



Rail Freight
Corridor 8
North Sea – Baltic



Annual **Report** 2014



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

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Glossary:

AA – Authorized Applicants
AB – Allocation Body
AG – Advisory Group
CEF – Connecting Europe Facility
CID – Corridor Information Document
CIP – Customer Information Platform
CNC – Core Network Corridor
C-OSS – Corridor One-Stop-Shop
EC – European Commission
EU – European Union
ExBo – Executive Board
GA – General Assembly
IM – Infrastructure Manager
IP – Implementation Plan
KPI – Key Performance Indicator
MB – Management Board
OSJD - Organization for Cooperation between Railways
PaP – Pre-arranged Path
PCS – Path Coordination System
PIM – Project Implementation Manager
PMO – Project Management Office
RAG – Railway undertaking Advisory Group
RFC – Rail Freight Corridor
RNE – Rail Net Europe
RU – Railway Undertaking
SCID – Subgroup Corridor Information Document
SERAC - Single European Railway Area Committee
SLI – Subgroup Legal Issues
SWaP – Subgroup Works and Possessions
TAG – Terminal Advisory Group
TIS – Train Information System
TEN-T – Trans-European Networks - Transport
TMS – Transport Market Study
WG - Working Group
WG Infra – WG Infrastructure
WG PM&O – WG Performance Management & Operations
WG TMS – WG Transport Market Study
WG TT/C-OSS – WG Timetable/Corridor One Stop Shop

Foreword



The Rail Freight Corridor North Sea – Baltic is a common project of the rail infrastructure managers of Belgium, the Netherlands, Germany, Poland and Lithuania with the aim of boosting rail freight by providing seamless path offers at superior quality along the corridor.

In 2014, our Rail Freight Corridor has achieved a number of important milestones.

Among them the results and findings of the Transport Market Study stand out in particular as they were used by the Management Board and the Executive Board to define the exact routing of the Corridor. We also went further and decided together to go beyond the requirements of the Regulation with the extension of the Corridor to Prague and to the south of Poland as well as by deciding to implement the Corridor to Amsterdam, Wilhelmshaven and Hamburg already in November 2015. Hence, many new partners could be won for our cooperation e.g. the Czech Infrastructure Manager SZDC, the Czech Ministry for Transport, as well as numerous new members for the RAG and the TAG – as we decided at the same time to open the RAG and the TAG meetings for every interested stakeholder. We are looking forward to work even closer with you in future!

Furthermore the Working Group Infrastructure completed its work on the preparation of the 'Study on Corridor's infrastructure characteristics' which shows the infrastructure parameters on RFC 8 North Sea – Baltic and the need for further investments needed. Meanwhile also the works on the Implementation Plan were intensified which will be published as part of the Corridor Information Document at the opening of the Rail Freight Corridor North Sea – Baltic in November 2015.

The Management Board took also strategic decisions related to the structure and governance of the Corridor and appointed the C-OSS Manager. Further achievements were reached in the past year as you can see in the attached Annual Report 2014 which hopefully gives you a good overview of our work for the corridor.

We would like to thank all members of the Executive Board, the Management Board and the Project Management Office, along with the experts contributing to the Working Groups for the strong commitment and efforts they have shown in 2014. However, the ultimate success of the project depends on the support of our clients, both now and



Oliver Sellnick

Chairman of the Management Board
Rail Freight Corridor
North Sea – Baltic



Jakub Kapturzak

Director of the Office
Rail Freight Corridor
North Sea - Baltic

Introduction



Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight¹, further referred as 'Regulation (EU) No 913/2010' or 'the Regulation', lays down rules for the establishment and organization of international rail freight corridors (RFCs) with a view to the development of a European rail network for competitive freight.

According to the Annex of the Regulation, RFC 8 was to link Bremerhaven, Rotterdam, Antwerp, Aachen, Berlin, Warsaw, Terespol and Kaunas. This Corridor is among three (out of a total of nine), that are scheduled to become operational in November 2015. The other six RFCs went live in November 2013.

The adoption of Regulation (EU) No 1315/2013 on guidelines for the development of the trans-European transport network and Regulation (EU) No 1316/2013 concerning the Connecting Europe Facility renamed RFC 8 into RFC North Sea – Baltic and extended it with additional branches to be more in line with the multi-modal Core Network Corridor with the same name. Aim is to connect the ports of Amsterdam, Hamburg and Wilhelmshaven not later than 2018 and by 2020 the Corridor has to be further extended to Riga and Tallinn via Rail Baltica.

After these changes and on the basis of the results of the Transport Market Study, the Management Board proposed an extension of the Corridor already by November 2015 to the ports foreseen for 2018, to Katowice via Horka and to Prague via Bad Schandau. The Member States involved consider further extension to Medyka by November 2020. Justification of extending RFC 8 to the Ukrainian border will be subject within the update of the Transport Market Study. This proposal of extensions was accepted by the ExBo who applied to the European Commission for approval by a Letter of Intent. In April 2015 SERAC gave a positive opinion regarding extension of RFC North Sea – Baltic and final decision of the EC is expected.



RFC North Sea – Baltic map (situation November 2015)

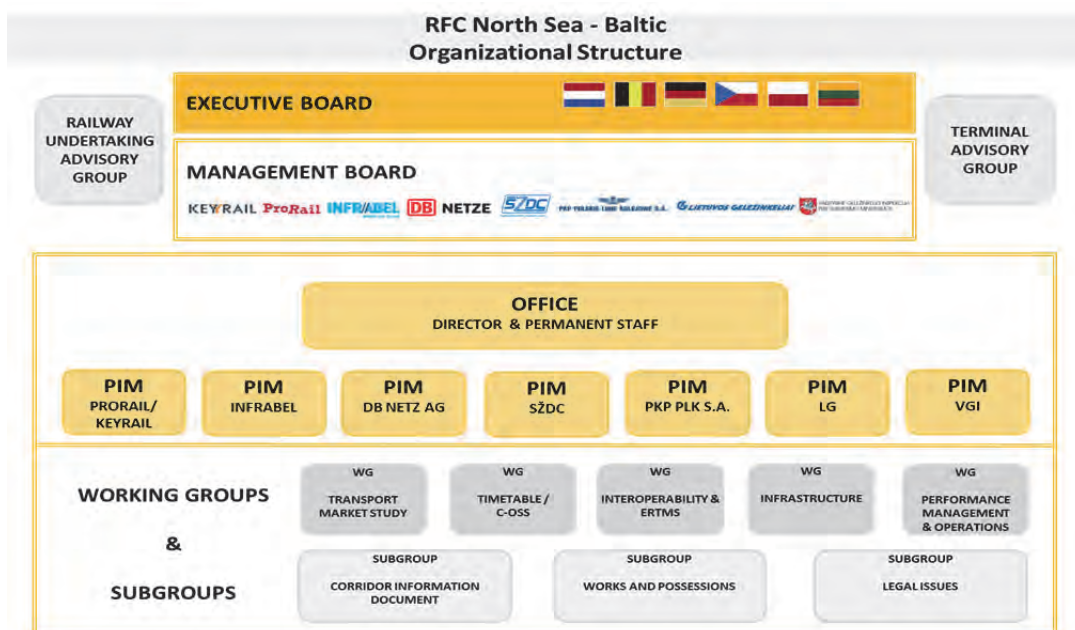
¹ Published in the Official Journal of the European Union on the 20th of October 2010 L 276/ page 22.

1. Governance



The governance structure of RFC North Sea – Baltic is divided into following levels:

- **The Executive Board** established in March 2012 and consisting of representatives of Ministries of Transport of the cooperating countries.
- **The Management Board** established in May 2012 and consisting of representatives of cooperating Infrastructure Managers and Allocation Body. The Czech Infrastructure Manager SŽDC is an observer since April 2013. The Management Board is the decision making body of the Corridor.
- **The Advisory Groups** established in November 2012 and consisting of Railway Undertakings and Terminal owners/operators.
- **The Project Management Office** consists of Project Implementation Managers and the RFC North Sea - Baltic Office with its permanent staff and a Director.
- **Working Groups and Subgroups** consist of experts on specific fields delegated from the cooperating Infrastructure Managers and Allocation Body.



RFC North Sea – Baltic Organigram

1.1 Executive Board

The Executive Board of the Rail Freight Corridor North Sea - Baltic, as referred to in Article 8 of the Regulation, has been established 20th of March 2012. Its existence has been recognized by the signatory Ministers to the Agreement establishing the Executive Board of Rail Freight Corridor North Sea - Baltic on 8th October 2014, in the margin of the European Transport Council held in Luxembourg.

This Agreement extends the composition of the Executive Board, in accordance with the Letter of Intent sent on 27th June 2014 on the extensions of the RFC North Sea – Baltic to the Czech Republic, to the South of Poland (Silesia Region) and to Medyka (Polish-Ukrainian border) and the advanced extension to the ports of Amsterdam, Hamburg and Wilhelmshaven.

The Executive Board takes its decisions on the basis of mutual consent of the representatives of the authorities of the Member States. The Executive Board takes decisions which are provided for by the Regulation; these decisions are legally binding and directly applicable. They are signed by all the members of the Executive Board and are published.



**Joint meeting of the Executive Board and Management Board,
Warsaw 23rd April 2014**

The Executive Board is composed of representatives of authorities of the Member States concerned. Each Member State has nominated a full member and an alternate member:

<p>The Czech Republic</p>	<ul style="list-style-type: none"> • Jindrich Kusnir, Full Member, Director of Railway and Combined Transport Department • Jan Ilik, Alternate Member
<p>Poland</p>	<ul style="list-style-type: none"> • Maciej Gładyga, Full Member, Deputy Director, Department of Railway Transport • Paweł Skowroński, Alternate Member
<p>Lithuania</p>	<ul style="list-style-type: none"> • Saulius Girdauskas, Full Member, Vice-minister • Vidmantas Tamulis, Alternate Member
<p>The Netherland</p>	<ul style="list-style-type: none"> • Hellen Van Dongen, Full Member, Director Directorate Public Transport & Rail • Hinne Groot and Rob Morsink, Alternate Members
<p>Belgium</p>	<ul style="list-style-type: none"> • Johannes Peeters, Full Member, General Advisor Rail Policy • Julie Buy, Alternate Member
<p>Germany</p>	<ul style="list-style-type: none"> • Wolfgang Küpper, Full Member, Head of Unit Railway Policy • Stefan Nagel, Alternate Member

1.2 Management Board

On 18th May 2012 the Infrastructure Managers of the 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 was formally established.



SŽDC is currently an observer in the Management Board and will become a full Member after the official approval of the extension by the EC.



The MB meets on a regular basis, at least four times a year, alternately in every Corridor country. The meetings are chaired by the Chairperson. The Chairperson is elected unanimously by the Management Board every two years. The Chairperson together with the Director of the Office is acting as a spokesperson of the Infrastructure Managers and Allocation Body of the Corridor in matters related to the Corridor. The Management Board gives direction and guidance for the Corridor work and monitors the activities. In 2014, Mr. Oliver Sellnick was the Chairman of the Management Board.



Oliver Sellnick and Mirosław Kopczyński

The Management Board is composed of the following Members:



Guus de Mol
Keyrail/ProRail



Michel Geubelle
Infrabel
(Photo: Infrabel - Frédéric Sablon)



Oliver Sellnick
DB Netz AG



Edyta Jaszczuk-Jeziarska
PKP Polskie Linie Kolejowe S.A.



Donatas Kalvaitis
Lietuvos Geležinkeliai



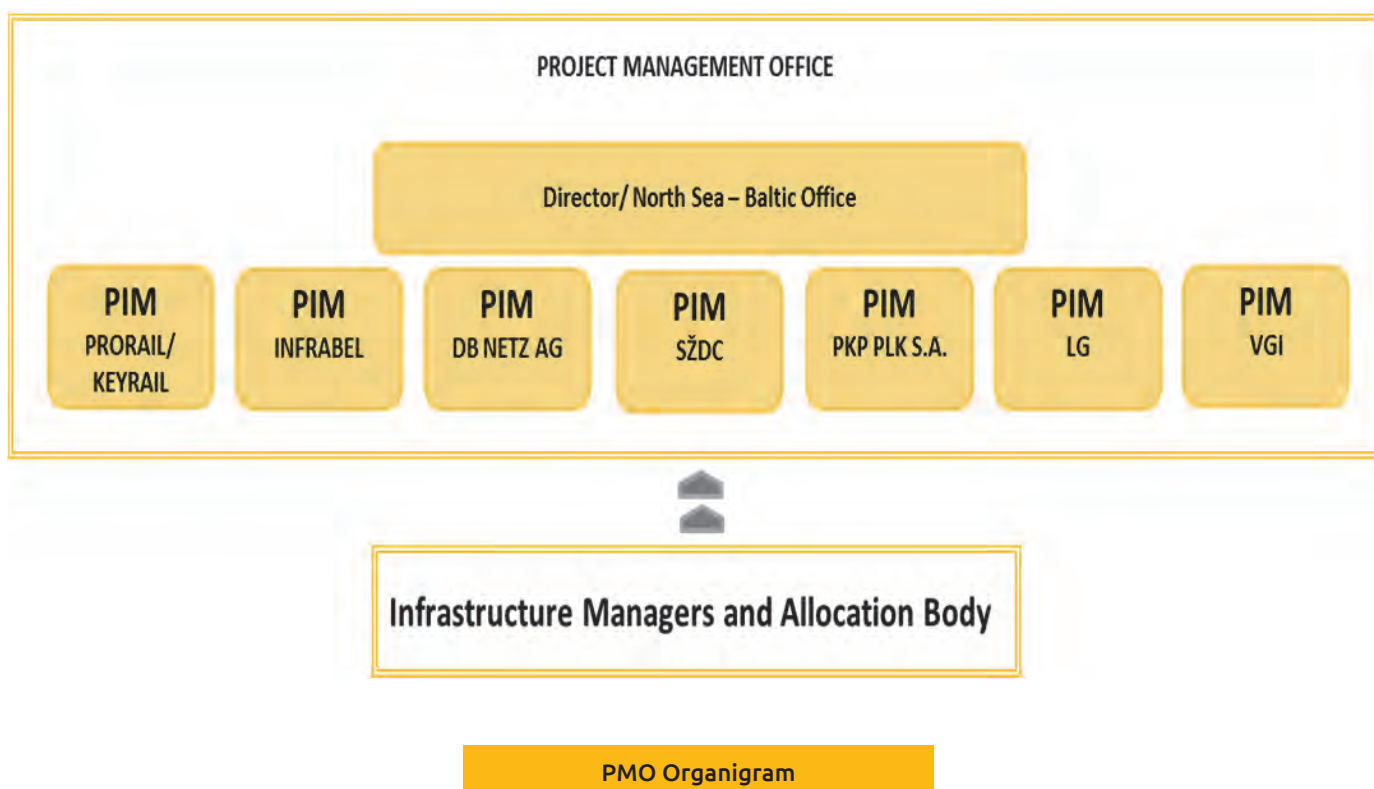
Antanas Dubikaitis
Valstybinė geležinkelio inspekcija prie
Susisiekimo ministerijos



Radek Čech
SŽDC

Project Management Office

From the very beginning, in order to support its work, the Management Board has set up a Project Management Office as its permanent working body. The PMO consists of permanent staff working in the Office under the lead of the Director and Project Implementation Managers being the contact persons of the IMs and AB.



The Director, who is appointed by the Management Board, is the head of the RFC North Sea - Baltic Office and coordinates the PMO work.

Mr. Mirosław Kopczyński was the Director of RFC North Sea - Baltic Office from January 2013 till November 2014. From November 2014 Mr. Jakub Kapturzak took over the role of Director of the RFC North Sea - Baltic Office.



Mirosław Kopczyński
former Director
of RFC North Sea - Baltic Office



Jakub Kapturzak
Director
of RFC North Sea - Baltic Office

The RFC North Sea – Baltic Office is situated in the headquarters of PKP PLK S.A.:

RFC North Sea - Baltic Office

**74 Targowa Street
03-734 Warsaw
Poland
info@rfc8.eu**

1.3 Advisory Groups

According to the Regulation (EU) No 913/2010 the Management Board shall set up two Advisory Groups:



When the TAG and RAG were established in 2012 and the kick-off meeting took place on 27th November 2012 they had a limited number of representatives per country. However, to get as much input as possible from the stakeholders it was decided by the Management Board in 2014 to open up the Groups to all interested railway undertakings or terminal operator, if relevant to the Corridor.

The acting spokesperson were for the RAG Mr. Andreas Pietsch from Captrain Deutschland and for the TAG Mr. Jörg Schulz from Eurogate GmbH & Co. KGaA, KG.



Andreas Pietsch
RAG spokesperson



Jörg Schulz
TAG spokesperson

2. Working Activities



In 2014 working activities of RFC North Sea – Baltic focused among other issues on delivering the draft Implementation Plan, conducting and finalizing the Transport Market Study and the Study on the Corridor's infrastructure parameters. Another important issue was the setting up of the future Corridor One-Stop Shop.



Train at harbour line Rotterdam
Source: Keyrail

2.1 Executive Board

The general responsibility of the Executive Board is to define the general objectives of the freight corridor, supervising and taking the measures expressly stipulated in Regulation (EU) No 913/2010. In 2014, the Executive Board was chaired by Belgium and met 4 times.

In 2014, in terms of cooperation, the Executive Board cooperated with the European coordinator of the Core Network Corridor North Sea - Baltic and his staff. The chief advisor of the coordinator and the representative of the consortium who was contracted for elaborating the work plan have attended an Executive Board meeting. The representatives of the ministries exchanged their opinions on the work of the CNC organized by the European Commission in 2014.

A first contact has been taken with the representatives of Estonia and Latvia in view of the future cooperation required with the extension of the Corridor to Riga and Tallinn by 2020.

A letter was sent to the Regulatory Bodies end of 2013 by the Executive Board asking the Regulatory Bodies to agree on a cooperation agreement.

Following a letter which was sent to the National Safety Authorities end of 2013 by the Executive Board, the National Safety Authorities came together for a first meeting.

In 2014, in terms of operational responsibilities, the Executive Board has adopted its internal rules of procedure. The Ministers have signed an Agreement regarding the establishment of the Executive Board on 8th October. The Ministers also decided to extend the Board to the Czech Republic following a Letter of Intent from the Executive Board signed on 27th June 2014 aiming at extending the Corridor to Prague.

The Executive Board played a key role within the negotiations with the eight other rail freight corridors in order to develop a common framework for capacity allocation. At the end of this first round of negotiation, a pilot framework has been developed for the 2016 timetable and approved by several rail freight corridors also by the Executive Board of RFC North Sea - Baltic.



**Joint meeting of the Executive Board and Management Board,
Warsaw 23rd April 2014**

The Executive Board has agreed in principle on the definition of the routes of the Corridor as well as on the terminology of the lines. The Executive Board has decided to accelerate the implementation of the extensions to the ports of Wilhelmshaven, Hamburg and Amsterdam, foreseen in annex II of the Regulation (EU) 1316/2013, by November 2015 and to implement the extension “Hannover - Falkenberg – Prague/Katowice” by November 2015 as well. In addition the Executive Board has decided to consider a further extension of the Corridor to Medyka (Poland-Ukraine border) by November 2020. The traffic potential of the latter extension will have to be demonstrated through a study in line with the Czech and Polish extension modules of the existing Transport Market Study.

The progress realized by the Management Board in terms of developing the Implementation Plan has been monitored.

Finally the Action Status Report concerning the co-funded project 2011-EU-95090-S has been validated by all Member States concerned. The Executive Board has also provided the Management Board in due time information about the Connecting Europe Facility call 2014, and an exchange of views has been organized.



**Joint meeting of the Executive Board and Management Board,
Warsaw 23rd April 2014**

2.2 Management Board

The Management Board met 9 times in 2014 and concentrated its activities on the implementation of the Corridor and these activities are described further down in this Annual Report (see chapter 3). The Management Board met 9 times in 2014.

Apart from that the Management Board took i.a. the following decisions:

- Appointed Mr. Jakub Kapturzak as new Director of the Office,
- Prolonged the Office Contract for the next two years,
- Decided to have the EEIG seat in Warsaw,
- Appointed Mr. Florian Müller as the Manager of the future C-OSS and decided to locate the C-OSS in Frankfurt hosted by DB Netz,
- Established Subgroup Works and Possessions (see also chapter 2.3.1).



Viaduct of Moresnet on the Montzenroute
Photographer: Johan Dehon. Rights: Infrabel

2.3 Project Management Office

The PMO work was prepared and coordinated by RFC North Sea - Baltic Office. The Office is as a facilitator fully independent from any particular IM or AB. It 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. The PMO met 11 times in 2014 and in addition the Office organized 2 meetings with the Leaders of the WGs.

In 2014 the PMO work focused among other issues on the TMS final report, the drafting of the Concept Study on Implementation Plan, the draft of the Implementation Plan, the Study on the Corridor's infrastructure characteristics and the communication plan. All these activities are described further down in this Annual Report.

Moreover, the Office was involved in the joint meetings with the Executive Board and also represented the Corridor during meetings and conferences organized by the European Commission and RNE.



Jaktorów – Żyrardów on the railway line between Warsaw and Łódź
Source & Copyright: PKP Polskie Linie Kolejowe S.A.

2.3.1 Working Groups

The Regulation imposes several tasks on the Management Board of RFC North Sea - Baltic.

In order to facilitate the work regarding the RFC North Sea - Baltic implementation, 5 Working Groups and 3 Subgroups were formed:

Name of the WG/Subgroup	WG Leader (Company)
WG Transport Market Study	<ul style="list-style-type: none"> • Arne Humpert (DB Netz AG) • Mihaela Vetter (DB Netz AG) - temporarily
WG Timetable/C-OSS	<ul style="list-style-type: none"> • Jan Deeleman (ProRail)
WG Performance Management & Operations	<ul style="list-style-type: none"> • Ann Verstraelen (Infrabel)
WG Interoperability and ERTMS	<ul style="list-style-type: none"> • Janusz Szkopiński (PKP PLK S.A.)
WG Infrastructure	<ul style="list-style-type: none"> • Rimantas Kuliešius (Lietuvos Geležinkeliai)
Subgroup Works and Possessions	<ul style="list-style-type: none"> • Jens Dänner (DB Netz AG) • Harry Marsman (former, ProRail)
Subgroup Legal Issues	<ul style="list-style-type: none"> • Charlotte Ducuing (Infrabel) • Yvonne Dessoy (DB Netz AG) - temporarily
Subgroup Corridor Information Document	<ul style="list-style-type: none"> • Dr. Johannes Berg (DB Netz AG)

The WGs are formed from experts of the RFC North Sea - Baltic IMs and AB. All of the WGs began their work already in 2012. In 2013 and 2014 the WGs were strongly involved in elaboration of the draft Implementation Plan. More details about scope of competences are presented further down in this Annual Report.

WG Infrastructure

In order to comply with the requirements of the Regulation related to the Study on the Corridor's infrastructure characteristics, the long term part of the Transport Market Study and the indicative investment plan, the MB set up the Working Group Infrastructure.

In 2014 WG Infrastructure met 6 times and dealt with the elaboration of the following input for the Transport Market Study, the draft Implementation Plan and the Study on the Corridor's infrastructure parameters:

- Routing;
- Infrastructure parameters;
- Bottlenecks;
- Definition of infrastructural capacity;
- Long-term part of TMS;
- Indicative investment plan;
- Capacity management plan.

WG Transport Market Study

In order to comply with the requirements related to the conducting of the Transport Market Study and the cooperation with the Consultant the MB set up the Working Group Transport Market Study.

In 2014 the WG TMS met once and organized one teleconference. The WG TMS dealt with the elaboration of an input for the draft Implementation Plan on the basis of the TMS elaborated by the Consultant. This input focused on:

- Essential elements of the TMS;
- Conclusions and recommendations of the TMS;
- Description of current and future demand.

The WG TMS was also responsible for contacts with the Consultant ETC who carried out the short term-part of the TMS and the different modules and supported organization of the workshop on the TMS results for the RAG/TAG meeting.

WG Timetable/C-OSS

In order to comply with the requirements related to timetabling and the Corridor One-Stop Shop, the RFC North Sea – Baltic Management Board set up the Working Group Timetable and C-OSS.

In 2014 the WG TT/C-OSS met 6 times and dealt with the elaboration of the following input for the draft Implementation Plan:

- Tasks of the Corridor One-Stop Shop;
- Authorized Applicants;
- Preparation of a test phase;
- Capacity offer;
- Coordination of the SWaP work that shall focus on coordination, publishing and procedure of infrastructure works.

Moreover the WG TT/C-OSS delivered input regarding:

- Development of the RFC North Sea - Baltic KPIs related to allocation process;
- How to handle dual governance in case of overlapping sections with other corridors;
- How the C-OSS can contribute to the communication strategy of the Corridor.



First national corridor Děčín – Břeclav
Archive SŽDC

WG Performance Management & Operations

In order to comply with the requirements related to the traffic management procedures, i.e. operational rules at border crossings, operational rules in case of disturbances, operational rules for cross-border information, punctuality the MB set up the Working Group Performance Management and Operations.

In 2014 the WG PM&O met 4 times and dealt with the elaboration of the following input for the draft Implementation Plan:

- Operational bottlenecks;
- Operational rules at border;
- Operational rules for cross-border;
- Operational rules in case of disturbance;
- Punctuality.

Moreover the WG PM&O delivered input regarding the development of the RFC North Sea - Baltic KPIs related to this WG's scope of responsibility.



Line between the operating bridge on Odra river and Rzepin
Source: DB Netz AG

WG Interoperability & ERTMS

In order to comply with the requirements related to the deployment plan and interoperable system the MB set up the Working Group Interoperability & ERTMS.

In 2014 the WG Interoperability & ERTMS met 3 times and dealt with the elaboration of the following input for the draft Implementation Plan:

- ERTMS deployment plan;
- Benefits of the ERTMS projects.

Subgroup Works and Possessions

The Management Board of RFC North Sea – Baltic established Subgroup Works and Possessions as a group of experts in the field of coordination of works. SWaP task is to define how coordination of works should be dealt with on Corridor level. In 2014 one meeting of the SWaP took place. Two main tasks to be fulfilled by the SWaP were agreed:

- to fill RNE database at X-24, X-17, X-12, X-9 and X-4;
- to organize in future coordination meetings, twice a year with RFC 1.



Building of the new Rail Baltica line
Source & Copyright: Lietuvos Geležinkeliai

Subgroup Legal Issues

In 2014 the Subgroup Legal Issues met 6 times and dealt with the elaboration of the following documents and analysis:

- Several analysis regarding establishment of the EEIG;
- Statutes of the EEIG;
- Internal rules of the EEIG/Corridor;
- C-OSS contract;
- Frame contract (to be concluded between the EEIG and VGI).

Subgroup Corridor Information Document

The Management Board of RFC North Sea – Baltic established Subgroup Corridor Information Document in order to elaborate Book 2 of the Corridor Information Document. This work is scheduled to be performed in 2015.



The Liefkenshoektunnel between the right and the left bank of the port of Antwerp was inaugurated in December 2014
Infrabel – Herchaft Eric – Reporters

2.4 Advisory Groups

In 2014 two meetings of the AGs took place. The first one was organized in Warsaw on 24th April. The aim of this meeting was to present the outcomes of the Transport Market Study and give a general progress report regarding the implementation of the Corridor.



**Meeting with RAG & TAG
in Warsaw, 24th April 2014**

The purpose of the second meeting that took place on 22nd October in Berlin was alike. The Management Board presented the progress report focusing on the main activities such as preparation of the investment plan, Study on infrastructure parameters, definition of lines and routing as well as terminals. During this meeting Guideline of Cooperation between the Advisory Groups and the Management Board was adopted and signed later on during the meeting in March 2015. Moreover, the RUs addressed to the Management Board the problem of operating language on cross border sections referring to the issue of language, locomotives and drivers certificates.

Within the RAG/TAG meeting a dedicated workshop on the Transport Market Study took place. It was divided into three parts:

- I. TMS Short Term: Interviews / Methodology
- II. TMS Short Term: Market analysis /prognosis
- III. TMS Long Term

During the discussion with the members of AGs several factors were indicated as necessary for commercial success. One of them is a strong need to inform terminals about the actual running times of trains. The Train Information System from RNE may be a useful tool to improve information exchange. According to railway undertakings it is extremely important to harmonize the infrastructure parameters that will be provided by the RFC North Sea - Baltic. Railway Undertaking representatives underlined that it is crucial for the value of the RFC North Sea - Baltic offer, if along the Corridor 740m long trains, with the same characteristics such as high loading gauge and axle load were accepted. This would be a positive factor for developing continental freight service. The question of cross border interoperability was also raised. While interoperability should be understood wider than only technical issue the technical interoperability of course must be provided which is already part of the EU requirements. The interoperability issue must mean reviewing any national criteria, since the criteria may impact on railway business. A positive attitude towards above mentioned challenges is a key element that can provide success for any freight corridor. This may mean preservation of railway share in freight transport when total amount of transported goods is rising but it also may mean a modal shift of part volume from road to rail.



Workshop on the Transport Market Study,
22nd October 2014 Berlin

3.

Main activities in 2014



In 2014 the Management Board focused its work on the finalization of the Transport Market Study, the Study on the Corridor's infrastructure characteristics, drafting the Concept Study on Implementation Plan, the draft Implementation Plan and Communication Plan. More detailed information regarding these tasks is presented in this chapter.



New tunnels for combined transport
Archive SŽDC

3.1 Transport Market Study

The Transport Market Study was conducted by the Management Board in order to fulfil the requirements of the Regulation. It was composed of the Short Term part, Long Term part, analysis of extension of the Corridor to Silesia region in Poland and the Czech Republic.

The Study builds the basis for further Corridor related tasks, e.g. routing and PaP offer.

Short Term part

There were two general aims of conducting the Short Term part of this Study:

- Analysis and evaluation of the current situation of the international freight transport market and in particular, of rail freight services on the Corridor;
- Forecast on the evolution of demand for international rail freight services on the Corridor by year 2017.

Outcomes of these will enable IMs/AB to offer Pre-arranged Paths in accordance with market needs and implement measures to increase the competitiveness of rail freight.

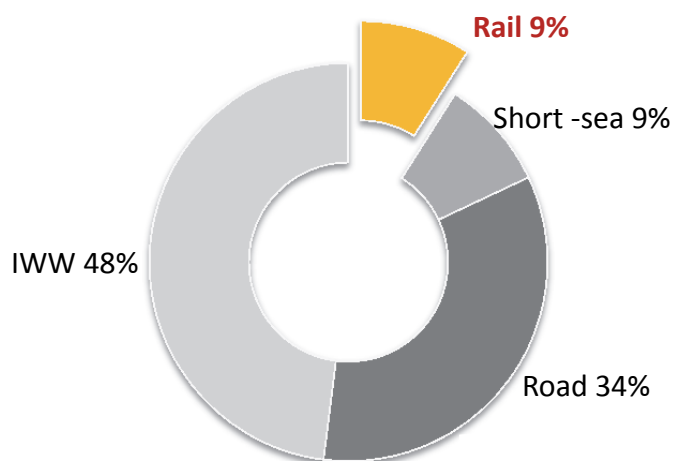
The TMS showed that rail reaches the biggest shares on relations with high volumes, however compared to other modes rail freight obtains only a small cut:

Trade line Bidirectional traffic	Rail		Road		IWW		Short – Sea		All modes	
	1.000t	%	1.000t	%	1.000t	%	1.000t	%	1.000t	%
NL - BE	3.632	3,3	30.409	27,4	74.141	66,8	2.824	2,5	111.006	100
NL - DE	21.004	11,7	43.735	24,3	110.000	61	5.475	3	180.214	100
NL - PL	137	1,5	5.320	57,3	2	0	3.825	41,2	9.284	100
NL - LT	0	0	323	5,4	0	0	5.704	94,6	6.027	100
BE - DE	6.416	12,1	16.058	30,3	26.000	49	4.589	8,6	53.068	100
BE - PL	173	3,3	3.725	71,9	0	0	1.282	24,7	5.180	100
BE - LT	0	0	246	19,7	0	0	1.005	80,3	1.251	100
DE - PL	8.649	14,2	45.444	74,5	762	1,2	6.158	10,1	61.013	100
DE - LT	25	0,4	1.422	21,2	0	0	5.247	78,4	6.694	100
PL - LT	39	9,1	2.873	76,1	0	0	1.018	23,8	4.281	100
Market share	40.426	9,23	149.555	34.14	210.905	48,15	37.127	8,48	438.013	100

Transport market share on RFC North Sea - Baltic in country to country relations

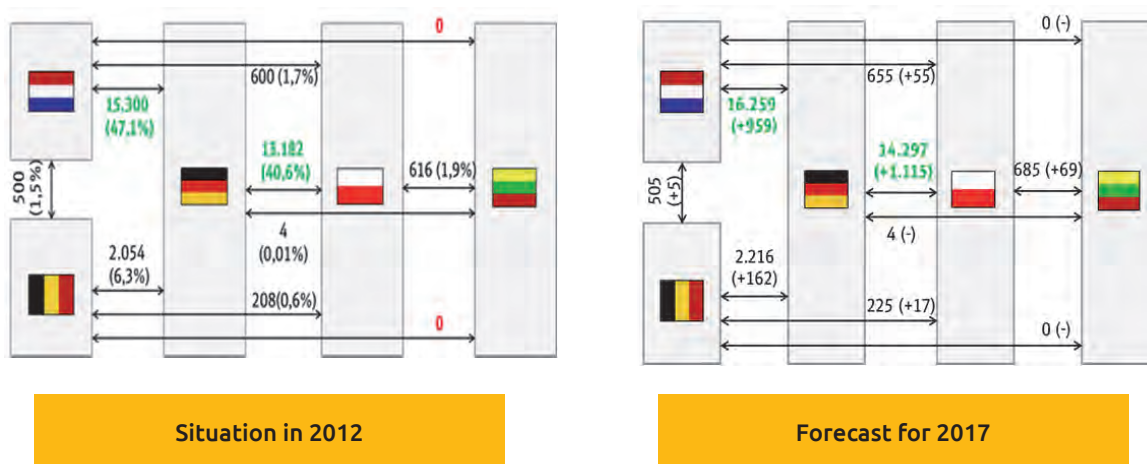
The Transport Market Study showed as well that:

- Rail traffic has a proportionally high share on the most important relations;
- Road is competitive on almost all relations, especially between Germany and Poland & Germany and the Netherlands;
- IWW plays an important role between the Netherlands and Germany & Belgium and Germany;
- Short-sea shipping plays a rather minor role compared to the other transport modes, except for traffic with Lithuania.



Modal split on RFC North Sea – Baltic

According to the TMS results rail freight transport along RFC North Sea - Baltic in 2012 was mostly bilateral traffic between NL-DE & DE-PL. According to the forecast for 2017 growth on most relations are predicted, however there are no major changes in the distribution of traffic. Rail freight transport along RFC North Sea – Baltic is presented below:



The interviews with stakeholders done in the frame of the TMS suggested the following improvements to gain competitiveness on RFC North Sea - Baltic:

Railway and terminal infrastructure

- Standardisation of infrastructure for 740 m trains and 22.5 t axle load;
- Extension of sidings along Corridor;
- Extension of storage capacity in terminals;
- Enhancement of terminal capacities incl. 7/24.

Implementation of ERTMS

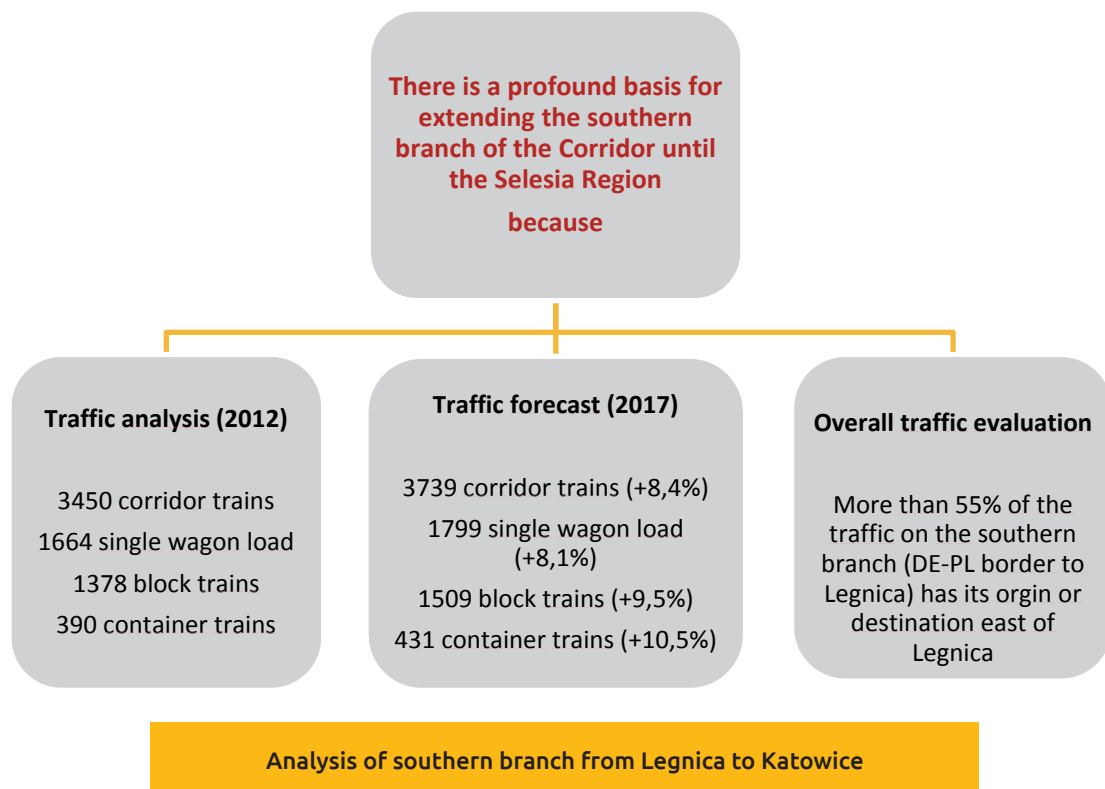
- ERTMS should be implemented as soon as possible;
- Simplify and reduce cost for ERTMS installation to keep rail freight at low cost.

International train path management

- Harmonization of information standards along RFC North Sea - Baltic (definition of Corridor trains, identification);
- Establishment of a C-OSS for RFC North Sea – Baltic;
- Transparent pricing regime;
- Conduct of regular stakeholder interviews or stakeholder conferences along the Corridor, using the information to enhance the services of the C-OSS;
- Provision of tracking and tracing information on trains;
- Up-to-date Information on train performance;
- Advance information on delays, maintenance and repair works.

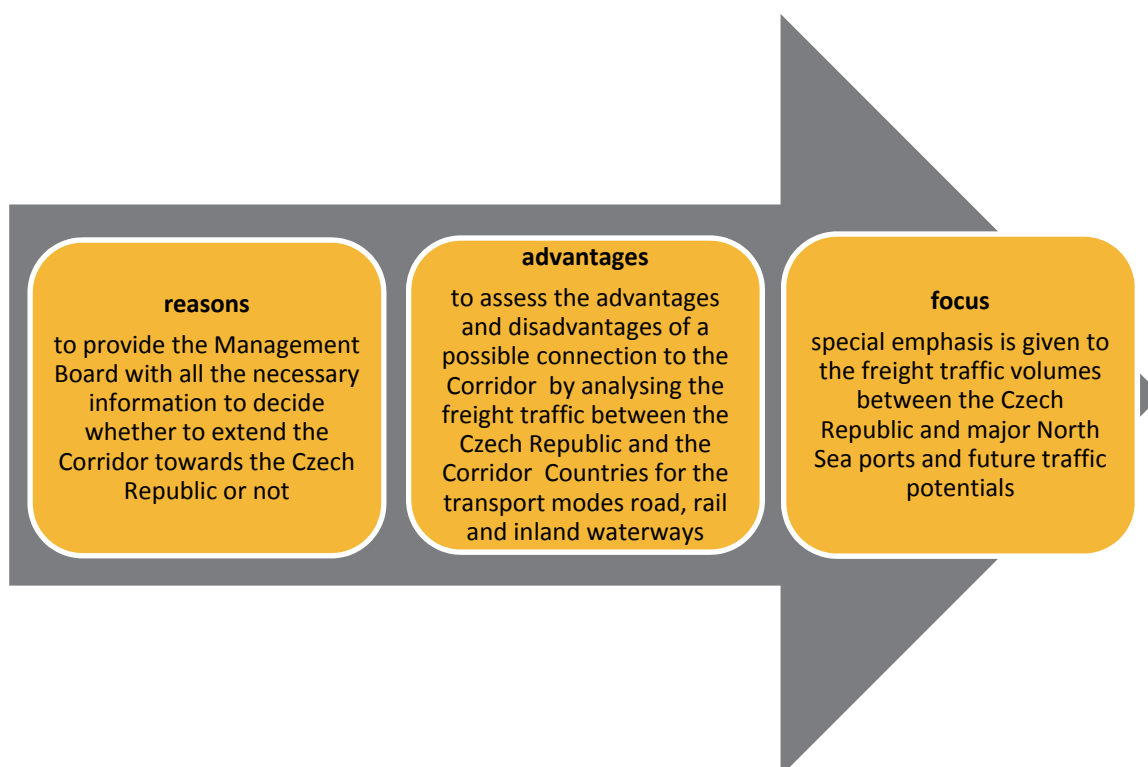
Extension to Silesia region

Additionally, a prolonged southern branch from Legnica to Katowice has been analysed within the TMS.



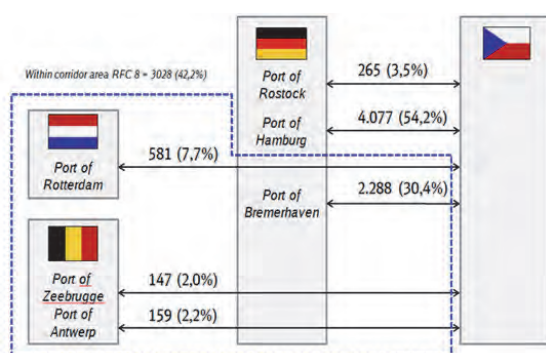
Extension to the Czech Republic

In the Czech Module it has been assessed if RFC North Sea - Baltic should be extended to Prague via Bad Schandau.

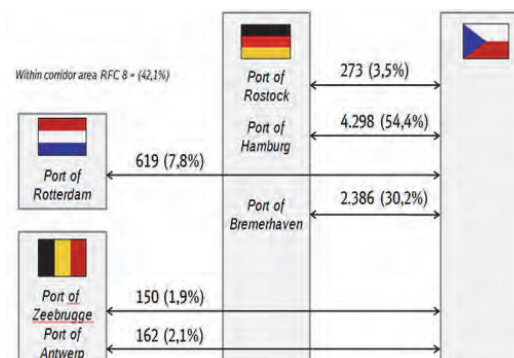


Aim of the Czech Module

The biggest volumes consist of trains to and from the port of Hamburg and the port of Bremerhaven, where according to the forecast for 2017 a stable increase of train traffic to the ports in North is expected, which forms a sound basis for a stable rail freight connection.



Situation in 2012



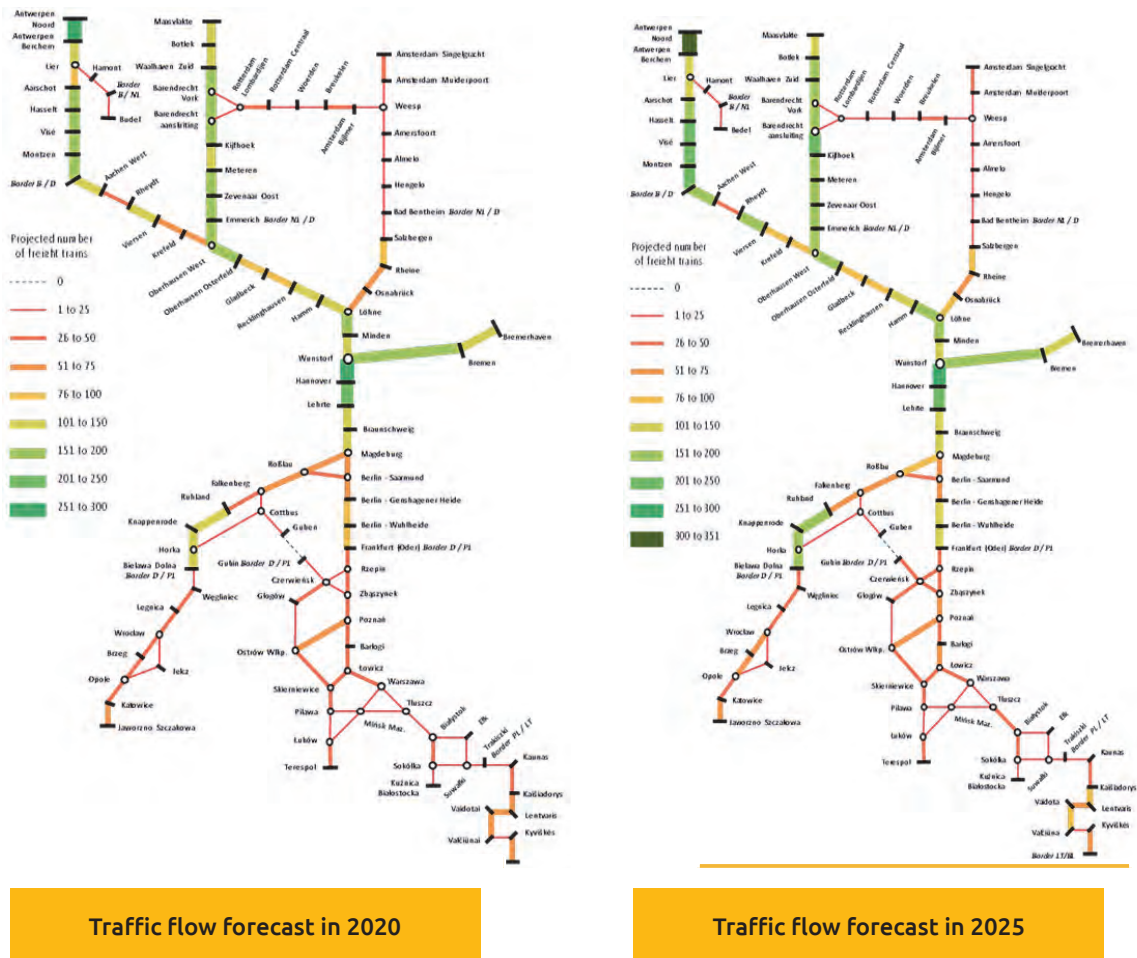
Forecast for 2017

Based on the results of the Czech Module, the MB decided to extend the Corridor to Prague and the North Sea ports, especially having in mind:

- Robust economic development in the coming years,
- Strong connection with Germany concerning export and import trade,
- RFC North Sea - Baltic countries account for 42% of Czech exports and 37% of all imports to the Czech Republic,
- Important traffic flows to the North Sea ports,
- Forecasts expect a stable increase of train traffic to the ports in the North, with especially high growth rates for combined traffic.

Long Term part

The TMS includes as well long-term forecasts which are based on national studies at country level and from the infrastructure managers involved in the Corridor. In cases where information was insufficient in the national studies any other official or company ordered study was used as a base for the long-term forecasts.



3.2 Study on the Corridor's infrastructure characteristics

The Study² which was conducted by the WG Infra showed the current infrastructure parameters based on the preliminary routing of the Corridor. Based on the results of this study as well as the TMS, it was identified that it is impossible to run 740 meter trains on the whole Corridor. This seems to be one of the crucial issues to be solved and as one of the biggest issues for IMs. This is about running 740 m trains on the entire Corridor but also about the upgrading of the axle load and ton/meter load. It is evident that for the customers the upgrading and harmonization of the train length parameter to 740 m will have a positive effect on their results.

Another finding of the Study is that even after realisation of all projects named in the investment plan there will still be bottlenecks on the infrastructure of the Corridor. Therefore, based on the information in this study, the Management Board concluded that it is a challenge and goal to harmonize infrastructure parameters along the Corridor, if feasible and economically justified.

The Management Board is also considering it reasonable to carry out a study which would identify the necessary conditions to make this increase in loading capacity possible (running 740 m trains on the entire Corridor and the upgrading of infrastructure to allow for improved axle load and ton/meter load). Therefore it was included in the CEF call application.

3.3 Implementation Plan

The Implementation Plan is the document presenting the means and the strategy that the parties concerned intend to implement in order to develop over a specified period the measures which are necessary and sufficient to establish the freight corridor.

As a first step in preparing the IP, a Concept Study on Implementation Plan describing the methodology for drawing up the IP was elaborated.

The aim of this Study was to work out the study documentation in order to prepare the IP. The documentation covered the following elements:

1. Identification of general requirements regarding organization of data collection, administration and update of the basic Corridor's characteristics;
2. Identification and definition of requirements specification and functional design of the IP;
3. Development of the IP concept.

Elaboration of the Implementation Plan was therefore the main activity of the Management Board in 2014. The document is divided into the following chapters:

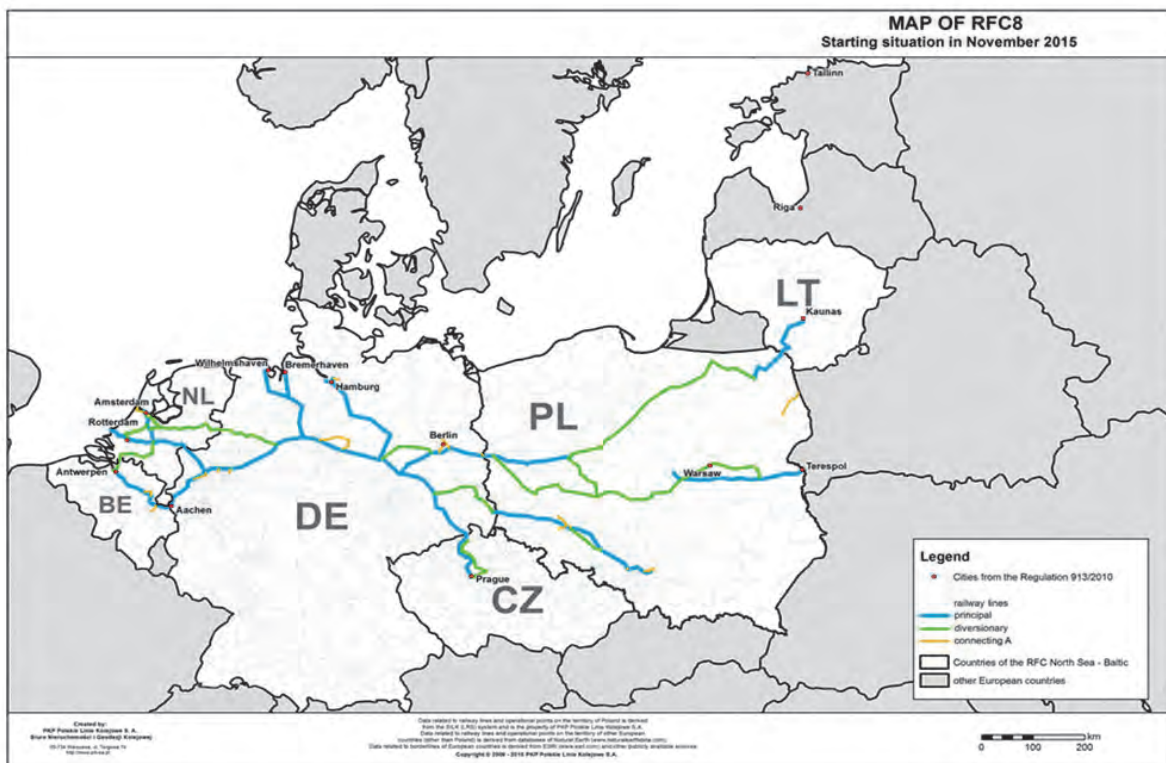
- I. Introduction
- II. Corridor Description

² It is published on the website:
<http://rfc8.eu/images/Study%20on%20the%20corridors%20infrastructure%20characteristics.pdf>

- III. Transport Market Study
- IV. Measures to create RFC North Sea - Baltic
- V. Objective performance
- VI. Indicative investment plan

Afterwards in 2015, the draft Implementation Plan has to be submitted to the Executive Board by 10th May 2015 and published on the 10th November 2015.

In chapter I, apart from the description of the governance structure, the proposal for the geographical outline of the Corridor is presented:

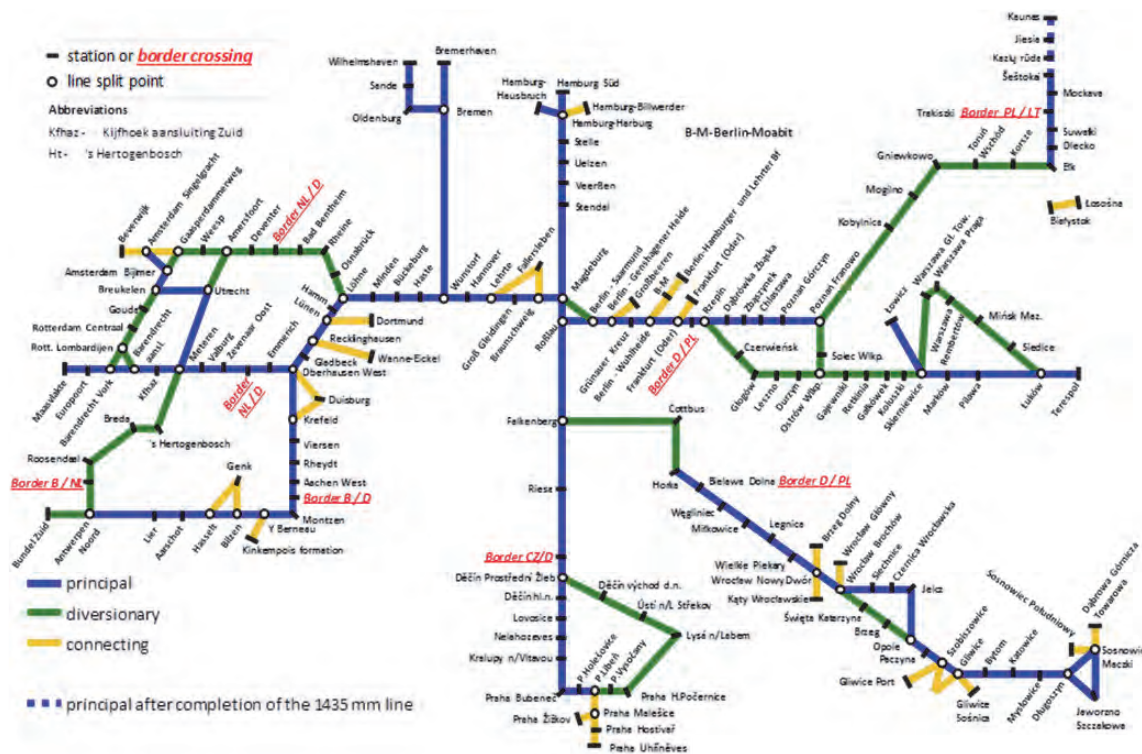


RFC North Sea Baltic routing - November 2015

The railway lines of RFC North Sea - Baltic were divided into:

- **Principal line** (on which Pre-arranged Paths will be offered);
- **Diversionsary line** (on which PaPs may temporarily be considered in case of disturbances, e.g. long lasting major construction works on the principal lines);
- **Connecting line A**, i.e. lines connecting principal lines to a terminal (on which Pre-arranged Paths may be offered but without obligation to do so);

- **Connecting line B**, i.e. line, siding or track system of private or local infrastructure (on which a priori no Pre-arranged Paths will be offered);
- **Expected line**, i.e. any of above-mentioned which either are planned in future or under construction but not yet completely in service. Expected line can also be an existing line which shall be part of the RFC in the future.



Schematic RFC North Sea Baltic routing

On the expected principal lines (E-20) between Poznań and Warsaw PaPs will not be offered until construction works are completed (foreseen in 2020). During this period a diversionary line through Ostrów Wielkopolski and Skierniewice will be offered for Applicants.

On the expected principal line (E-75) the South part of the Rail Baltica from Warsaw to Polish-Lithuanian border PaPs will not be offered until construction works are completed. During this period a diversionary line Poznań—Etk will be offered for Applicants.

In chapter III the executive summary of the TMS is included. On the basis of the TMS Management Board elaborated conclusions that focus on:

- PaP offer: Pre-arranged Paths in accordance with market needs; and
- Infrastructure needs: implement measures to increase the competitiveness of rail freight.

In chapter IV “Measures to create RFC North Sea – Baltic” Articles 12-19 of the Regulation are analysed. Article 12 concerns the obligation of the Management Board to coordinate and publish the schedule for carrying out works on the infrastructure and its equipment that would restrict available capacity on the freight corridor. Articles 13-19 of the Regulation concern the operational management of the freight corridor.



Bridge in Bolesławiec
Source & Copyright: PKP Polskie Linie Kolejowe S.A.

The Management Board was required to analyse the implementation of the following provisions:

- To determine role and obligations of the Corridor One-Stop Shop;
- To manage capacity that is to be allocated to freight trains;
- To extend the notion of applicant to authorized applicants who are given right to request PaPs and reserve capacity;
- To establish rules regarding traffic management (in the event of disturbance as well);
- To publish regularly updated specific information about the Corridor;
- To take care about service performance.

In chapter V “Objective Performance” possible KPIs are described focusing on punctuality and capacity. When it comes to KPIs, at this stage of the Corridor implementation process the following performance KPIs were listed as possible:

- Total Corridor Traffic;
- Corridor Punctuality;
- Theoretical Running Time.

Such KPIs would allow to measure the amount of Corridor trains that have circulated on RFC North Sea - Baltic, the average punctuality of a selection of Corridor trains, in 26 Corridor passage points due to using the RNE TIS and would make the comparison between the average yearly timetable running time and the average Pre-arranged Path running time for predefined RFC North Sea - Baltic routes.

Monitoring of the allocation process:

Further KPIs were established by the Executive Board within the Framework for capacity allocation and are related to the allocation process:

- Pre-arranged Paths per section;
- Requests for Pre-arranged Paths;
- Allocated Pre-arranged Paths;
- Reserve Capacity;
- Allocated Reserve Capacity.

Possible KPIs related to the general Corridor Performance:

- Cross Border Traffic that measures all Corridor trains per RFC North Sea - Baltic border point. This KPI will be updated on a monthly basis.;
- Delay Reason: shows the share of each delay reason in the total amount of delays on a selection of Corridor trains. The IM, RU or third parties responsibility is also indicated. This KPI will be updated biannually;
- Top Corridor Flows: gives an overview on the main origins, destinations and routes of Corridor trains. This KPI will be updated yearly;
- Lost minutes: measures the amount of lost minutes on a selection of Corridor trains, in 8 points on the Corridor. This KPI will be updated on a monthly basis.

Possible measures related to the monitoring of the allocation process:

- Allocated Pre-arranged Paths in active timetable: the number of C-OSS allocated Pre-arranged Paths which reached active timetable phase. This KPI will be updated on a yearly basis;
- Double Bookings: the number of conflicting applications for Pre-arranged Paths at X-8. This KPI will be updated on a yearly basis;
- Allocated paths for reserve capacity in active timetable: the number of C-OSS allocated paths during the reserve capacity phase, which reached active timetable phase. This KPI will be updated on a yearly basis.

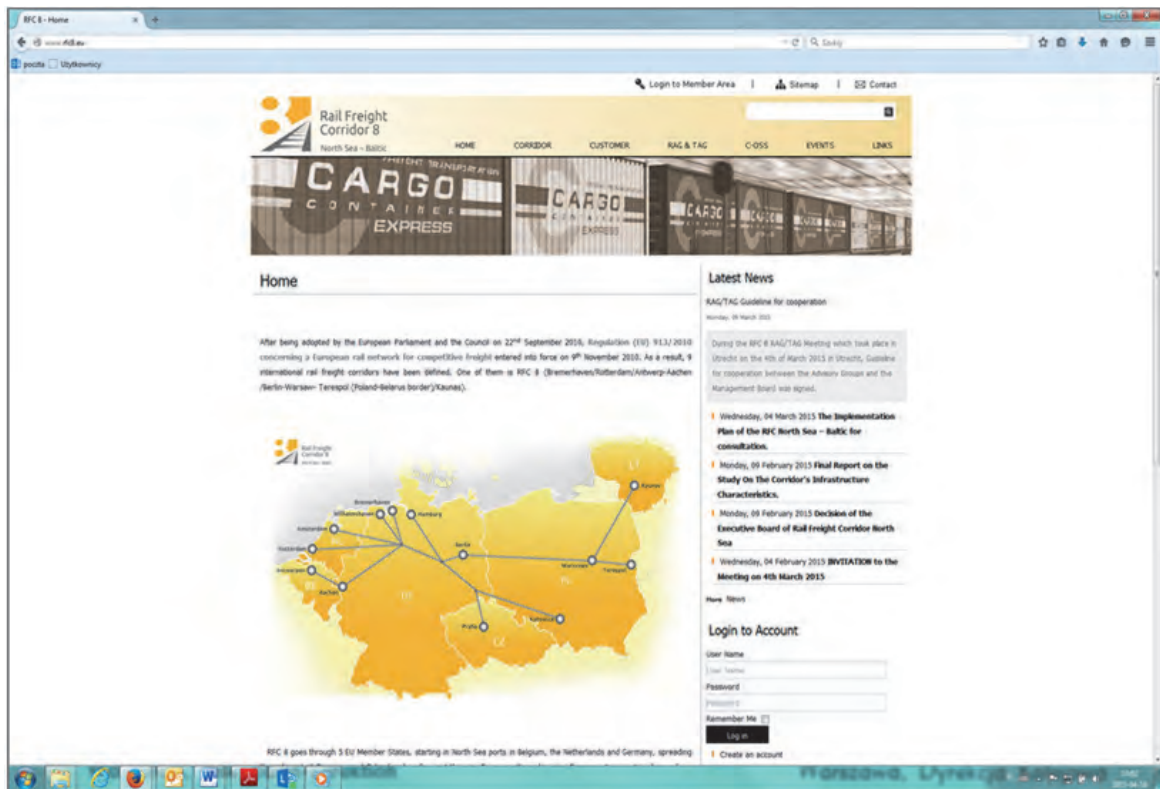
In chapter VI an indicative investment plan is included, as according to the Regulation the MB shall draw up and periodically review an investment plan. It is based on the national investment plans and covers the period until 2025. It includes also the deployment plan on interoperable systems.

The draft Implementation Plan is scheduled to be subject of consultation in the beginning of 2015. After the approval of the draft of the Implementation Plan by the Executive Board, it will be published on the website of the RFC North Sea – Baltic in accordance with the Regulation.

3.4 Communication Plan

In order to better manage the communication flow between the Corridor organization and its stakeholders, the Management Board elaborated the Communication Plan. This document focuses on communication schedule related to the Implementation Plan and publication of PaPs/Corridor Information Document, Customer Satisfaction Survey as well as general progress report communication i.a. elaboration of the Annual Report.

The Management Board elaborated also a website for RFC North Sea – Baltic which can be found under the address: www.rfc-northsea-baltic.eu



RFC North Sea - Baltic website

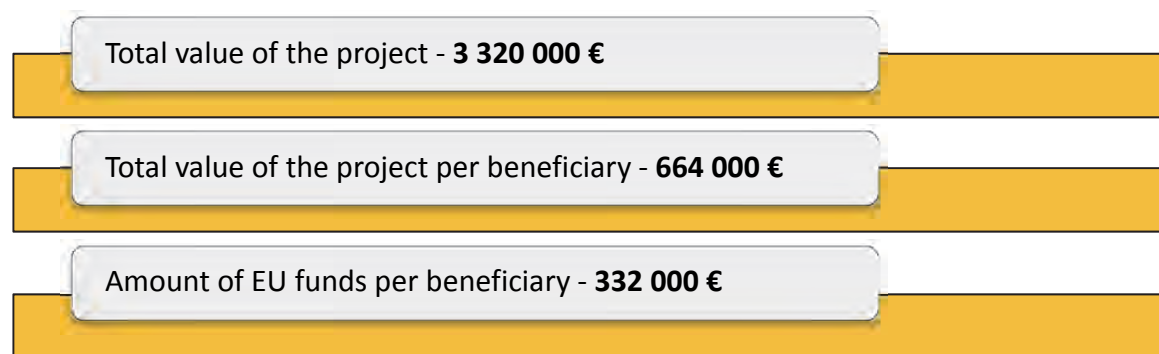
4. European Funding



TEN-T Funding

RFC North Sea – Baltic received financial support from the European Commission under the TEN-T Annual Call 2011. The task of the RFC North Sea – Baltic is to elaborate a study documentation contributing to the successful implementation of the provisions of the Regulation with regards to the RFC North Sea – Baltic.

CONFERRED TEN-T FUNDING IN NUMBERS



The start of the action “Preparatory studies and activities of the organizational structures of Rail Freight Corridor 8 Bremerhaven / Rotterdam / Antwerp - Aachen / Berlin - Warsaw - Terespol (Poland – Belarus border) / Kaunas) 2011-EU-95090-S” was April 2012 and the project ended in December 2014. The co-financing rate was 50% (Studies). On 6th November 2012 Decision C(2012)8082 granting financial aid was notified.

The TEN-T funding of the project entailed 4 activities:

- **Activity 1 The Transport Market Study:** the activity covered elaboration of the TMS for the Corridor;
- **Activity 2 Definition of organizational, technical and operational conditions for the Corridor:** the activity covered work of the management structure of RFC North Sea - Baltic: the Management Board, Project Management Office (the Office and Project Implementation Managers and Working Groups) as well Advisory Groups. The RFC North Sea – Baltic website was developed: www.rfc-northsea-baltic.eu;
- **Activity 3 Study on the Corridor’s infrastructure characteristics:** the activity covered a study on infrastructure along the Corridor and is available on the RFC North Sea - Baltic website;
- **Activity 4 Implementation Plan - Concept Study:** the activity covered the elaboration of the study documentation aiming at preparation of the Corridor’s Implementation Plan, as required by the Regulation.

Following the Co-operation Agreement for implementation of the Action the Coordinator PKP PLK S.A delivered the Strategic Action Plan and the Action Status Report in due time and will submit the Final Report at the latest by 31st December 2015.

2014 CEF Transport Calls

The TEN-T funding ended in December 2014. The CEF Transport is the successor of the TEN-T Programme. The 2014 CEF Transport Calls for Proposals were published on 11th September 2014 and they are the first calls under the CEF in the area of transport.

- **CEF Transport: General context**

The main objective of CEF Transport, as it is set out in the TEN-T Guidelines, is to help complete the TEN-T Core Network and its CNC by 2030. A total budget of €21.4 billion has been allocated to co-fund TEN-T projects in the EU Member States for the period 2014-2020: more than three times the amount allocated to the predecessor TEN-T Programme (2007–2013).

- **2014 CEF Transport application overview**

The Management Board of the RFC North Sea – Baltic decided that all of the Infrastructure Managers of the RFC North Sea – Baltic will take part in the joint application for the CEF Call within 2014 Multi-annual Work Programme, Funding Objective 1, Priority „Rail Interoperability”, including SŽDC, which is the observer within the Management Board. After the EEIG establishment the EEIG will replace IMs as project beneficiary.

The fulfilment of the requirements of Regulation is the precondition for the proposed Action, which is a logical continuation of the project 2011-EU-95090-S.

The proposed Action consists of 4 activities which are crucial for finalizing the implementation by November 2015 and the functioning of the Rail Freight Corridor North Sea – Baltic in the first years after its initial implementation.

The table below shows the defined activities:

<p>Title: <i>Establishment of Rail Freight Corridor „North Sea – Baltic“ and its further development aiming at improving conditions for international rail freight transport</i></p> <p>Time period: 2015-2020</p> <p>Budget: 8.262.500 €</p>			
<p>Activity 1 Coordination of the Corridor improvement</p>	<p>Activity 2 Organization and coordination of Corridor’s work aiming at strengthening of users’ involvement and customer orientation</p>	<p>Activity 3 Transport Market Study update</p>	<p>Activity 4 Performing a study on capacity improvement</p>

5.

Activities in 2015



To be able to start the Corridor in November 2015 a lot of work still has to be done. In this chapter a part of this work is described.

5.1 Consultation of the Implementation Plan

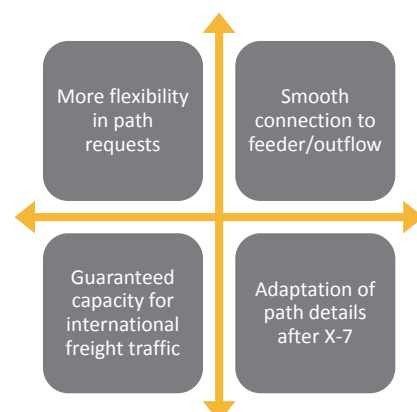
According to the Regulation the Management Board shall elaborate an Implementation Plan at the latest 6 months before making the freight corridor operational and shall submit it for approval to the Executive Board. Before that, the draft of the Implementation Plan shall be presented for consultations in the first quarter of 2015.

5.2 Pre-arranged Paths

In 2014 the Management Board started a test in developing PaPs for RFC North Sea - Baltic. The aim of the test phase was:

- To test and adjust the processes between the RFC and the involved IMs, between the involved IMs and the C-OSS and between all involved IMs;
- To get experienced in working together with key players (IMs, WG C-OSS/TT, PMO, WGs, ExBo);
- To get experienced in making a sufficient and good fitting offer of PaPs;
- To discover and solve hurdles in making the offer for customers in PCS;
- To be well prepared to go live after November 2015.

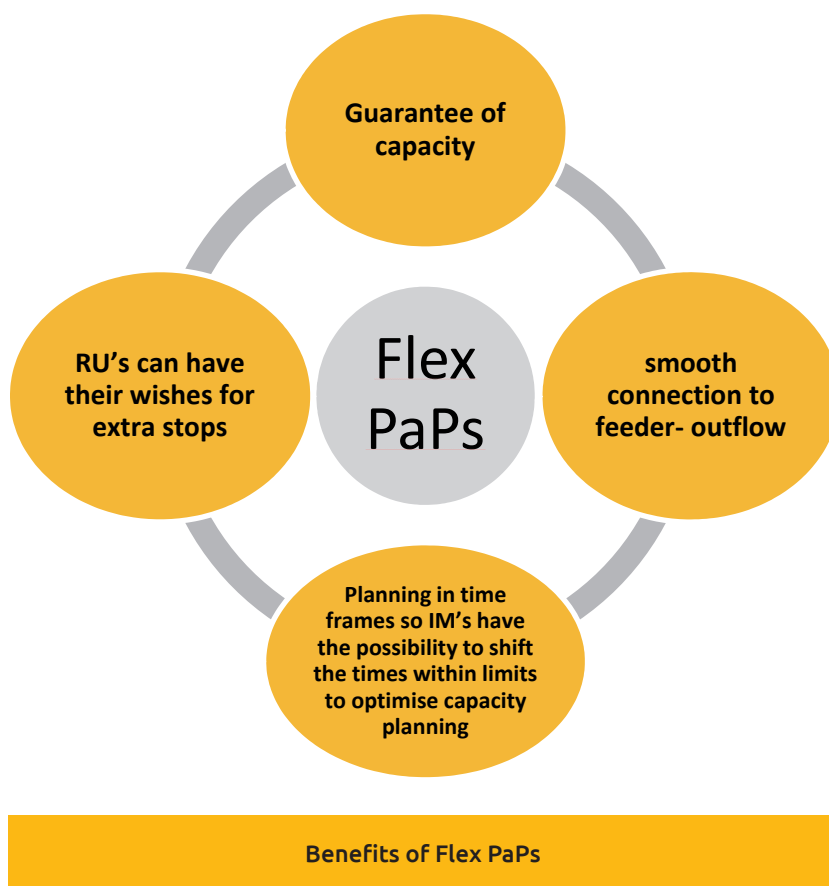
In 2014 the Management Board supported the idea to develop the concept of flexible PaPs on RFC North Sea - Baltic in order to meet the wishes of the market for:



In order to solve the problem of potential conflicts on capacity, in 2014 the Management Board decided also to introduce Network PaPs in order to set priority rules which will be designated to foster the optimal use of infrastructure capacity and address the needs for capacity in specific geographical relations or of market segments with special requirements in train path characteristics. They may be offered only on RFC North Sea – Baltic or together with other RFCs. Network PaPs will consist of contiguous PaP sections linked together and are identified by a special ID or marker in PaP catalogues and IT tools.

The first PaPs will be published by the C-OSS at the latest on 11th January 2016 for TT 2017. The Management Board's intention is to include the flexible PaPs in the first published PaP catalogue for TT 2017.

The decision regarding the offer of reserve capacity will be taken in 2015.



5.3 Corridor One-Stop Shop

In 2014 the Management Board decided also that DB Netz will host the Corridor One-Stop Shop for the first two timetable years. In the C-OSS the following IMs and AB are working together:



The C-OSS Manager will be Mr. Florian Müller who can be contacted at:



Florian Müller
C-OSS Manager

Mainzer Landstraße 201-203
60326 Frankfurt am Main,
Germany
Phone: +49 69 265-26778
Mobile: +49 160 97429893
Fax: +49 69 265-30503
coss@rfc8.eu

According to the decision taken by the Management Board in 2014 the C-OSS of the Corridor will be responsible for the following tasks:

- 
- Displays/publishes dedicated Pre-arranged Paths and reserve capacity
 - Is a single contact point for applicants for path requests
 - Is responsible for allocation of dedicated Pre-arranged Paths and reserve capacity
 - Provides basic information concerning allocation of infrastructure capacity
 - Monitors the process between the MB and IM's during path coordination
 - Supports and advises the customer in the preparation of requests for Pre-arranged Paths
 - Is responsible for conflict resolving
 - Is forwarding requests with flexible approaches or if alternative is not accepted and receives feedback from IM/AB for further procedure
 - Keeps a path request register with dates of the requests, names of the applicants, etc.
 - Keeps the register with relevant information to Regulatory Bodies in the event of complaints regarding a Pre-arranged Path which had been allocated by the C-OSS
 - Collects feedback from applicants
 - Reports regularly to the Management Board about defined KPIs.

5.4 Corridor Information Document

According to Art. 18 of the Regulation the Management Board is obliged to elaborate the Corridor Information Document.

The Management Board decided to deliver CID in the common structure as proposed in the RNE guidelines: the RNE Corridor Information Document Common Structure. The advantage of following the RNE common structure is to elaborate the document in a structure similar to the one of the other corridors. In such case the applicants will get access to similar documents along different corridors, same as in the case of the national Network Statements, in order to find the same information at the same place in each one.

The CID will consist of five books:

- **Book I:** Generalities
- **Book II:** Network Statement Excerpts
- **Book III:** Terminal Description
- **Book IV:** Procedures for Capacity and Traffic Management
- **Book V:** Implementation Plan

The CID will be published in English, normally in January together with the publication of the PaP catalogue, but it will be published for the first time exceptionally in November 2015.



Dual 1435/1520 mm railway gauge line Šeštokai - Mockava
Source & Copyright: Lietuvos Geležinkeliai

6. Cooperation



6.1 RNE

RailNetEurope is an association set up by European IMs and Allocation Bodies to enable fast and easy access to European rail, as well as to increase the quality and efficiency of international rail traffic. Together, the current 35 members of RNE are harmonizing conditions and procedures in the field of international rail infrastructure management for the benefit of the entire rail industry.

In order to achieve above mentioned goal RNE leads many projects. They are oriented on elaborating common guidelines or prepare IT tools to facilitate management of some sphere of IM activity. Most of the RNE projects are managed by working groups which members are designated by IMs but few projects concern specifically RFCs' matters and they are dealt by relevant working group, RFC User Satisfaction Survey, Customer Information Platform.

Four times a year there is a RNE/RFC High Level Meeting attended by RNE representatives, chairpersons of Management Boards of all RFCs and Directors from all RFCs. During this meeting RNE reports about progress on its projects and representatives of RFCs present their opinion and expectations. In 2014 HL RNE/RFC meetings took place on 6th February, 28th May, 29th July and 14th October.

In 2014 RNE General Assembly decided that RFCs can apply for associate membership in the organization but without the right to vote during GA meetings.



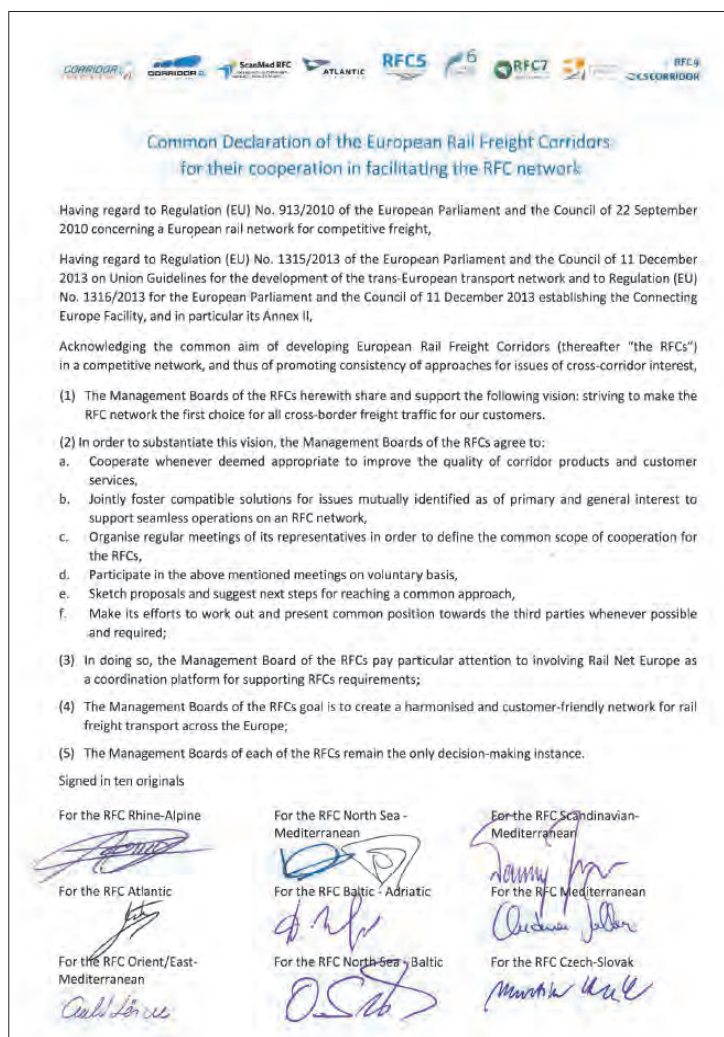
25 kilo Volt power supply station at harbour line Rotterdam
Source: Keyrail

6.2 RFCs

The main platform for the cooperation among corridors is the RFC Club. Meetings of the RFC Club are usually organized the same day as the HL RNE – RFC meetings and are hosted by RNE as well.

The main purpose of the RFC Club is to discuss and prepare common position of all RFCs on every topic relevant to RFCs activity. The RFC Club meetings although held in RNE premises are chaired by a RFC (changed rotary).

In 2014 the Chairman of RFC North Sea – Baltic Management Board together with other representatives of the RFCs signed the *Common Declaration of the European Rail Freight Corridors for their cooperation in facilitating the RFC network* in which shared and supported the vision of making to make the RFC network the first choice for all cross-border freight traffic for our customers. The Management Boards of the RFCs underlined in this document as well that the goal is to create a harmonised and customer-friendly network for rail freight transport across Europe.



Common Declaration signed by RFCs representatives

Examples of topics tackled by RFC Club: common position on cooperation with CNC Corridors, common approach on RFCs' responsibility regarding infrastructural investments, evaluation of the EC proposal on RFCs' reporting obligations.

In 2015 it is planned to have a longer, strategic meeting of the RFC Club on the 1st July.

6.3 European Commission

- **SERAC**

On the basis of the Recast of the First Railway Package³ the former "Development of European Railways Committee" was transformed into "Single European Railway Area Committee (SERAC)" whose main task is to provide the European Commission with opinions of Member States on drafts of delegated acts and implemented measures based on the Recast.

One of the many working groups of the Committee is WG Rail Freight Corridors. During WG's meetings representatives of the European Commission, Member States, Regulatory Bodies, IMs/ABs and Rail Freight Corridors discuss the most recent issues. In 2014 2 meetings of SERAC dedicated for RFCs took place on 30th April and 14th November. The discussions focused on the Handbook on the Regulation concerning a European rail network for competitive freight (Regulation (EU) 913/2010), the binding character of the ExBo decisions, resolving conflicts resulting from limited capacity, the PaPs publication (flex PaPs approach) and the presentation of results of '2013 RFCs' Customer Satisfaction Survey.

On 31st of January 2014 the MB sent a letter to the European Commission with presentation of its position towards the Handbook.

- **The Corridor Group**

Another forum for RFCs' discussion with the European Commission is the Corridor Group. Meetings of the Group are chaired by Mr. Karel Vinck, who is also a TEN-T Coordinator responsible for the ERTMS deployment.

In 2014 three meetings of the Group took place on 20th January, 23rd June and 22nd September. The discussions focused mainly on presenting the Commission's position on issues related to the RFC topic. Among others the ERTMS deployment process, the Core Network Corridor studies that were scheduled to be carried out by the end of 2014 (with emphasis on validity of the Work Plan in connection with the upcoming CEF calls) and the customer orientation of RFC's were discussed.

In the current year it is a common ambition of all RFCs to have a greater influence on the themes presented in the meetings. Mr. Vinck asked for more active participation of RFCs in this matter as well.

- **CNC North Sea - Baltic**

Nine core network corridors are identified in the annex to the CEF Regulation. Majority of sections of specific RFC overlap with rail part of relevant CNC. One of CNCs is Core Network Corridor North Sea – Baltic.

On the basis of the relevant Regulation⁴ the European Commission designated Mr. Pavel Telička to be CNC North Sea - Baltic Coordinator. Shortly after his nomination Mr. Telička was elected MEP and therefore was replaced by Ms. Catherine Trautmann. Mr. James Pond is Chief Advisor to CNC North Sea - Baltic Coordinator.

³ Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (Official Journal of the European Union L 343/32).

⁴ Regulation (EU) No 1315/2013 Of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (Official Journal of the European Union L 348/1).



James Pond and Catherine Trautmann
Source: Proximare

In 2014 the main task of the CNC North Sea – Baltic Coordinator was to prepare a Transport Market Study of the Corridor and a work plan. Proximare Consortium was chosen to conduct the study. Therefore the MB of RFC North Sea – Baltic met 3 times (23th April, 26th August and 7th November) with the CNC Consultant and the Assistant Coordinator – Mr. James Pond from DG MOVE.

Beside meetings with CNC Consultant, representatives of RFC North Sea -Baltic in 2014 took part in 4 meetings of the CNC Forum for the North Sea – Baltic on the 1st April, 18th June, the 1st October and 19th November. In 2015 it is planned to work out the common cooperation model between RFCs and CNCs.



Bridge over Odra river
Source: DB Netz AG

6.4 OSJD

OSJD (Organisation for Cooperation between Railways) is an international organization gathering 28 states from the Czech Republic to North Korea and Vietnam. OSJD has been created as an entity of parallel cooperation of relevant ministries and state owned integrated railway enterprises. Nowadays such a structure is causing problems for stakeholders from EU countries due to completely different system of railway organization that was implemented with the First Railway Package.

It should be underlined that in recent years OSJD has started to develop an idea of freight corridor. Thirteen of such corridors have been drafted already and one of them – the 1st OSJD rail corridor - overlaps with the RFC North Sea – Baltic on the section Kunowice (German - Polish border) to Terespol (Polish – Belarussian border).

For this reason the European Commission started to cooperate with the OSJD Committee. RFC North Sea - Baltic also had in 2014 first contacts with OSJD. During the first common meeting on 18th September 2014 in the seat of OSJD a RFC North Sea – Baltic presentation was given by Mr. Mirosław Kopczyński, former Director of the Office. The presentation contained information on: legal background of RFC North Sea – Baltic, its governance structure, routing, TMS, Implementation Plan and the Corridor Information Document. The establishment of the C-OSS and its unique competences were emphasized.

The Management Board decided in 2014 that it would be useful to continue the cooperation with OSJD.



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

Project “Preparatory studies and activities of the organizational structures of Rail Freight Corridor 8 2011-EU-95090-S” is co-financed by the European Union’s TEN-T programme.

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Rail Freight
Corridor 8
North Sea – Baltic