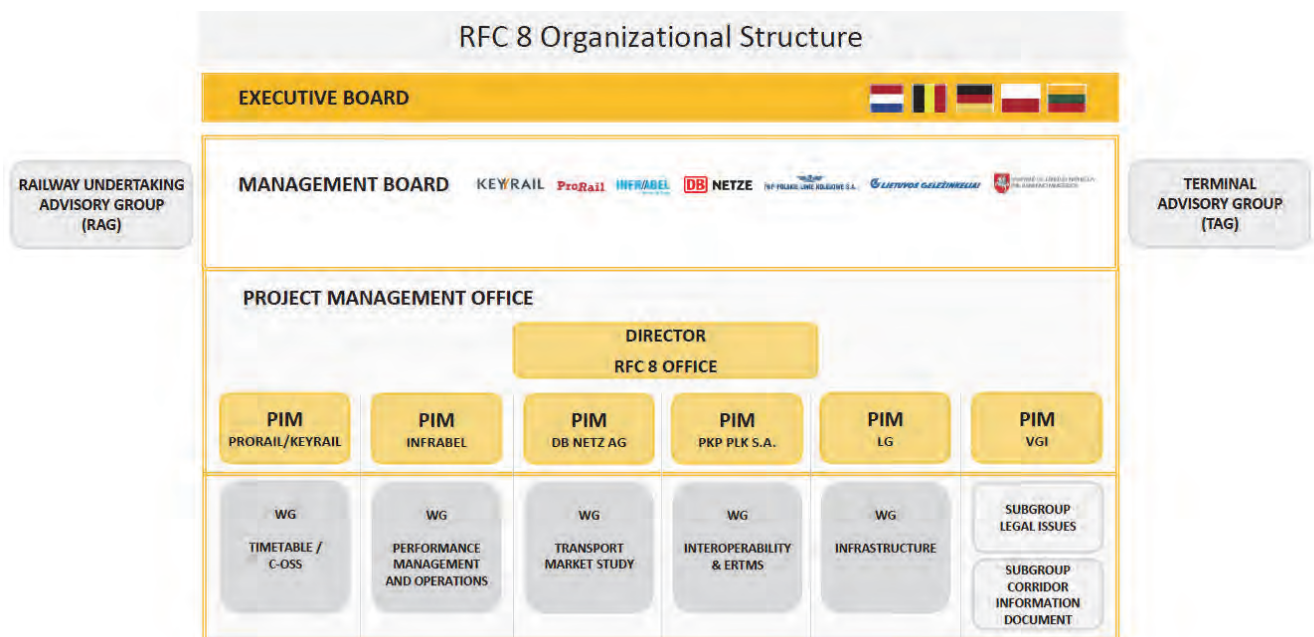
## CHAPTER 1. Governance

The establishment of RFC 8 started already in the first half of 2011. This was the moment when Infrastructure Managers involved established the Working Group Coordination (later changed into Working Group Coordination/pre-PMO) which from March 2011 on led to the further development of the RFC 8 structure and resulted in establishing the RFC 8 Management Board in May 2012.

As Regulation (EU) 913/2010 foresees a governance structure on 2 levels, the Member States launched their work on the implementation of Regulation (EU) 913/2010, resulting in setting up the Executive Board for RFC 8. This however followed such events as the declaration of Rotterdam on 14th June 2010, where Member States decided to enhance the efficiency of three corridors: ERTMS Corridor F, the future RFC 8 and which both overlap largely with common routes. The declaration aimed also at a harmonization of approaches by rationalizing the RFC 8's governance.

Establishing the Management Board on the level of the Infrastructure Managers and Allocation Body was the crucial moment in the short history of RFC 8. The Management Board steered the further RFC 8 structure development, setting up the Project Management Office and the Working Groups. Furthermore, in November 2012 two Advisory Groups were established: one for railway undertakings (RAG) and one for managers and owners of terminals (TAG). On the 1st January 2013 the RFC 8 Office was launched in Warsaw.

The Czech Infrastructure Manager is an observer in the Management Board and also in the RFC 8 working groups.



<sup>1</sup> The Netherlands, Belgium, Luxembourg, France, Switzerland, Italy, Germany, Poland, Czech Republic and Lithuania.

## 1.1 EXECUTIVE BOARD

During the conference in Antwerp on 27th June 2011, the representatives of the Member States concerned expressed, by developing the Mission Statement, their support to the future governance structure of RFC 8 (Management Board and Executive Board). Finally, in March 2012, the Member States adopted the document setting up the Executive Board and informed the EC by letter.



*The RFC 8 Executive Board and Management Board during the joint meeting in Prague on 10th February 2014.  
Photographer: Ing. Michal Váňa, Ph.D.*

The Executive Board is composed of representatives from the Ministries responsible for transport of the following Member States.



*"The Executive Board orientates the deployment of all actions foreseen by the implementation plan of the Management Board in order to complete the corridor's technical and economic interoperability."*

*/Mission Statement/*

The Executive Board decided to have an alternating chairmanship. For 2013 Mr Hinne Groot (Rail Transport Department, Ministry of Infrastructure and the Environment, The Netherlands) was appointed as Chairman of the Executive Board.

A representative of the Czech Ministry is an observer in the RFC 8 Executive Board, as the Czech Republic has a keen interest in the transport business potential of RFC 8. This interest may lead to an expansion of RFC 8 to Prague, depending from the result of a dedicated module examining the business case for such an extension, done in addition to the RFC8 Transport Market Study.

The European Commission is also taking part in the Executive Board work as the EC representative participates in the meetings.

The Executive Board achieved several important goals:

- The principles of the Framework for Capacity Allocation have been agreed to the principles and received confirmation of positive opinion from the Management Board. Formal adoption is in preparation for 2014;
- The cooperation with the Regulatory Bodies (RB) and the National Safety Authorities (NSAs) has been set up. This led to the creation of specific Working Groups of RB and NSAs of the Member States involved; NSA and RB report to the ExBo;
- Coordination and support to the Management Board work.

The Executive Board is composed of the following members:

Joannes Peeters	Belgium
Julie Buy	Belgium
Stefan Nagel	Deutschland
Wolfgang Kuepper	Deutschland
Vidmantas Tamulis	Lithuania
Hinne Groot	The Netherlands
Rob Van Der Burg	The Netherlands
Jakub Kapturzak	Poland
Paweł Skowroński	Poland
Jan Ilik (observer)	Czech Republic
Jindrich Kusnir (observer)	Czech Republic



## 1.2 MANAGEMENT BOARD

On 18th May 2012 the Infrastructure Managers of RFC 8 i.e. Infrabel (BE), ProRail (NL), Keyrail (NL), DB Netz AG (DE), PKP Polskie Linie Kolejowe S.A. (PL), Lietuvos Geležinkeliai (LT) and the Lithuanian Allocation Body Valstybinė geležinkelio inspekcija prie Susisiekimo ministerijos signed an Agreement at the highest management level by which the Management Board as the decision-making body of RFC 8 was formally established.

The Management Board is made up of high-level management representatives from the above-mentioned companies, who are responsible for the implementation of RFC 8 within their national organizations.



The basis for cooperation between the contracting parties was established in the Rules of Cooperation of the Management Board of RFC 8.

From 18th May 2012 until the 1st July 2013 the Chairman of the Management Board was Mr. Klaus Roleff (DB Netz AG). Since the 1st July 2013 this position is being held by Mr. Oliver Sellnick (DB Netz AG).

On 5th November 2013 the RFC 8 Management Board decided on the future legal form of the corridor organization. All interested parties decided to create a European Economic Interest Grouping (EEIG). Further work is continued in order to establish the EEIG.

On 24th April 2013 the RFC 8 Management Board approved the participation of Správa železniční dopravní cesty (-SŽDC) in the RFC 8 structure as an observer on three levels: Management Board, PMO and Working Groups.



The Management Board is composed of the following members:



**Guus de Mol**  
Keyrail/ProRail



**Michel Geubelle**  
Infrabel<sup>2</sup>



**Oliver Sellnick**  
DB Netz AG  
(MB Chairman)



**Edyta Jaszczuk - Jezierska**  
PKP Polskie Linie Kolejowe S.A.



**Donatas Kalvaitis**  
Lietuvos Geležinkeliai



**Antanas Dubikaitas**  
Valstybinė geležinkelio inspekcija  
prie Susisiekimo ministerijos

<sup>2</sup>Photo: Infrabel - Frédéric Sablon.

## 1.3 PROJECT MANAGEMENT OFFICE

From the very beginning, in order to support its work, the Management Board has set up a Project Management Office (PMO) as the permanent working body of the Infrastructure Managers and Allocation Body.

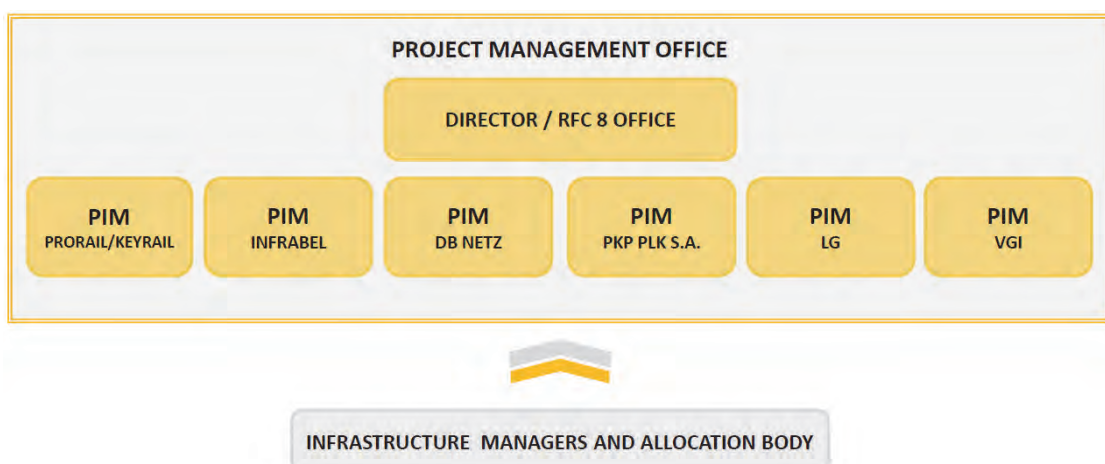
The PMO is a body, consisting of the RFC 8 Office and the Project Implementation Managers (PIMs).

### 1.3.1 PROJECT IMPLEMENTATION MANAGERS

Each Infrastructure Manager and Allocation Body nominates one of its employees as a PIM. The PIMs are the central contact person for the Office and are closely involved in all tasks and activities of the Office. The PIMs organize the contribution of their companies.

Through its permanent involvement, the PMO became the engine of RFC 8.

During 2013 monthly PMO meetings took place. As a support for the Management Board all decisions and positions taken were previously analysed and prepared by the PMO.



### 1.3.2 RFC 8 OFFICE

On the 1st January 2013 the RFC 8 Office was established in Warsaw. It supports the Management Board in the interest of the RFC 8 and acts as a fully independent (from any particular Infrastructure Manager) facilitator. The Office coordinates the Working Groups and monitors all their assigned tasks on behalf of the Management Board. The Office conducts all its tasks and activities in agreement with all PIMs following the principle of transparency.

Mr. Mirosław Kopczyński is the Director of RFC 8 Office. The Director, who is appointed by the Management Board for a period of 2 years, is the head of the RFC 8 Office and coordinates the work of the PMO. The RFC 8 Office is situated in the premises of PKP PLK S.A.:

#### Rail Freight Corridor 8 Office

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## 1.4 WORKING GROUPS

In order to facilitate the work regarding the RFC 8 implementation, 5 Working Groups (WG) and 2 Subgroups were formed:

### **Name of the WG**

WG Transport Market Study

WG Timetable/C-OSS

WG Performance Management and Operations

WG Interoperability and ERTMS

WG Infrastructure

### **- WG Leader (Company)**

- Daniel Thelen (former, DB Netz AG)

- Arne Humpert (DB Netz AG)

- Jan Deeleman (ProRail)

- Ann Verstraelen (Infrabel)

- Katarzyna Bożek (PKP PLK S.A.)

- Rimantas Kuliešius (Lietuvos Geležinkeliai)

### **Name of the Subgroup**

Subgroup Legal Issues

Subgroup Corridor Information Document

### **- Subgroup Leader (Company)**

- Thibault Caeymaex (former, Infrabel)

- Yvonne Dessoy (DB Netz AG) - temporarily

- Dr. Johannes Berg (DB Netz AG)

The WGs are formed from experts of the RFC 8 Infrastructure Managers and Allocation Body. All of the WGs began their work already in 2012. More detailed information in this respect is shown further in the Annual Report. In the first half of 2013 the WGs prepared their work plans for the period of RFC 8 implementation.



Photographer: Matthias Blex.

Source: DB Netz AG.

## 1.4.1 WG TRANSPORT MARKET STUDY

General overview:

Set up	–	April 2012
Acronym	–	WG TMS
Leader of the WG	–	Arne Humpert (DB Netz AG) <sup>3</sup>
Meetings in 2013	–	5

Within its tasks the WG TMS is in charge of:

- Transport Market Study;
- Traffic demands analysis and projections.

From the very beginning of its launching the WG TMS performed its activities strictly connected with the TMS:

- Elaboration of Terms of Reference of the study;
- Tendering process: the announcement document on the EU-website was published in mid July 2012. In December 2012 ETC Transport Consultants was chosen as the winner of the tender;
- Supervision of the TMS execution and day-to-day support of the Consultant: The work of the Consultant was scheduled to be carried out in 2013. The first draft interim results were presented in September 2013. The final report will be delivered in the first quarter of 2014;
- In the meantime the WG TMS carried out a permanent feedback in the form of data provision.



Source & copyright: PKP PLK S.A.

<sup>3</sup> Former Daniel Thelen, DB Netz AG

## 1.4.2 WG TIMETABLE / C-OSS

General overview:

Set up	–	October 2012
Acronym	–	WG TT/C-OSS
Leader of the WG	–	Jan Deeleman (ProRail)
Meetings in 2013	–	5

Within its tasks the WG TT/C-OSS is in charge of:

- Corridor One Stop Shop (C-OSS);
- Capacity;
- Authorized Applicants.

In 2013 the WG TT/C-OSS was mainly dealing with:

- Planning for setting up the C-OSS;
- Definition and description of the processes of the C-OSS;
- Definition and description of the tasks of the C-OSS;
- Analysis of the C-OSS model;
- Analysis of RailNetEurope's IT tools/applications regarding their suitability.

In 2013 the WG TT/C-OSS was dealing also with ad-hoc tasks received from the Management Board such as:

- Framework for Capacity Allocation – the WG TT/C-OSS provided its opinion and remarks on elaborated text. The document concerns only the allocation linked to the pre-arranged paths and to the reserve capacity given to the C-OSS for freight trains, crossing at least one border on a corridor, namely where the allocation of capacity by the C-OSS is mandatory;
- Transport Market Study – analysis of the TMS interim results as basis for the future elaboration of the pre-arranged paths.

### 1.4.3 WG PERFORMANCE MANAGEMENT & OPERATIONS

General overview:

Set up	–	November 2012
Acronym	–	WG PMO&O
Leader of the WG	–	Ann Verstraelen (Infrabel)
Meetings in 2013	–	4

Within its tasks the WG PM&O is in charge of:

- Operational rules at border crossings;
- Operational rules for cross-border information;
- Operational rules in case of disturbances;
- Operational bottlenecks
- Punctuality.

In 2013 the WG PM&O was mainly dealing with:

- Operational rules in case of disturbances;
- Operational measures in case of disturbances (work ongoing);
- Developing the future RFC 8 KPIs (work ongoing).



#### 1.4.4 WG INTEROPERABILITY/ERTMS

General overview:

Set up	–	November 2012
Acronym	–	WG ERTMS
Leader of the WG	–	Katarzyna Bożek (PKP PLK S.A.)
Meetings in 2013	–	none

Within its tasks the WG Interoperability/ERTMS is in charge of:

- Deployment Plan for ERTMS on RFC 8;
- Deployment Plan relating to interoperable systems;

As there were no meetings in 2013, the WG Interoperability/ERTMS will carry out these tasks in 2014.

In 2013 the leader of the WG Interoperability/ERTMS worked on the principles for the fulfilment of the WG's tasks, conducting preparatory work to be continued with all members in 2014, i.e. the input to the Implementation Plan.



*Empty coal train leaving Betuweline Giessentunnel.*

*Source: ProRail.*

## 1.4.5 WG INFRASTRUCTURE

General overview:

Set up	–	October 2012
Acronym	–	WG Infra
Leader of the WG	–	Rimantas Kuliešius (LG)
Meetings in 2013	–	5

Within its tasks the WG Infrastructure is in charge of:

- Study on the Corridor's Infrastructure Characteristics;
- TMS long-term part;
- Infrastructure parameters analysis;
- Infrastructure bottlenecks.

In 2013 the WG Infrastructure was mainly dealing with:

- **Study on the Corridor's Infrastructure Characteristics**

In the first half of 2013 the WG Infrastructure elaborated the Terms of Reference for this Study. The Study will deal with the description of the infrastructure parameters, such as train length, loading gauge, train weight and axle load and possible improvements.

Furthermore the WG Infrastructure began its work on collecting the main infrastructure parameters as well as on the infrastructure parameter definitions.

- **Transport Market Study (long-term part)**

The WG Infrastructure gave significant input to the Transport Market Study by elaborating the long-term part of this study. The timeframe of the long term part of the TMS has been defined for the period 2017-2025, since the majority of the countries participating in RFC 8 have national studies up till 2025. The WG Infrastructure also elaborated a description of the national forecasting of freight traffic methodologies of the countries involved in RFC 8 and a description of the most important infrastructure investments planned on RFC 8 during the period up to 2025.

## 1.4.6 SUBGROUP LEGAL ISSUES

General overview:

Set up	–	July 2012
Acronym	–	SLI
Leader of the WG	–	Yvonne Dessoy (DB Netz AG) (temporary) <sup>4</sup>
Meetings in 2013	–	4

Within its tasks the SLI is in charge of:

- Ad-hoc support for the Management Board in legal matters.

In 2013 the SLI was mainly dealing with:

- The RFC 8 Management Board Rules of Cooperation;
- TEN-T Cooperation Agreement;
- The RFC 8 Office Contract.

Furthermore the SLI was asked to provide the Management Board with legal analysis concerning:

- Legal form;
- Cooperation contract for the extra module „Demand for train paths coming from / going to Czech Republic“ of the TMS on the RFC 8;
- RFC 8 organizational matters.



*Train entering Betuweline Giessentunnel*

*Source: ProRail.*

<sup>4</sup> Mid September 2013 Thibault Caeymaex left Infrabel. He has been temporarily replaced by Yvonne Dessoy (DB Netz AG) until the new representative from Infrabel, Charlotte Ducuing will be able to take over the chair SLI in 2014.

#### 1.4.7 SUBGROUP CORRIDOR INFORMATION DOCUMENT

General overview:

Set up	–	did not started performing duties yet
Acronym	–	SCID
Leader of the WG	–	Dr. Johannes Berg (DB Netz AG)
Meetings in 2013	–	none

Tasks of the SCID will be defined in due time, as this Subgroup will start to perform its duties in 2014.



Photographer: Matthias Blex.

Source: DB Netz AG.

## 1.5 ADVISORY GROUPS

Regulation (EU) 913/2010 sets out a number of obligations for the Management Board. One of them is setting up the Advisory Groups (AGs) in order to hear the voice of the rail freight market. This is where the terminal owners and managers as well as the Railway Undertakings (RUs) have a role to play in the successful implementation of the rail freight corridors.

In order to gather partners from the market, each Member State involved in RFC 8 held an information conference in its country. Interested RUs and Terminal owners and managers participated, providing possible members for the two AGs:

- Railway undertaking Advisory Group (RAG);
- Terminal Advisory Group (TAG).

It was decided by the Management Board in coordination with Executive Board that only up to 4 members per country will be appointed as members of the AGs in order to have coordinated work and more efficiency. More companies could apply and could be allowed as an observer in the Advisory group on a case by case basis.

The kick-off meeting of both TAG and RAG took place on the 27th November 2012 in the presence of the European Commission, the Member States (members of the RFC 8 Executive Board) and members of the Management Board.



*Source & copyright: PKP PLK S.A.*

### 1.5.1 RAG

The RAG is currently composed as follows:

SNCB Logistics	Belgium
SNCF Fret	Belgium
ERS Railways	The Netherlands
Koninklijk Nederlands Vervoer (KNV)	The Netherlands
Kombiverkehr KG	Germany
DB Schenker Rail GmbH	Germany
Verband Deutscher Verkehrsunternehmen e. V. (VDV)	Germany
Captrain Deutschland GmbH	Germany
Freightliner PL Sp. z o. o.	Poland
Lotos Kolej Sp. z o. o.	Poland
PKP Cargo S.A.	Poland
Rail Polska Sp. z o. o.	Poland
JSC „Lithuanian Railways“	Lithuania
UAB „Transachema“	Lithuania
Concern „Achemos grupė“	Lithuania
CER	Association
ERFA	Association
UIC	Association

On 3rd July 2013 the 2nd RAG meeting was held in Rotterdam.

The RFC 8 Management Board presented its proposal for the Rules of Cooperation between the RAG and the RFC 8 structures in order to facilitate cooperation.

The RAG elected a spokesperson: Mr. Andreas Pietsch (Captrain Deutschland).

The RAG presented their first draft list of priority topics which will be discussed in detail within the RFC 8 once the document will be finished.

On 8th October 2013 the 3rd RAG meeting was held.

The different fields of interest of the RAG members were presented and will be additionally developed within the list of topics for further discussion. Among them: corridor routing, bottlenecks, trans-border operability, coordination of works, traffic management procedures, Path Coordination System/Pre-arranged Paths, traffic parameters, Traffic Information System and corridor documents were mentioned.

The RAG proposed also their framework conditions for further cooperation with RFC 8.

## 1.5.2 TAG

The TAG is currently composed as follows:

Port of Antwerp	Belgium
Interferryboats (IFB)	Belgium
Logistics in Wallonia	Belgium
RSC Rotterdam	The Netherlands
ECT Rotterdam	The Netherlands
APMT Rotterdam	The Netherlands
Europees Massagoed-Overslagbedrijf (EMO) B.V.	The Netherlands
Eurogate GmbH & Co. KGaA, KG	Germany
Bremische Hafeneisenbahn	Germany
Deutsche Umschlaggesellschaft Schiene - Straße (DUSS) mbH	Germany
Duisport	Germany
Centrum Logistyczne w Łosośnej Sp. z o.o.	Poland
Euroterminal Sławków Sp. z o.o.	Poland
PKP Cargo S.A.	Poland
Spedycja Polska SPEDCONT Sp.z o.o.	Poland
JSC „Lithuanian Railways“	Lithuania
UAB „Okseta“	Lithuania
UAB „Mockavos terminalas“	Lithuania
Observers are:	
Port of Rotterdam	The Netherlands
Port of Amsterdam	The Netherlands
Port of Hamburg	Germany

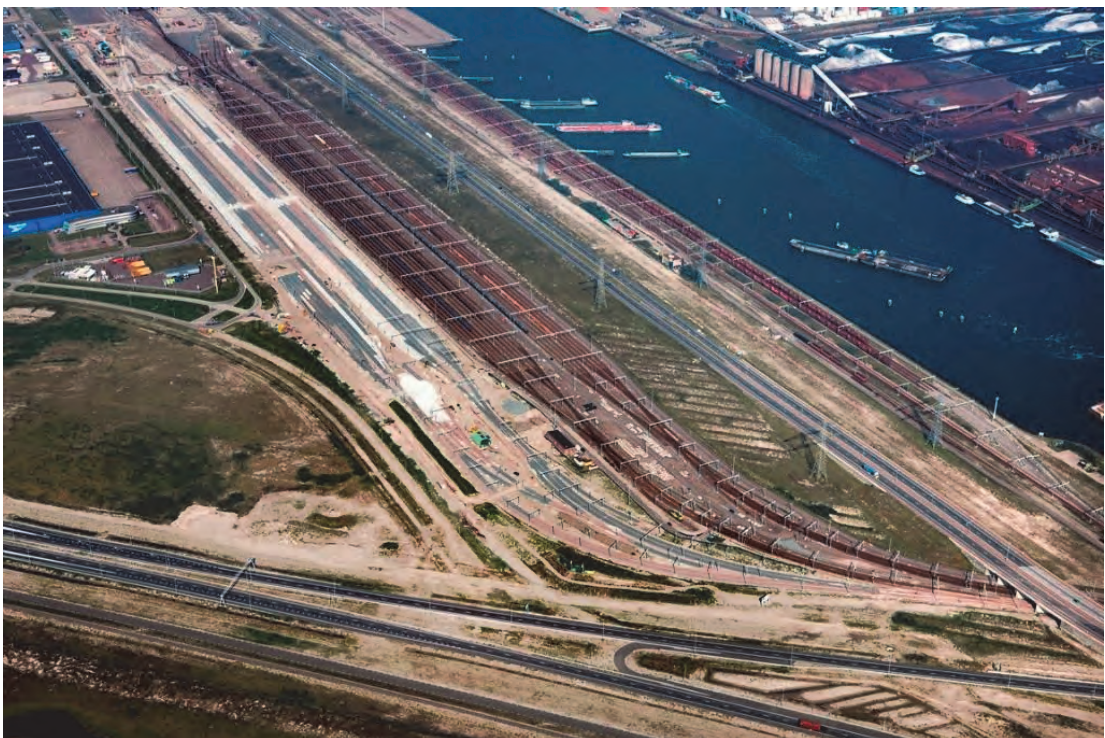


After the kick-off meeting in 2012, a 2nd TAG meeting was held on the 3rd July 2013 in Rotterdam.

As it did for the RAG, the RFC 8 MB presented its proposal for the Rules of Cooperation between the TAG and the RFC 8 structures in order to facilitate collaboration.

The TAG elected as spokesperson Mr. Jörg Schulz (Eurogate GmbH & Co. KGaA, KG).

The TAG will present their topics during the next TAG meeting in 2014. The topics will be discussed in details within the RFC 8.



*Harbourline handover stations Maasvlakte West and Maasvlakte East.*

*Source: ProRail*

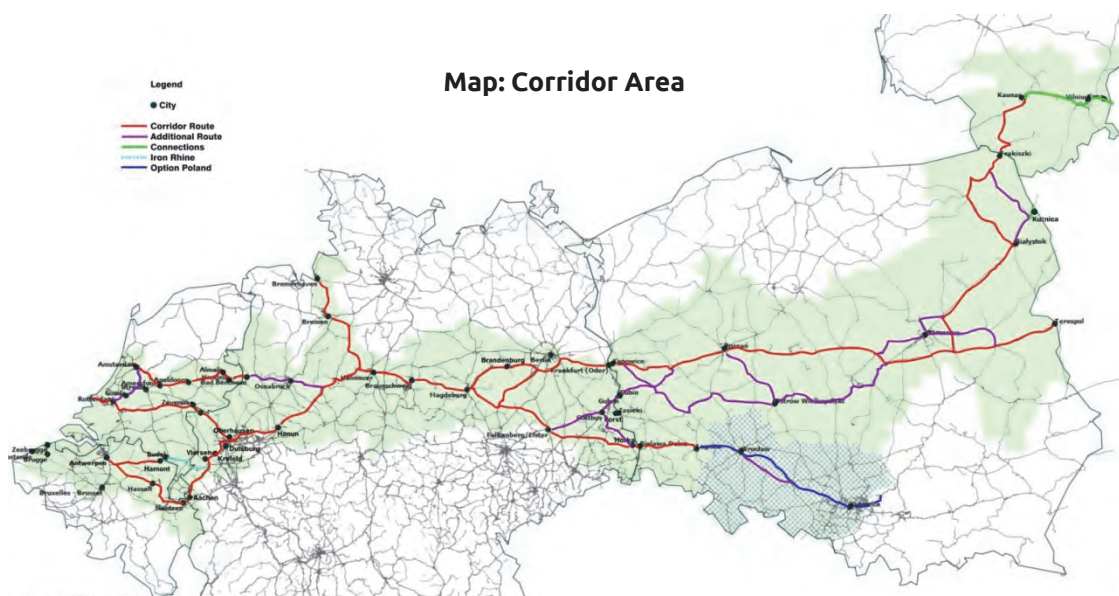
## CHAPTER 2. MAIN ACTIVITIES IN 2013

As this is the implementation phase of RFC 8, the main focus was put on the organizational matters. Both the Management Board and the Executive Board were formed before 2013, full speed was achieved in the course of 2013 when the PMO (former Working Group Coordination/pre-PMO) with the newly established RFC 8 Office spread their wings towards a much broader activity.

### 2.1 TMS

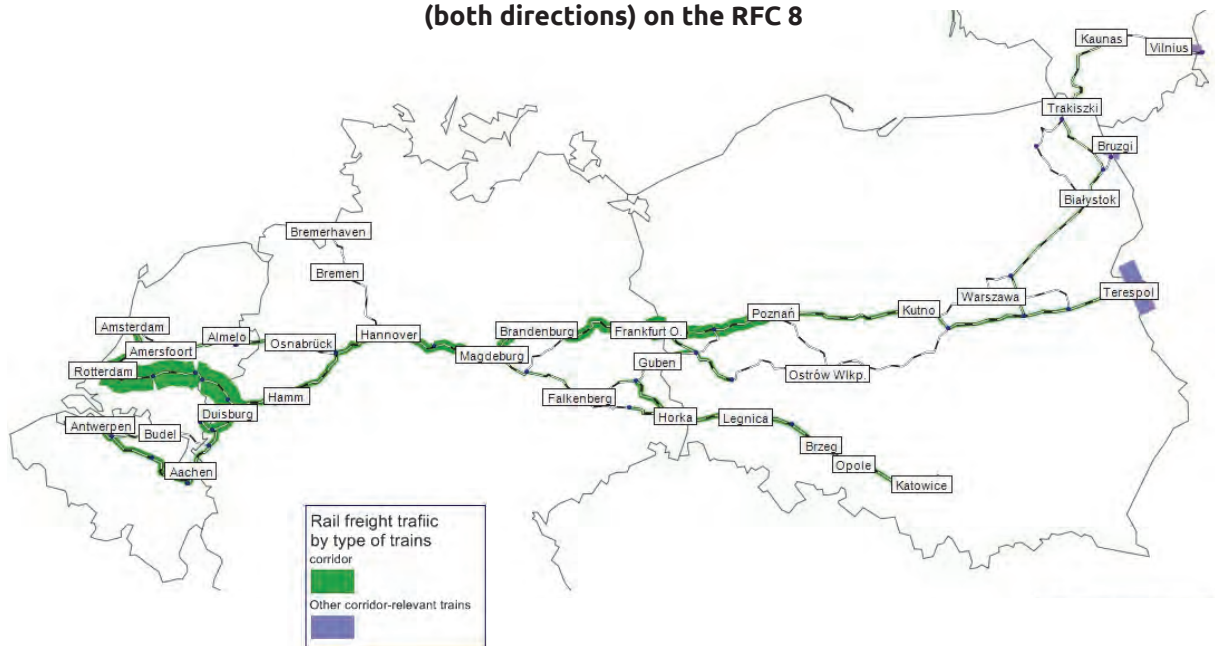
In the meantime, having established the basis for the RFC 8 governance structure, the next step was to perform the Transport Market Study. With the help of the consultant ETC, the first results of the TMS were achieved already in September 2013. The TMS itself has been divided into 2 parts: a short-term part (delivered by the Consultant) and a long-term part (worked out by the WG Infrastructure). In the short-term part it is expected to obtain the traffic potential on RFC 8 in the near future (2017). An overview of the socio-economic development and of the current transport market, an evaluation of the overall transport market development in the future will be shown as well. As the results of the Study were partly based on interviews with stakeholders and national forecasting and partly on data delivered by the IMs, it is possible to show a broader scope of rail freight transport as a whole. Furthermore, the long-term part of the Study will present the forecast of the volume of freight trains within the time horizon 2020 and 2025, taking into consideration the most important investments planned up to 2025. Finally, after completion of the TMS, based on its results as well as after consultations with all relevant stakeholders, the routing of the RFC 8 will be defined by the Management Board.

For the aim and scope of the TMS a general geographic outline has been specified more precisely with regard to the corridor area, the preliminary routing, the relevant border crossing points, ports and terminals.



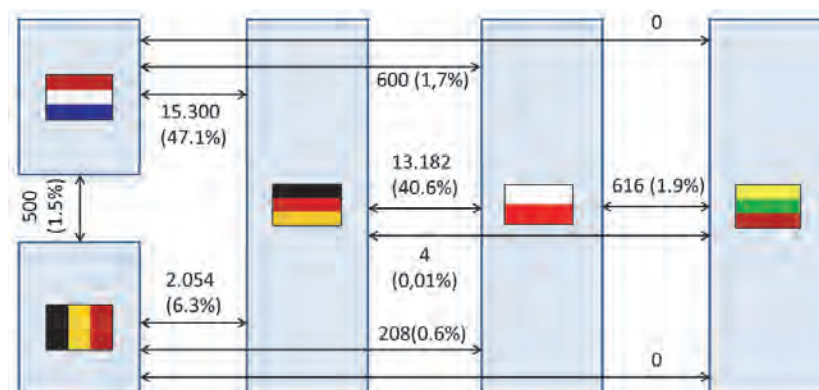
The TMS underlines that RFC 8 is one of the major east-west transport axes, linking the North Sea ports with Central and Eastern Europe. The most intense freight traffic in the corridor has been identified between the Netherlands and Germany, and here especially between the North Sea ports and the Rhine/Ruhr area. Considerable traffic flows also exist between Poland and Germany.

**Map: Total corridor and other corridor-relevant trains in 2012  
(both directions) on the RFC 8**



The total annual rail freight traffic (number of trains) in the corridor is shown in the figure below.

**Graph: Total traffic of corridor trains**



Only 812 trains (2,5 % of total corridor trains) cross two corridor borders. The majority of corridor trains cross just one corridor border. The longest train route in the corridor, on which trains were operated in 2012, is Terespol – Antwerp.

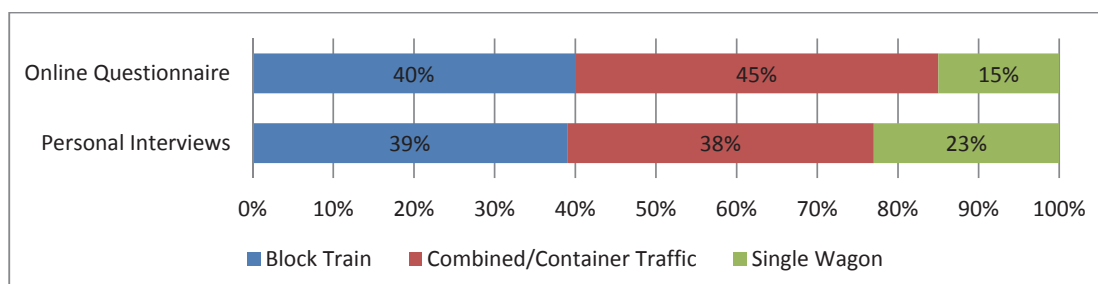
To obtain an “inside” view of the specific interests, opinions and development trends of stakeholders operating within the corridor, both personal interviews using an extensive questionnaire and web-based surveys were carried out by the consortium members in each respective corridor country. Overall 49 stakeholders were interviewed personally (by telephone or face-to-face) and a further 50 stakeholders submitted their answers by means of an online questionnaire. This approach ensured that the current and future market development of regions along the RFC 8 was described and assessed by various stakeholders and companies directly involved within the corridor countries.

**Table: Share of interviewees by country and interview technique**

Country	Personal Interviews		Online Questionnaire	
	No	%	No	%
Netherlands	12	24%	4	8%
Belgium	5	10%	3	6%
Germany	18	37%	21	42%
Poland	8	16%	12	24%
Lithuania	6	12%	4	8%
<i>Country not stated</i>	0	0%	6	12%
<b>TOTAL</b>	<b>49</b>	<b>100%</b>	<b>50</b>	<b>100%</b>

Stakeholders in both survey types were asked to indicate the modal split of their operations. Here, road and rail made up three quarters of all mentions, rendering these two modes the dominant ones. In relation to the wagon types used by those stakeholders’ companies who indicated using rail as a mode, both the online and personal responses showed a very similar picture. In both instances block trains and combined/container traffic formed the most commonly used types (equal spread), whilst single wagons received a minority mention.

**Graph: Type of rail service used/reported by survey type**

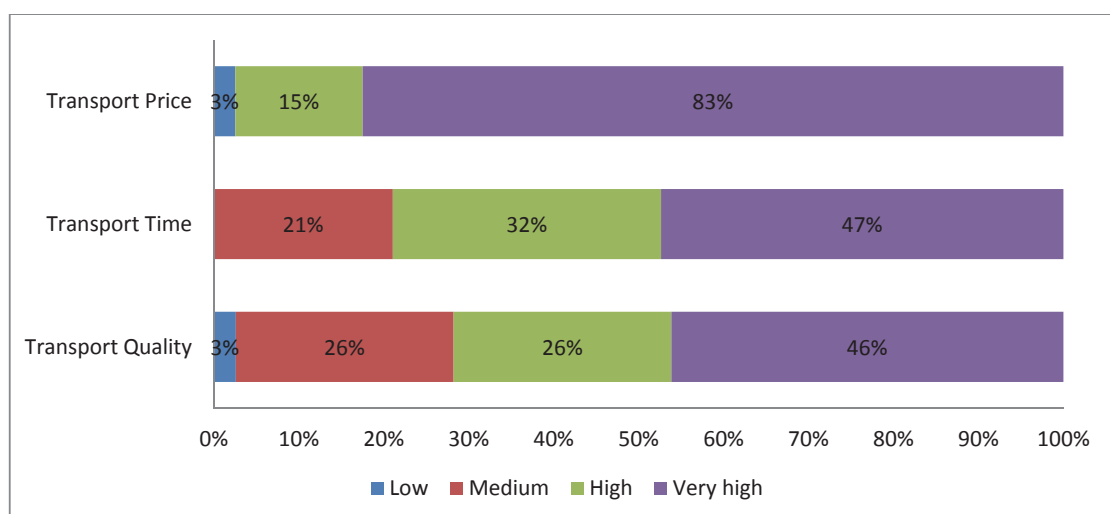


Regarding the share and relevance of ad-hoc and timetable traffic for current and future rail freight traffic, online respondents reported a very mixed spread of answers. In the personal interviews stakeholders reported a mixed spread of levels for ad-hoc traffic for Germany and higher/very high levels for Poland and Lithuania (in some instances 100% ad-hoc traffic). However, this was the case for a small number of reports and therefore it cannot be extrapolated with certainty that these countries have higher ad-hoc traffic rates/shares in general. When asked how ad-hoc traffic will change in the coming years, 37% of online respondents and 54% of personal respondents indicated that they could give no information on how rates may develop. 25% of online respondents foresee medium to high levels in the future, whilst 23% of personal interviewees stated that ad-hoc traffic will rise.

Assessing the relevance of transport criteria, price emerged as the most important criteria in both the online survey and the personal interviews and received the most “high relevance” ratings. This was underlined by individual stakeholders’ comments such as “Price is all that matters”. Especially with regards to rail remaining competitive in a market segment where haulage companies are putting pressure on freight transport prices and enticing customers away from rail to road. “Competition from HGV companies, especially Eastern European ones, is fierce in this corridor” as one stakeholder summed up the situation. Both online respondents and personal interviewees foresee an increase in transport volumes for RFC 8. In terms of transport mode, a stronger increase in road-based transport is expected than for rail-based services.

Choice of mode is driven by a company’s desire to remain competitive by serving their customers both effectively and efficiently. As findings from research into choice of mode suggest, there are three major criteria, which influence the choice of transport mode:

**Graph: Ratings for transport price, time and quality by stakeholders in personal interviews**



When asked to rate the importance of technical criteria, both online survey and personal interview results show that longer freight trains are attributed with high relevance, meaning 740m trains. Stakeholders in the personal interviews identified this measure as the most important one to enhance rail freight on the corridor. Online respondents also identified a high axle load as a significant technical criterion, whilst stakeholders in the personal interviews stated that a standardized axle load of 22,5t either exists or should be implemented where it does not apply yet.

## 2.2 CSIP

The kick-off meeting for the Concept Study on the Implementation Plan (CSIP) was held already on 17th July 2013 and work continued during 2013.

The CSIP describes the methodology for drawing up the IP. Within its scope it identifies the IP's purpose and correlation with the Corridor Information Document, analyses the content, structure and level of the IP, sets the process and schedule for elaborating the IP, provides the data management, sets the consultation and publication process of the IP, and finally, it provides the concept for the IP.



*Source & Copyright: Lietuvos Geležinkeliai*

## 2.3 COOPERATION WITH RAILNETEUROPE

As RNE is one of the key actors providing harmonized rules as well as IT solutions for international rail traffic, the RFC 8 representatives took part in 3 RNE-RFC meetings on 8th January, 12th April and 18th September dedicated to Rail Freight Corridors development. The aim of the meetings is to exchange information between the corridors. Apart from those meetings, the RFC 8 MB and Office representatives took part in the RNE Business Conference on 5th December.

## 2.4 COOPERATION WITH THE EUROPEAN COMMISSION

RFC 8 actively cooperates also with the European Commission. Our representatives regularly attend Corridor Group meetings chaired by the European Coordinator for ERTMS, Mr. Karel Vinck on 28th February, 22nd March, 10th June and 23rd September as well as the SERAC meetings on 31st January, 10th April and 10th December. RFC 8 provided as well data which was uploaded to the CIRCA Data Base of European Commission.

RFC 8 is grateful for the financial support received until now and seeks possibilities for further financing and joined the last TEN-T Days in Tallinn on 16-18 October and TEN-T Info Day in Brussels on 13th December.



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## CHAPTER 3.

# EUROPEAN FUNDING

RFC 8 received financing support from the European Commission under the TEN-T Annual Call 2011. The task of RFC 8 is to elaborate a study documentation contributing to the successful implementation of the provisions of Regulation (EU) 913/2010 with regards to RFC 8. In particular, the action covers the:

Activity number	Activity name	Indicative start date	Indicative end date
1	Transport Market Study (TMS)	13/04/2012	31/03/2014
2	Definition of organizational, technical and operational conditions for the Corridor	13/04/2012	31/12/2014
3	Study on the Corridor's infrastructure characteristics	01/01/2013	31/12/2014
4	Implementation Plan - Concept Study	01/01/2013	31/12/2014

The start of the action "Preparatory studies and activities of the organisational structures of Rail Freight Corridor 8 Bremerhaven / Rotterdam / Antwerp - Aachen / Berlin - Warsaw - Terespol (Poland – Belarus border) / Kaunas) 2011-EU-95090-S" is April 2012 and the project ends in December 2014. The percentage of EU support amounts to 50% (Studies).

On 6th November 2012 Decision C(2012)8082 granting financial aid was notified.

The TEN-T Co-Beneficiary Agreement, describing the roles and responsibilities of the Coordinator (PKP Polskie Linie Kolejowe S.A.) and the Co-Beneficiaries, was agreed and signed.

In 2013, the Strategic Action Plan, describing the management measures of the project was submitted and accepted by the European Commission, as well as the Action Status Report for 2012, describing the progress reached in that year.

## CHAPTER 4.

# FUTURE ACTIVITIES

As Regulation (EU) 913/2010 sets requirements to make RFC 8 operational on 10th November 2015 several actions need to be accomplished in the near future and some actions will be developed further. This concerns inter alia:

- Study on the corridor's infrastructure characteristics;
- Drafting of the Implementation Plan;
- Setting up the C-OSS;
- Publication of the Corridor Information Document;
- Publication of Pre-Arranged Paths;
- Communication Plan.

Following the adoption at the end of 2013 of the Regulation (EU) 1315/2013 on Union guidelines for the development of the trans-European transport network and the Regulation (EU) 1316/2013 concerning the Connecting Europe Facility (CEF), relevant actions will have to be taken, since both Regulations have a strong impact on RFC8 by defining new circumstances. The CEF Regulation introduces changes into the routing of RFC8 – in 2018 additional branches have to be added, connecting the ports of Hamburg and Wilhelmshaven to RFC8, in 2020 the corridor has to be extended to Tallinn via Rail Baltica. Already in 2014 activities are planned aiming at the preparation of these changes.

## 4.1 STUDY ON THE CORRIDOR'S INFRASTRUCTURE CHARACTERISTICS

The Study on the Corridor's Infrastructure Characteristics is listed as one of the four main activities in the EC financing decision. By its scope the study will cover inter alia: assessment of relevant infrastructure characteristics related to capacity needs of freight trains on RFC 8, analysis of benefits in terms of capacity increase, train length, etc. resulting from the RFC 8's infrastructure modification, and cost estimation of the infrastructure modification, when possible.

The study will cover in its analysis the period from 2012 to 2025 and will be done by the WG Infrastructure. The experts will provide all necessary analysis of the current situation, TMS results and existing bottlenecks. Further on the selection of parameters will be examined and finally cost benefit analysis of investment related improvement measures will be carried out.

Final report is foreseen to be delivered on 31st December 2014.

## 4.2 IMPLEMENTATION PLAN

The Implementation Plan (IP) is one of the most important documents that will describe the measures for implementation of RFC8 and will contribute to improve the RFC 8 service quality. As a first step, in order to elaborate the Implementation Plan, a concept study should be prepared.

The aforementioned CSIP will be ready in the first quarter of 2014. After completion of the CSIP, the IP will be drafted.

The IP with all its documents has to be completed and submitted for the Executive Board approval 6 months before launching the RFC 8, i.e. at latest 10th May 2015. Consultation phase has been foreseen for 2015 starting from the uploading the document on the RFC 8 website at the beginning of February. Final approval of the document by the Executive Board is planned in September 2015.



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## 4.3 CORRIDOR ONE-STOP SHOP

Regulation (EU) 913/2010 provides for the establishment or designation of a Corridor One-Stop Shop. The most important task in this field is to decide about the model of the C-OSS and perform the test phase for future PaPs construction and PCS. Apart from these other important issues related to its setting up or designation are:

- Its organisation;
- The development of standardised processes (tools and procedures);
- Providing the service for RUs in respect of path request;
- The future C-OSS will deliver provision of information concerning: the network statement, list and characteristic of terminals, application for infrastructure capacity, traffic management, authorised applicants as well as implementation plan.

As RNE elaborated “Guidelines for Corridor OSS”, this document will also be taken into account.



*Viaduct of Moresnet on the Montzenroute.*

*Photographer: Johan Dehon. Rights: Infrabel*

## 4.4 CORRIDOR INFORMATION DOCUMENT

Regulation (EU) 913/2010 requires the Management Board to elaborate a Corridor Information Document, i.e. a number of documents, which have to be updated regularly (Art. 18). They should be presented when possible in a standardized structure and comprise of:

- National Network Statements excerpts;
- A description of terminals forming part of the RFC 8; this information has to be provided by the owners and managers of terminals;
- A description of procedures;
- The entire Implementation Plan, consisting of: the RFC 8 description with the list of the lines and a map, the Transport Market Study, a list of measures, description of the objectives and performance of the RFC 8, the investment plan.

While elaborating the Corridor Information Document, the RNE guidelines on “Corridor Information Document Common Structure” will also be taken into account.

Corridor Information Document is planned to be published once the RFC 8 becomes operational, i.e. on November 2015.



Photographer: Matthias Blex.

Source: DB Netz AG.

## 4.5 PRE-ARRANGED PATHS

Actions planned to be taken in 2014 will cover the issue of PaPs, as a continuation of the work that have already begun in 2013. The construction of Pre-arranged Paths and the definition of reserve capacity is realised by the IMs/ABs in accordance with Art. 14 of Regulation (EU) 913/2010, by taking into account i.a.:

- The Transport Market Study result, analysing the demand for the international freight traffic on RFC 8 and covering the different types of traffic, in particular passenger traffic and domestic freight traffic;
- The request for infrastructure capacity relating to the past and present working timetables;
- The national framework agreements;
- Results of the PaPs test phase.

As RNE elaborated “Guidelines for Pre-arranged Paths” this document will also be taken into account.

The principles of the supply of the Pre-arranged Paths will be explained in the Corridor Information Document.



Harbourline near Botlek handover station.

Source: ProRail.

## 4.6 COMMUNICATION PLAN

RFC 8 is aware that a Communication Plan is an important element of its business strategy and should enable smooth communication with the applicants, the terminal owners and managers, railway associations, relevant authorities and European institutions and organizations, etc.

Further actions will be taken before and after the RFC 8 is operational in order to promote RFC 8. Our communications will be published, among others, in the following way:

- Information and news about RFC 8 on the website;
- Press releases

The website of RFC 8 is planned to be launched in 2014, but can already be accessed via the following address [www.rfc8.eu](http://www.rfc8.eu).





