



Rail Freight Corridor
North Sea – Baltic



RAG&TAG meeting in Berlin: AOB

30th March 2017
Berlin



Co-financed by the European Union
Connecting Europe Facility



AOB:

TRIMODE

Future cooperation between RFC Orient – East Med and RFC North Sea - Baltic

Next steps

What is TRIMODE? Can TRIMODE replace our O/D Analyse?

- The main objective of **TRIMODE** is to provide a **comprehensive transport network model**
- Integrated model: **Transport activity** is the core but **economy and energy use in transport** are also covered
- **Developing endogenous projections** (transport activity, fleet, energy consumption, GHG emissions...)
- **Simulating impacts** of transport policies
- **User-friendly, transparent and documented**

Replaces not only the O/D analyse, also provides more!



Segmentation overview fully covers O/D analyse

- ✓ **Spatial coverage**
 - EU-28 + 8 (potential) candidate countries (Western Balkans, Turkey and Iceland) + 6 Other EU bordering countries: Norway, Switzerland, Belarus, Ukraine, Moldova, Russia;
 - External: 10 Rest of the World groups of countries
- ✓ **Zoning:** at NUTS3 level or below for EU-28
 - Network beyond TENtec
- ✓ **Temporal coverage**
 - Base year 2010, validation year 2015
 - Energy (including the fleet) & Economy models - in 5 year steps up to 2050
 - Transport network model - traffic assignment for at least 2010, 2030, 2050
- ✓ **Modal coverage**
 - All passenger & all freight modes and transport means
 - Intermodal / door-to-door movements: road, rail, water, air



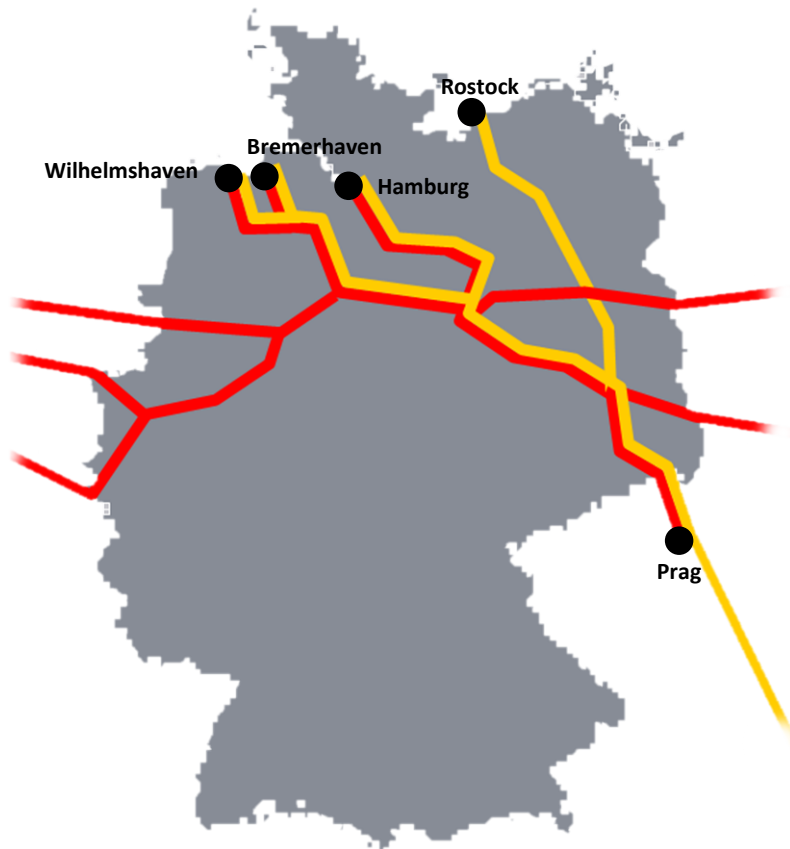
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Next steps

Impact of RFC Orient-East Med prolongation to Germany



— RFC Orient – East Med
— RFC North Sea - Baltic

Impact for RFC North Sea Baltic

- RFC Orient-East Med have to be **extended to Germany by Nov. 2018**
- **Routing** of RFC Orient-East Med in Germany is already **fixed through Regulation 913/2010**
- Most lines of RFC North Sea-Baltic in Germany will be **also RFC Orient-East Med lines**
 - Many **overlapping sections** (ca. 100%)
 - **Shared/less capacity** for two RFCs
 - **Competition of C-OSS**

The above mentioned **issues** has to be solved **together with RFC Orient-East Med** in order to **minimize the impacts** for RFC North Sea-Baltic and especially **for our common customers**

Strong impact on sales - 3 possible variants does not fit all

Multiple Governance



- High coordination between two C-OSS needed
- Additional allocation conflicts
- Failed with RFC Rhine-Alpine and North Sea-Baltic



Split-up



- Clear responsibility between C-OSS
- Less capacity for both RFCs as it has to be shared
- Loss for both, RFCs and especially the customer



Geographical split-up



- Clear responsibility & interface between C-OSS
- C-OSS of RFC NSB would be responsible for all capacity till Prague in collaboration with RFC OEM



Geographical split-up seems to be best variant with advantages & preconditions

Advantages

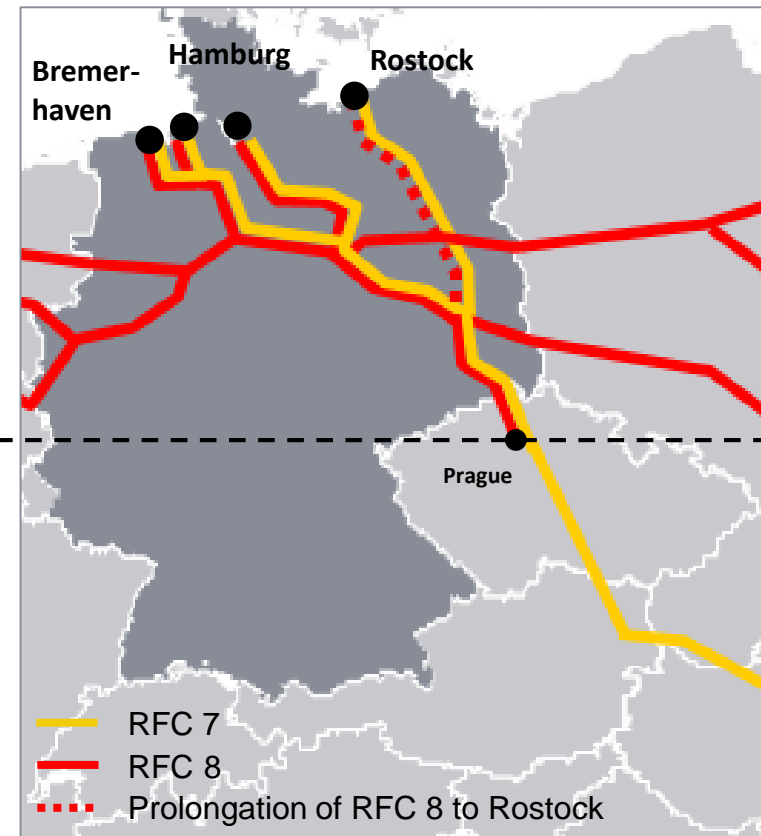
- More **customer-oriented** due to a **better offer** on the overlapping sections
- **Interoperability** between the RFCs via connecting point (**Prague**)
- **Clear sales competences** between the C-OSS

Preconditions

- Operational extension of RFC North Sea – Baltic to Rostock

North of Prague
the **C-OSS of RFC 8**
is **responsible** for
selling the Capacity

South of Prague
the **C-OSS of RFC 7**
is **responsible** for
selling the Capacity





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Next steps

10 priorities from Sector Statement

- 10 priorities in 4 clusters — approved by all 9 RFCs

Priority cluster 1 – Planning

1. Following the timetable review project (TTR)
2. Improve capacity offer given by the corridor.
3. Improving coordination on TCR.
4. Enhance use of path coordination system (PCS)

Priority cluster 2 – Operations

5. Improving harmonization of processes at the borders
6. Estimated Time Arrival implementation for all stakeholders

Priority cluster 3 – Infrastructure Investments

7. Monitoring and supporting rollout of the TEN T requirement on Rail Freight Corridors & Infrastructure Managers
8. Following ETCS implementation decided by Member States.

Priority cluster 4 – Governance

9. Monitoring the quality of freight services. KPI
10. Harmonising the Corridor Information Document

- How to deal with them?
- How to keep full coordination with other RFCs?