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Message from the Presidents

Rail Freight Corridor North Sea - Mediterranean is one of the most dynamic and advanced corridors within the European Union. We thank all the stakeholders involved in the daily work of the corridor, in particular for their strong commitment and very active cooperation. People committed to their job and working together towards a common goal are key factors of success.

2014 was important for our corridor, as it was the first complete year of its existence, following its launch on 10 November 2013 in compliance with European requirements. An inaugural business conference was organised in Ghent on 20 March 2014, where the Belgian and Dutch Ministers of Transport underlined the importance of international rail freight for Europe, in front of more than 200 participants.
The Management board published the first catalogue of prearranged train paths, offering to customers not less than 7.8 million kilometres of high quality paths, for international traffic. In order to reach a common harmonised framework for capacity allocation, the Executive board proactively steered the European cooperation of nine rail freight corridors, to finally agree with six out of the nine on a common pilot framework.

Also in 2014, with the approval of the Implementation Plan, the Executive board confirmed its commitment to deploy ERTMS from Antwerp to Basel by 2018.

Through the signing, on 8 October 2014, of the Agreement establishing the Executive board by the six Ministers of Transport involved, the United Kingdom formally joined this board and in 2015 Network Rail and Eurotunnel will become new members of the Management board.

The continued close cooperation with other Rail Freight Corridors, with international organisations and with the coordinators of the Core Network Corridors of the Trans-European Network for Transport will enable us to benefit from each other’s experience and to improve the quality of our services. 2014 was an initiation year, 2015 will be the continuation of the first steps we took in the construction of a real European Rail Freight Network.

Through the Advisory Groups, the railway undertakings and the terminals keep us informed about the transport needs of their own clients, such as the forwarders and the Industry. This information is essential to their as well as to our business, thus our objective for the near future is to optimise the work with the Advisory Groups to create win-win situations.

We wish you a pleasant reading of the numerous results we reached in 2014 which are summarised in this annual report and invite you to continue to work together to achieve our common goal: to develop an interoperable, competitive and reliable corridor.

Ann Billiau
President of the Assembly of the Management board

Joannes Peeters
President of the Executive board
1. **About the corridor**

1.1. **A major European rail freight route**

Rail Freight Corridor North Sea – Mediterranean (RFC North Sea – Med) is a freight-oriented route connecting the Netherlands, Belgium, the Grand Duchy of Luxembourg, France and Switzerland. The Corridor links main European ports (Antwerp, Rotterdam, Dunkirk, and shortly Zeebrugge and Marseille) passing through important industrial areas until reaching Lyon and Basel as gateways to Southern Europe (Switzerland, South of France, Spain and Italy and soon, to the port of Marseille).

The corridor is also a gateway to the rest of Europe, being connected to the rail freight corridors Rhine-Alpine, Atlantic, Mediterranean and North Sea – Baltic (see RNE map below).

RFC North Sea – Med is one of the most promising rail corridors in Europe, with already more than 30,000 trains per year, carrying more than 20 million tons on international services.
With a single window for the supply of quality paths

Railway undertakings and other entities, such as shippers, freight forwarders and combined transport operators, can request capacity for international rail freight traffic, through the Corridor one-stop-shop and by using the international booking system Path Coordination System (PCS).

This capacity takes the form of “off the shelf” paths, called Pre-arranged Paths (PaP), reserved for international freight and that can be requested either for the next annual timetable or, for more flexibility, at short notice.

These paths benefit from a high quality:

- they are defined according to the needs of our customers who are consulted every year;
- they are reserved for international freight traffic and benefit from a specific legal protection against cancellation;
- they are built on the basis of coordinated works along the corridor;
- they are coordinated with the paths of other corridors.

With a high level of performance

To improve the quality of traffic, trains running on the corridor benefit from new services. One of the main services is that, in order to increase punctuality on the corridor, train performance is measured and analysed. When a train deviates from its planned schedule, the European IT tool Train Information System (TIS) provides the relevant information on the delay. Railway undertakings therefore benefit from an international view of the punctuality of their trains, summarised in monthly reports they receive from the one-stop shop.

With an optimised network

By improving interoperability and collecting information on investments across borders, the lines of the corridor are optimised for international traffic.

RFC North Sea - Med is currently deploying the interoperable European Railway Traffic Management System (ERTMS) on the principal lines of the former Corridor C. This system is designed to replace national ones, which impose specific equipment on engines running on several networks.

Also, infrastructure managers exchange information on investment which enables co-ordination at a European level.
1.3. An initiative from the European Commission

The Rail Freight Corridors

In order to promote rail freight transport and increase its modal share, the European Parliament and Council adopted Regulation (EU) 913/2010 concerning a European rail network for competitive freight, which entered into force on 9 November 2010. The purpose of this Regulation is to create a European rail network composed of nine international Rail Freight Corridors (RFC), laying down rules for their establishment and organisation. Six of these corridors became operational on 10 November 2013 and the remaining three will be by 10 November 2015. RFC North Sea – Med, was successfully established on 10 November 2013.

This corridor corresponds to the former ERTMS Corridor C. The ERTMS corridors were the first corridors created in 2006, following an initiative launched by the European ERTMS Coordinator and formalised in 2009, within the European Decision 2012/88.

The Core Network Corridors

Regulation (EU) 1315/2013 on Union guidelines for the development of the Trans-European Transport Network and Regulation (EU) 1316/2013 establishing the Connecting Europe Facility, both adopted on 11 December 2013, have brought new challenges for the RFCs. The first Regulation created the Core Network Corridors (CNC), which are multimodal. As they are located on the core network of the Trans-European Network of Transport (TEN-T), they are expected to comply with the TEN-T requirements (electrification, ERTMS, 740 meters train length, 22.5 t axle load, 100 km/h line speed) by 2030. Each of the CNCs is coordinated by a European Coordinator (Péter Balázs for CNC North Sea - Mediterranean) and two horizontal coordinators: one for ERTMS and the other for the Motorways of the Sea. Coordination between the CNCs and the RFCs is required by this regulation.

The second regulation defined the geographical alignment of the CNCs, renamed the RFCs and extended their geographical scope. Rail Freight Corridor n°2 became Rail Freight Corridor North Sea - Mediterranean and will be extended in three phases:

1. extension to Dunkirk, Calais, Liège (Montzen) and Paris, in January 2015 (at the date of the 2016 timetable Pre-arranged Paths publication);
2. extension to London, Zeebrugge, Amsterdam and Marseille in November 2016;
3. extension to Glasgow, Edinburgh, Southampton and Felixstowe\(^2\) in November 2018.

\(^1\) Subject to the provisions of Articles 1(4) and 41 (2) and (3) of Regulation 1315/2013.
\(^2\) The United Kingdom has challenged the validity of article 29 and annex 2 of Regulation (EU) 1316/2013, insofar as they extend beyond London what was Corridor 2 in the original Annex to Regulation (EU) 913/2010 (action brought on 12 March 2014, case C-121/14)
The governance of the corridor includes an Executive board, composed of representatives of all States engaged in the corridor and a Management board, formed by representatives of the infrastructure managers and allocation bodies for the corridor.

Two Advisory Groups also complete the governance of the corridor: one is composed of railway undertakings which are interested in the use of the corridor and the other one of managers and owners of the terminals which connect to the corridor.
2.1. The Executive board

Mission and vision

The Executive board, through its cooperation at the level of the Ministries of Transport has the objective of improving the conditions for international rail freight transport. It has general responsibility for the implementation of Regulation (EU) 913/2010 and the equivalent Swiss measures with regard to RFC North Sea - Med.

It has the following cooperation responsibilities:

- to ensure, as far as it can, that the development and implementation of RFC North Sea - Med are conducted in a manner consistent with those of ERTMS Corridor C;
- to work together where necessary with the European institutions and organisations, the national railway safety authorities, and the regulatory bodies of its members;
- to work for a good collaboration between rail freight corridors;
- to coordinate the work of RFC North Sea - Med and CNC North Sea-Med with the European coordinator and national authorities.

It has the following cooperation responsibilities:

- to ask the Management board to report on any matter relating to the smooth functioning of the corridor;
- to ensure that the extensions of the RFC North Sea - Med are duly established;
- to take decisions on general matters of common interest concerning the internal functioning of RFC North Sea - Med without prejudice to the competence of Member States and Switzerland regarding the planning and funding of rail infrastructure;
- to consider, and where appropriate to support, the requests of the Management board for European subsidies;
- to support the Management board’s work, in particular if the latter encounters any difficulties in fulfilling its tasks.

The Executive board of RFC North Sea - Med assumes also the responsibilities of the Executive board created by the Letter of Intent for the deployment of ERTMS on Corridor C “Antwerp – Basel / Lyon” signed on 6 June 2006 by the Ministers of Belgium, France, Luxembourg and Switzerland. The functions of the Board under this Letter of Intent include:

- the coordination of deployment of ERTMS along ERTMS Corridor C and
- ERTMS coordination along the corridor in accordance with national deployment plans, as well as coordination of decommissioning of national systems in order to foster the implementation of ERTMS on Corridor C.

³ For the purposes of the exercise of the functions of the Board under the above Letter of Intent relating to ERTMS Corridor C, the representative of the United Kingdom of Great Britain and Northern Ireland is not considered to be a member of the Board.
2.1. The Executive board

organisation

The Board is constituted on the basis of an international Agreement which was signed on 8 October 2014 by the Ministers of Transport of Belgium, France, Luxembourg, The Netherlands, Switzerland and the United Kingdom. This agreement replaces the mission statement adopted on 27 June 2011 which established the Executive board of Rail Freight Corridor 2 and merged its activities with the one described in the Letter of Intend of Corridor C.

It is composed of representatives of the authorities of the Member States concerned and Switzerland. The Board takes decisions, which are provided for by Regulation (EU) 913/2010, on the basis of mutual consent. These decisions, signed by all members of the Board and published, are legally binding to their addressees.

The members of the Executive board meet four times a year. The following have a standing invitation to attend the meetings of the Board:

- the representatives of the Management board;
- the representatives of the European Commission and of the Innovation & Networks Executive Agency (INEA);
- a representative of the Regulatory Bodies for the railway sector in the countries concerned.

And on invitation:

- the European coordinators for TEN-T;
- the representative(s) of the National Safety Authorities of the countries concerned;
- the representative(s) of the European Railway Agency;
- the spokesperson of the Advisory Groups.

The Executive board is chaired by the Belgian Ministry of Transport. The chair is responsible for the secretariat, which provides the appropriate administrative support to enable the Board to carry out its work. It ensures that the tasks of the Board are properly coordinated and organises all other associated aspects of the work.
FULL REPRESENTATIVES

Joannes Peeters
Director Rail Policy
Federal Public Service Mobility
and Transport of Belgium

Jeannot Poeker
Principal Inspector
Federal Ministry of
Transport of Luxembourg

Pierre-André Meyrat
Deputy Director
Federal Office of Transport of Switzerland

Robin Groth
Director of Rail Strategy
Department for Transport of the United Kingdom

Hinne Groot
Coordinator international affairs
Ministry of Infrastructure and the Environment of The Netherlands

Guillaume Brodard
Head of unit National railway network unit
Ministry for Ecology, Sustainable Development and Energy of France
2.1. The Executive board

STAND-IN REPRESENTATIVES

Brigitte Jacquemont
For the Ministry for Ecology, Sustainable Development and Energy of France

Deborah Phelan
For the Department for Transport of the United Kingdom

Julie Buy
For the Federal Public Service of Mobility and Transports of Belgium

Rob Morsink
For the Ministry of Infrastructure and the Environment of The Netherlands

Rolf Zimmermann
For the Federal Office of Transport of Switzerland

André Bissen
For the Ministry of Transport of Luxembourg
Activities

Capacity

The Executive board has to define the framework for capacity allocation on the Corridor. In 2012, RFC Rhine - Alpine and RFC North Sea - Med approved a common framework for capacity allocation. In the light of experience of the first allocation phase in April 2014, both corridors agreed that it was necessary to improve the framework in order to take into account the interconnections of the corridors, and the network they shape.

The Chairs of the Executive boards of both RFCs took the lead to organise workshops with all ministries, infrastructure managers, allocation bodies and regulatory bodies involved in the nine RFCs, as well as with representatives of the European Commission and RailNetEurope. In total, three workshops were organised, two in Brussels and one in The Hague, gathering some fifty stakeholders.

The meetings of the SERAC Working Group were also used to discuss the issues in the margin of the meeting. At the occasion of the last meeting of the SERAC Working Group in November 2014, six out of the nine RFCs agreed on a common harmonised version of the Framework for capacity allocation. The Executive board of RFC North Sea – Med signed the decision approving its framework for capacity allocation for the 2016 timetable on 11 December 2014.

Outlook 2015: The objective is to reach a common harmonised Framework for capacity allocation for the nine RFCs, therefore discussion will continue in 2015 with all the stakeholders. The two chairs of the RFCs North Sea Med and Rhine - Alpine took the lead to organise a first workshop on 21 May 2015 in Brussels.

Implementation plan

The Executive board has to approve the implementation plan of the corridor. RFC North Sea - Med has decided to update its Implementation plan each year and to link it to the annual timetable. In 2014, the Executive board signed a decision approving the implementation plan of the corridor on 11 December 2014. This approval is really important as this is where the routes of the corridor are defined, routes on which Regulation (EU) 913/2010 applies. In addition, the Executive board confirmed its commitment to deploy ERTMS from Antwerp to Basel by 2018.

Outlook 2015: the upcoming extensions of RFC North Sea – Med will have to be reflected in the next implementation plan.
2.1. The Executive board

Legal

The Executive board of RFC North Sea - Med has strengthened its legal basis with the signature of the Agreement regarding the Executive board which was signed on 8 October 2014 by the six Ministers competent for Transport on the corridor. It has been also the occasion to officially incorporate the United Kingdom into the Executive board.

Interoperability

In accordance with the Letter of Intent of Corridor ERTMS C, the Executive board has responsibility for coordinating the deployment of ERTMS along the corridor. In order to keep a coherent deployment plan along the corridor, the Executive board set up an ERTMS Working Group in 2014, which met three times.

Outlook 2015: the Executive board organised a workshop on 20 March 2015 with the national safety authorities and the infrastructure managers of the corridor in order to discuss the harmonisation of the operational rules and the authorisation of the infrastructure and of the rolling stock. A workshop was organised on 16 April 2015 with the railway undertakings and the infrastructure managers of the corridor in order to collect information from the railway undertakings as regards the operational rules and the calendar for ERTMS deployment and authorisation on their rolling stock.
2.2. The Management board

Mission and vision

The mission of the Management board is to increase the market share of rail freight by promoting measures to improve its efficiency, and more specifically:

- to allocate capacity on behalf of its members;
- to improve interoperability, inter alia by the deployment of ERTMS on the corridor;
- to improve the quality of service on the corridor;
- to coordinate and monitor applications for financial support relating to the corridor;
- to coordinate the corridor approach with those of other corridors;
- to check and evaluate the results of the abovementioned measures, with a view to developing new actions to progressively improve the quality offered by the corridor.

Its vision is to make rail freight transport progressively more reliable, more accessible, faster and safer.

Organisation

The EEIG

Since 2007, the Management board has the form of a European Economic Interest Grouping (EEIG), whose head office is located in Luxembourg, named Groupement Européen d'Intérêt Economique Rail Freight Corridor 2 (in short GEIE RFC 2).

In 2014, it was composed of seven infrastructure managers/allocation bodies which are either members or partners of the EEIG.

Members:

- The Netherlands 
  ProRail
- Belgium
  Infrabel
- France
  SNCF Réseau
- Luxembourg
  CFL

Partners:

- Luxembourg
  ACF
- Switzerland
  Trasse Schweiz
- SBB

Outlook 2015: due to the extension of the corridor to the United Kingdom, Network Rail and Eurotunnel will become members of the EEIG. Also, the name of the EEIG will change into EEIG RFC North Sea – Med.
The Assembly

The decisions on the strategy of the Corridor, its objectives, its actions and any administrative and financial issues of importance are taken at the Assembly, with mutual consent. The Assembly meets on average every six weeks. It is chaired by Ann Billiau, President of the Assembly, or when she is not able to attend, by Daniel Thull, Vice-President of the Assembly.

The following people attend the Assembly:

- the president of the Assembly;
- the representative or stand-in representative of each member and partner;
- the Managing director of the EEIG;
- the Interoperable systems Committee coordinator;
- the Permanent team.
ASSEMBLY REPRESENTATIVES

Marion Gout - van Sinderen
President Director, ProRail
Until 1 July 2014

Patrick Buck
President Director, ProRail
From 1 July 2014

Luc Lallemand
CEO, Infrabel

Jacques Rapoport
President, SNCF Réseau

Marc Wengler
General Director, CFL

Marc Oestreicher
Director, ACF

Philippe Gauderon
Head of SBB Infrastructure

Thomas Isenmann
Managing Director, Trasse Schweiz
2.2. The Management board

STAND-IN REPRESENTATIVES

Eric van der Linden
OSS and timetabling manager, ProRail

Michel Geubelle
Head of corridor department, Infrabel

Luc Roger
Director of European and international affairs, SNCF Réseau

Daniel Thull
Head of external affairs, Infrastructure management department, CFL

Maurice Faramelli
Head of Path Division, ACF

Roland Pfaffen
Chief of Customer & Products Management Assistance, SBB Infrastructure

Daniel Haltner
Head of Path Capacity, Trasse Schweiz
The Management board has a permanent team which is responsible for the day-to-day business and the chairing of working groups. It consists of four people, all coming from the members of the EEIG. The offices of the Permanent team are located in Brussels.

The Managing Director ensures the performance of the tasks entrusted to the EEIG.

The One-stop shop Leader and Quality and Capacity Manager is responsible for all matters related to capacity allocation and train performance along the Corridor.

The Operations and Investments Manager concentrates his actions on operational matters and, in accordance with the national infrastructure managers, defines the measures intended to eliminate bottlenecks along the Corridor or improve operational aspects of traffic and contributes to the coordination of works.

The Communication and Finance Manager is responsible, among other things, for all tasks related to the management of European subsidies, the financial aspects of the management of the EEIG and the promotion of RFC North Sea - Med to stakeholders. She is also in charge of the relationship with the Advisory Groups.

This streamlined structure allows the EEIG to react with promptness, flexibility and efficiency.
2.2. The Management board

MANAGEMENT BOARD ORGANISATION CHART

Assembly

President
Ann Billiau

Vice-president
Daniel Thull

Members
- Prorail
- Infrabel
- SNCF Réseau
- CFL

Representatives
- Marion Gout van Sinderen*
- Patrick Buck**
- Luc Lallemand
- Jacques Rapoport
- Marc Wengler

Stand in
- Erik van der Linden
- Michel Geubelle
- Luc Roger
- Daniel Thull

Partners
- ACF
- Trasse Schweiz
- SBB

Representatives
- Marc Oestreicher
- Thomas Isenmann
- Philippe Gauderon

Stand in
- Maurice Faramelli
- Daniel Haltner
- Roland Pfaffen

Permanent Team / C-OSS

Managing Director
Paul Mazataud

Operations & Investments
Eric Guenther

OSS leader and Quality & Capacity Manager
Thomas Vanbeveren

Advisory Groups, Communication & Finance
Claire Hamoniau

Working Groups

C-OSS
- leader
- Paul Mazataud

PAP
- leader
- Thomas Vanbeveren

Legal Matters
- leader
- Paul Mazataud
- Daniel Thull

Corridor Information Document
- leader
- Thomas Vanbeveren

WG Coordination of Works
- leader
- Eric Guenther

Train Performance Management
- leader
- Thomas Vanbeveren

Traffic Management
- leader
- Eric Guenther

WG Communication
- leader
- Claire Hamoniau

Geographical Information
- leader
- Claire Hamoniau

Committees

Transport Market Study
- leader
- Eric Guenther

Interoperable systems
- leader
- Sylvain Mosmann

* until 1 July 2014 - ** from 1 July 2014
Working groups and Committees

RFC North Sea - Med has established working groups, which are composed of members from the permanent team and experts from the infrastructure managers and allocation bodies that form RFC North Sea - Med. Some have been set up for an ad hoc mission; others are expected to have a permanent mission. Nine out of eleven working groups were active in 2014.

Outlook 2015: in February, Paul Mazataud was replaced as Managing director by Guillaume Confais-Morieux and is now the Management board stand-in representative of SNCF Réseau. For ProRail, Patrick Buck was replaced by Pier Erin ga as the Management representative in April 2015 and Erik Van der Linden was replaced by Guus de Mol as the Management board stand-in representative. The Management board welcomes these new members.

Guus de Mol
Stand in representative ProRail as from January 2015

Guillaume Confais-Morieux
Managing director as from February 2015

Paul Mazataud
Stand in representative SNCF Réseau as from February 2015

Pier Erin ga
Representative ProRail as from 1 April 2015
Activities of the Management board

Investment planning

The indicative investment plan, first published on 8 November 2013 as part of Book V of the Corridor Information Document (CID), was updated in 2014. It provides the complete list of 75 investment projects which will be implemented within the next ten years for a total cost of approximately 6.5 billion euros, and gives information on each of these projects, such as the benefits for the corridor, the start and end dates of the works and the cost estimation. This means that thanks to the corridor, infrastructure managers exchange information on investments with neighbouring infrastructure managers. The investment planning is mainly focussed on capacity management and interoperability.

Capacity management planning

The study of investments needed on the corridor to increase capacity and the follow up of their implementation is performed by the Management board. All these investments are described in the implementation plan (Book V of the CID).

Deployment planning relating to interoperability

In 2014, the Management board focussed on two major interoperable activities: ERTMS deployment and loading gauge enhancement.

The implementation of ETCS (European Train Control System) on Corridor routes is one of the fundamental goals which led to the creation of the ERTMS Corridor C, now incorporated in RFC North Sea - Med. This European train control-command system is designed to replace national systems, which impose specific equipment on locomotives running on several networks.
The Management board has therefore set up a committee, composed of experts of infrastructure managers and railway undertakings, whose mission is currently to coordinate both the technical developments and the timing for the implementation of ETCS on the various sections of the corridor.

The main functions of the committee are as follows:

- to define the ETCS technical aspects requiring harmonisation or coordination between those involved in the corridor;
- for each of these aspects, to set up a working group made up of experts in the relevant field, establish the remit of this group and monitor its work;
- to incorporate the issues covered into the strategy of the infrastructure managers represented in the corridor and the railway undertakings which use the corridor;
- to be a place for exchange and coordination between the national ETCS projects of the corridor members and partners.

In 2014, an “ETCS harmonisation” working group was launched by the committee on request of the Executive board. This group focused on topics related to harmonisation of operational rules, ETCS train categories (compared to “standard” train categories), data entry and braking curves. These topics are addressed to ensure operational interoperability of trains which will run along the corridor; as the engineering rules and the underlying philosophy for braking are not the same on each network, these topics are very sensitive and need a maturation process.

Traffic on the corridor would increase if trains which allow carrying 4 meters semi-trailers could run along the corridor. This requirement means enhancing loading gauge on some sections of the French and Luxembourg lines of the corridor. A working group composed of railway undertakings and the permanent team has therefore been setup to better understand their needs. In parallel, studies were performed on the Luxembourg and French sections where loading gauge is not sufficient for this type of traffic.

In Luxembourg, measurements were finalised and analysed in 2014 in order to evaluate the works to be done to increase loading gauge. In France, the study focused in 2014 on the enhancement of loading gauge on the Calais – Longuyon – Thionville – Metz – Strasbourg – Basel line.
The following projects were achieved in 2014:

- **Belgium**: ETCS on Athus Meuse, following the deployment on the sections Dinant – Namur, Anseremmes – Jambes and Duffel – Mortsel and the Liefkenshoek Rail Link.

- **Luxembourg**: ETCS between Luxembourg and Kleinbettingen (Belgium border section), with new signalling boxes. Therefore all the sections of the Corridor are now equipped.

- **France**: the 3rd track between Strasbourg and Vandenheim, including traffic control center renewal.

- **Switzerland**: ETCS on the first part of the Saint-Louis – Basel section (the St Johann area) with Baseline 3 Level 1 Limited Supervision.

**Outlook 2015/2016 for ERTMS deployment:**

- **The Netherlands**: a pre-study phase will start in 2015 to equip the corridor section Kijfhoek (Port of Rotterdam) – Rosendaal (Belgium border) by 2020;

- **Belgium**: the section Namur – Antwerp is expected to be finalised in 2015. The cross border sections between Athus and the Luxembourg and French borders will be operational in 2016;

- **Luxembourg**: the complete homologation is scheduled for 2016;

- **France**: the two pilot sites at the Luxembourg and Belgium borders will be put into service first quarter 2016. The Longuyon-Basel section will then be equipped gradually until end 2019;

- **Switzerland**: the route between St Johann and Muttenz is expected to be equipped with Level 1 Limited Supervision in 2015 and put in commercial service in 2016.

**Capacity allocation**

Capacity management is another core activity of the Management board. 2014 was an important year for capacity management as it saw the first annual timetable PaP catalogue published (for timetable 2015), on 13 January 2014 and the first PaP allocation by the C-OSS.
The corridor capacity KPIs (see chapter “Performance of the corridor in 2014”) indicate the number of paths published, requested and allocated.

The capacity allocation work was supported by the C-OSS working group. This group, which consists of allocation specialists of all infrastructure managers or allocation bodies of the corridor, met twice in 2014: on 29 April 2014 to define the capacity to be re-published on 5 May 2014 and on 3 October 2014 to evaluate if the capacity still available was sufficient. This meeting also served to prepare the capacity offer for the 2016 timetable.

**Outlook 2015:** the PaPs catalogue for the 2016 timetable was published on 12 January 2015. It contains PaPs on the sections of the 2015 extension (to Dunkirk, Calais, Liège and Paris).

**Coordination of works**

Infrastructure managers along the corridor have started to coordinate the planning of works that affect capacity at the corridor level. The intention is that a railway undertaking wanting to run a train from country A to country B will no longer be in a situation where infrastructure works are at the same time being carried out on the principal line in country A and on the diversionary line in country B. In mid 2013, for the first time on RFC North Sea - Med, managers in charge of works planning from the Netherlands, Belgium, France, Luxembourg and Switzerland came together to start coordinating the schedule of works. In 2014, they met twice:

- on 18 March in order to exchange information and coordinate works for the 2015 and 2016 timetables and list the works that will affect capacity in 2015 and 2016 (the list of these works as well as their location and dates was published on the website in July 2014);
- on 21 November to update this list, which was then republished in November 2014, and to start coordinating the works which are due to take place in 2017.
Customers therefore benefit from a list of all scheduled works which affect capacity, on which a consultation process already took place at the infrastructure manager level.

**Outlook 2015:** a meeting took place on 7 May 2015 in order to coordinate works which are scheduled in the 2017 and 2018 timetables.

**Performance management**

This activity mainly consists in increasing the punctuality of international freight trains which run on the corridor. The Train Performance Management working group, which is composed of experts from each infrastructure manager of the corridor, monitors, analyses and plans actions to improve train performance. They use the IT tool Train Information System (TIS), which provides real time train data on international freight trains. The group met three times in 2014 (on 15 January, 19 June and 7 October). The main aim of these meetings was to increase the data quality in order to deliver better quality monthly punctuality reports to the customers.

**Outlook 2015:** the 2014 performance report, which took into consideration the increased data quality, was published on 20 February 2015. A meeting with railway undertakings took place on 20 May to discuss organisational and reporting issues.

**Traffic management**

Traffic management on the lines of the corridor consists in improving the situation both at the borders between two infrastructure managers and on the corridor lines, in the event of disturbance.

- **Coordination between infrastructure managers:** whether at national borders or with terminals, RFC North Sea - Med seeks to improve the coordination of traffic management where necessary. In 2014, the bilateral agreement for the Luxembourg - French border was updated and border section procedures on the borders Belgium – France and Luxembourg – France were updated in line with a common corridor template. Also, since 2014, the list of all bilateral agreements and border section procedures are published on the corridor website;

- **Traffic management in case of disturbance:** according to Regulation 913/2010, an international freight trains running on a PaP and which is on time, should be kept on its path as far as possible. In order to comply with the Regulation, The Netherlands, Luxembourg, France and Switzerland have adopted a rule which provides that any train which complies with its scheduled time in the working timetable shall not be modified as far as possible.
Traffic management is developed by a working group, composed of experts of all infrastructure managers of the corridor. In 2014, the group met four times (on 31 January, 25 March, 15 May and 4 September).

The main task of this group was the elaboration of an action plan to increase traffic performance on the corridor, in the event of disturbances, composed of the following seven measures:

- promote all IT developments that enable traffic controllers to access the running advice (messages giving information on the position of the train) of international trains in neighbour countries;
- promote consistency and interoperability of the tools and procedures used by the infrastructure managers;
- assess whether opting for bilateral exchanges or for a centralised data base has an impact on the quality and quantity of the information received;
- exchange best practice on internal rules after the implementation of updates provided in running advices;
- exchange best practice about exchange of data between infrastructure managers and railway undertakings;
- continue the improvement of the quality of the data that are available in TIS; this will mainly be done through the Train Performance Management working group;
- explore pragmatic ideas to go one step further than the access to running advice to enable traffic controllers to receive the Estimated Time of Handover (ETH).

Also, the working group continued in 2014 sharing best practice by visiting the traffic control centres of Infrabel and CFL.

**Outlook 2015:** the action plan will be fine-tuned and will start to be implemented.

**Legal working group**

The Legal working group is consulted on all legal aspects concerning the corridor. In 2014, this group worked on the update of all legal documents which were needed in order to integrate Network Rail and Eurotunnel in the EEIG (byelaws, funding agreements, partnership agreements, cooperation agreement on the C-OSS).

**Outlook 2015:** these documents will be officially approved mid-2015.
2.2. The Management board

**Communication with stakeholders**

The Management board strives to inform better and to work in full transparency with its stakeholders and particularly its customers. The Corridor Information Document, the website and the geographical information system that is currently being built are the main communication tools of the corridor.

**Corridor Information Document**

All necessary information to use the corridor is provided in the Corridor Information Document (CID) which is published at www.rfc-northsea-med.eu. This document gives corridor-related information such as infrastructure and terminal characteristics, access conditions, capacity and traffic management procedures as well as the Implementation plan of the corridor. The 2014 timetable CID was published on 8 November 2013, its update, as well as the 2015 timetable CID were published on 13 January 2014 and the Advisory Groups were consulted on the 2016 timetable CID between 8 and 22 December 2014.

**Website**

Throughout 2014, the website was updated with all documents that the Management board as well as the Executive board have to publish (the CID, the PaP catalogues, the list of works which affect capacity and the framework for capacity allocation). All documents which concern the Advisory Groups' meetings and news concerning the corridor are also on the website. In 2014 and following an initiative from RFC North Sea – Med, the structure of all corridors' website domain names was harmonised. RFC North Sea - Med domain name therefore became www.rfc-northsea-med.eu, taking into account the new geographical names given to the RFCs by Regulation 913/2010.

**Geographical Information System (GIS)**

The Management board decided to create and make available for stakeholders a GIS which will provide the technical characteristics of the lines which form the corridor. To that end, a working group composed of experts from each infrastructure manager of the corridor was created in 2014. Three meetings of this group have already taken place (23 May, 28 July and 23 September 2014) in order to set the scope of the tasks needed to create the GIS and start performing them.

**Outlook 2015:** the work of the GIS working group will continue, in order to provide stakeholders a GIS by end 2015.
2.3. The Advisory Groups

The Railway undertaking Advisory Group (RAG) and the Terminal Advisory Group (TAG) were created in 2012 in order to comply with Regulation (EU) 913/2010. These groups can issue an opinion on any proposal by the Management board which has consequences for them. They may also issue owninitiative opinions, which can be taken into account by the Management board.

**The Railway undertaking Advisory Group (RAG)**

The RAG is composed of all railway undertakings interested in the use of the corridor. The following are also invited to take part in activities of the RAG:

- four railway sector organisations: CER (Community of European Railway and Infrastructure Companies), ERFA (European Rail Freight Association), RFG (Rail Freight Group) and KNV (Royal Dutch transport federation);
- applicants which are not railway undertakings and who are active on the corridor (since October 2014).

The full list of RAG members is available in the Corridor Information Document, Book V.

The RAG is chaired by Régis Vircondelet (Fret SNCF). If he is unavailable, Eric Lambert (CFL Cargo) replaces him.

“There is a will of good cooperation between railway undertakings and infrastructure managers and I am very thankful for that.”

Régis Vircondelet, Chairman of the RAG
Two RAG meeting were organised in 2014:

- On 19 March in Brussels. The main subjects concerned the progress of the corridor, communication issues, the results from the RAG working groups, the PaPs, the CID, PCS and ERTMS. Participated in this meeting, representatives from DB Schenker, Fret SNCF, CFL Multimodal, B-Logistics, Europorte and CER, the Belgium Regulatory body, the Executive board and Management board;

- On 1 October in Rotterdam. In this meeting, the focus was put on the comparison between the technical characteristics of RFC North Sea – Med and RFC Rhine – Alpine, ERTMS, Capacity allocation and the extension of the corridor to UK. In this meeting, the RAG accepted that applicants which are not railway undertakings, but have already requested paths on the corridor, participate in activities of the RAG.

Representatives from the railway undertakings Europorte, B-Logistics, Fret SNCF, DB Schenker, as well as Sibelit, CER and for the first time the railway associations KVN and RFG participated along with the Executive board and Management board.

Within the RAG, three out of the four working groups, created in 2013 to work on subjects requested by the railway undertaking, were active in 2014:

- The Infrastructure upgrade working group met on 12 February 2014 to further assess the market’s needs and more specifically to analyse the needs in terms of loading gauge of combined transport operators and rolling highways;

- The competitiveness of RFC North Sea - Med working group met twice in 2014: on 20 May and 27 August. It made a comparison between the technical characteristics of RFC North Sea – Med and RFC Rhine - Alpine, on the traffic from Rotterdam (Antwerp) to Basel. A presentation of this comparison is available on the website (RAG of 1 October 2014);

- The Cross border interoperability working group met on 20 May and 17 July 2014 to identify borders where interoperability should be increased.

The coordination of works working group did not need to meet in 2014 as the conclusions from the 2013 meeting were taken into account in 2014 by the Management board.

Outlook 2015: next RAG meeting took place on for 27 May 2015. The performance of the corridor in 2014, capacity allocation, the updated CID, loading gauge enhancement studies in Luxembourg and France, improvement of operations in ports and ERTMS were the main topics to discuss.
The Terminal Advisory Group (TAG)

As with the RAG, RFC North Sea - Med set up its TAG to enable a fruitful dialogue with terminals on all topics related to RFC North Sea - Med. All managers and owners of terminals which are situated along the corridor are invited to the TAG meetings. They can be entry points of the various transportation systems in the commercial zone of influence of the corridor, such as combined transport terminals, river ports, multimodal platforms or maritime ports. They can also be the Infrastructure Managers’ marshalling yards and sidings which are necessary for rail system operations such as train formation operations.

The full list of TAG members is available in the Corridor Information Document, Book V.

A TAG meeting took place on 26 June 2014 in Antwerp. In this meeting, the focus was put on traffic management studies on maritime ports, the CNC North Sea – Med, information on terminals for railway undertakings and PaPs to terminals.

The participants in this meeting were representatives of the ports of Rotterdam, Zeeland, Antwerp, Ghent, Dunkirk, Calais, Marseille, the Havre, Strasbourg and Calais, the terminals managed by SNCF, APM, Hupac intermodal, PAS Antwerp and Groupe Portier.

Outlook 2015: the next TAG meeting, to which terminals from the United Kingdom will be invited for the first time, will take place mid-2015.
3. Cooperation with stakeholders

The European Commission

The European Commission, as keeper of the Treaties, plays a major role in the corridor. Sharing the common objective of improving the conditions for international rail freight, the European Commission acts as a facilitator for communication and coordination and provides support to the Executive board and to the Management board when difficulties occurred with their legal expertise. It also contributes to the development of the corridor through its financial support (see chapter 6 Finance).

The European Commission organises two groups to facilitate dialogue and coordination between the different Corridors:

- **the Single European Railway Area Committee (SERAC)** is a committee set up by the European Commission in accordance with Article 62 of Directive 2012/34/EU. This committee establishes dedicated working groups amongst which one working group is dedicated to the RFCs. This SERAC RFC working group meets twice a year in order to facilitate dialogue with all ministries, infrastructure managers, allocation bodies and regulatory bodies involved in the nine RFCs.
  
  At the occasion of the SERAC RFC working group of 30 April and 14 November 2014, the contributions of RFC North Sea – Med were:
  
  - the presentation by the chair of the Executive board of RFC North Sea – Med, in cooperation with the chair of the Executive board of RFC Rhine - Alpine, of the progress of the discussion concerning the Framework for Capacity Allocation;
  - the presentation by the Managing Director of the Management board of the return of experience of the allocation processes of the C-OSS.

**Outlook 2015:** At the SERAC RFC working group on 8 May 2015, RFC North Sea – Med briefly introduced the first discussions on the Framework for Capacity Allocation and on the coordination with the CNCs, and it also shared its feedback on the discussions with NSAs and railway undertakings on the ERTMS operational rules relating to the start of mission.

- **the Corridor Group** under the chairmanship of Mr Karel Vinck. In this forum, the Management boards of RFCs can exchange experience and discuss issues regarding the implementation of ERTMS and other issues related to the corridors. The review of progress of the implementation of these corridors is the priority of the Group. For the Management board of RFC North Sea - Med, the representatives are the ERTMS committee coordinator Sylvain Mosmann, the Managing director Paul Mazataud and a member of the Assembly. The Corridor group met on 20 January and 22 September 2014.

**Outlook 2015:** Corridor Group meetings already took place on 26 January and 23 March 2015.
The other Rail Freight Corridors

Given the high number of interconnections and the involvement of several countries in several corridors, cooperation amongst the nine RFCs is very important.

At Executive board level, this cooperation started in 2014 with the discussion on the Framework for capacity allocation.

At Management board level, 2014 was an important year with the launch by all nine RFC management boards of the “Rail Freight Corridors talks” and the signature of a common declaration for their cooperation in facilitating the RFC network (see below).

A “C-OSS Community” group was also launched in 2014. It aims at harmonising C-OSS processes and defining their needs, mainly for the PCS tool. RNE is always invited to the meetings organised by this group.

Outlook 2015: the cooperation will continue in 2015 with discussions on:

- the coordination with the Core Network Corridors with a first meeting which took place on 26 January;
- the Framework for Capacity Allocation with a first workshop which was organised on 21 May by the chairs of the Executive board of the RFCs North Sea - Med and Rhine - Alpine in the premises of the Belgian Ministry of Transport.

Meetings of the “Rail Freight Corridors talks” already took place on 13 January, 11 March and 13 May 2015 where the main subjects discussed concerned the satisfaction survey, the CNC work plan, capacity allocation and a common RAG meeting.
3. Cooperation with stakeholders

**The Core Network Corridor**

The nine multimodal Core Network Corridors (CNC) created by Regulation (EU) 1315/2013 on Union guidelines for the development of the Trans-European Transport Network and Regulation (EU) 1316/2013 establishing the Connecting Europe Facility are each governed by a European coordinator who is supported by consultative forums made up of all stakeholders (Ministries, infrastructure managers from all modes of transport, regions, etc.). In addition to those nine European Coordinators, two horizontal coordinators have been designated: one for the ERTMS and the other for the Motorways of the Seas. Coordination between the CNCs and RFCs is required by article 48 of Regulation (EU) 1315/2013.

The EU coordinator for the CNC North Sea – Med is Péter Balász and the EU coordinator for the ERTMS is Karel Vinck.

In 2014, the corridor attended the four corridor forums organised by Péter Balázs. The corridor has widely contributed to the development of the work plan of the Coordinator through several written comments and meetings. The Chair of the Executive board sent a letter to DG Move providing assurance on the support of RFC North Sea-Med for cooperation with the Core Network Corridor North Sea-Med. At the end of 2014, the chairs of the Executive boards of the RFCs Rhine - Alpine and North Sea-Med organised two meetings with Herald Ruijters, Head of the TEN-T Unit within DG Move and with representatives of the nine RFCs in order to develop a common coordination model.

*Outlook 2015:* as mentioned above, a discussion on the coordination with the CNC took place on 26 January and 21 May 2015. The corridor will also attend the next forum meeting and has participated at the TEN-T days of Riga on 22 and 23 June. The ERTMS draft workplan of Karel Vinck was discussed with the infrastructure managers for the first time in the 2015 Corridor group meetings, and the ministries exchanged their views on this plan at the Executive board meeting of March 2015.

**The National Safety Authorities**

Wearing its ERTMS Corridor C’s hat, the Executive board has to coordinate the deployment of ERTMS along the corridor, in particular on the short term, on the section Rotterdam – Antwerp – Luxembourg – Metz- Basel. The National Safety Authorities have to authorise ERTMS on the infrastructure and on the on-board units.

As regards the authorisation of ERTMS on the infrastructure, it is important at a corridor level that the national safety authorities coordinate to have a coherent authorisation calendar and documentation requests, in particular at border sections.
The dialogue with the infrastructure managers and the railway undertakings is really important, in particular for the harmonisation of the operating rules.

**Outlook 2015:** the Executive Board organised a workshop on 20 March 2015 with the national safety authorities and the infrastructure managers of the corridor in order to discuss the harmonisation of the operational rules and the authorisation of the infrastructure and of the rolling stock. Also, a workshop has been organised on 16 April 2015 with the railway undertakings and the infrastructure managers of the corridor in order to collect information from the railway undertakings as regards the operational rules and the calendar for the ERTMS deployment and authorisation of their rolling stock.

**The Regulatory bodies**

Regulation (EU) 913/2010 foresees cooperation between Regulatory bodies in order to monitor competition. They must ensure non-discriminatory access to the corridor (lines, relevant services and terminals), exchange the necessary information obtained and be the appeal body under Art 56 (1) of Directive 2012/34/EU (recast). In RFC North Sea - Med, the Regulatory bodies agreed to designate the Regulatory body of the country where the Executive board meeting takes place to represent them at these meetings.

Cooperation also takes place with the Management board. In 2014, two meetings, on 16 June and on 25 November, were organised with them to discuss mainly about capacity allocation issues. At the November meeting, representatives from RFC Rhine - Alpine also participated. Regulatory bodies are also invited to join the Advisory Group meetings. It is usually the Regulatory body of the country where the meeting takes place which participates.

**Outlook 2015:** another meeting took place on 11 February with RFC Rhine - Alpine to discuss the corridor’s capacity offer for timetable 2016 and another one took place on 26 June 2015, just with RFC North Sea - Med.
3. Cooperation with stakeholders

RailNetEurope (RNE) is an association founded in 2004 and composed of 35 rail infrastructure managers and allocation bodies in Europe. The association has a purely operational objective and is designed to improve the international timetabling planning procedure and provide access to international freight train path catalogues in order to speed up the process of international applications.

After Regulation 913/2010 came into force, RNE became a service provider and expert support provider for RFCs in the areas of developing methods and processes, and developing and operating tools. In 2014, this mandate was further extended in order to achieve a stronger harmonisation of the different RFCs’ implementation approaches. RNE’s task now also includes ensuring that harmonised processes and tools are applied on various corridors, to the benefit of both railway undertakings and other applicants, as well as infrastructure managers and allocation bodies that are part of several RFCs.

RNE develops processes as well as capacity allocation and operation methods at a European level and provides infrastructure managers, allocation bodies, railway undertakings and terminals with IT software tools. RFC North Sea - Med uses RNE services and guidelines as well as the RNE IT tools PCS and TIS.

The Management board also actively participated in the following RNE meetings or working groups in 2014:

- RFC High Level Meeting: decisions on all subjects in common between RNE and the RFC are taken in this platform;
- Sales & Timetabling WG: the C-OSS of RFC North Sea – Med represents all corridors in this group, with the aim of expressing their requirements from RNE;
- Network statement and CID WG: this group has defined a common CID structure for all corridors and is keeping it up to date regarding legal evolution of customer’s needs;
- Traffic and train performance management WG: the aim of this group, for the RFCs, is the harmonisation of processes concerning the registration of delays of the trains and the quality of the data related to this topic;
- Customer satisfaction survey WG: in 2014, the group developed the common 2014 survey which was conducted via RNE for the six operational corridors.

**Outlook 2015**: a new working group was launched in January 2015, in order to create a common customer information platform, based on what was developed by RFC Rhine - Alpine and which can be used by all other RFCs.
4. Performance of the corridor in 2014

4.1. Performance monitoring

A number of indicators are monitored to keep track of the overall performance of the Corridor and to inform our stakeholders about the progress of the corridor. The indicators concern the traffic of the corridor and the capacity offered and allocated by the C-OSS.

The measurements used, which are described in Book V of the CID, are:

- Key Performance Indicators (KPIs) for which clear objectives have been defined in the CID;
- Other Measurements (OM), that give an insight into what is happening on the corridor, but to which no objective can be linked.

The indicators were chosen on the basis of the following parameters:

- Measurability: indicators are measurable with the tools and resources available on the corridor;
- Clarity: indicators are understandable to the public they are designed for;
- Comparability: indicators are comparable across time and region;
- Relevance: indicators provide information on which project decisions can be based.

All 2014 measurements can be found in the Performance Monitoring Report, published on the corridor’s website. This annual report only shows the KPIs and one OM (cross border traffic) and, for each indicator, the graph showing the moving average (except for the punctuality indicator where monthly figures are also shown).

Traffic on the corridor

For the traffic indicators, the following criteria have been taken into account:

- International freight train;
- Crossing at least one border of the corridor;
- Traveling at least 70 kilometres along corridor lines.
4.1. Performance monitoring

KPI 01 TOTAL CORRIDOR TRAFFIC

Main cause of the progress: the growth of 3% is heavily influenced by the economic growth of the corridor region.

OM 01 - CROSS BORDER TRAFFIC
The big rise of traffic via Luxembourg (Rodange and Bettembourg borders) throughout the first part of the year, and the decline of circulations via the Aubange – Mont-Saint-Martin border between Belgium and France, are caused by works on the French side of this border which led trains from Belgium to France (and vice versa) to run through Luxembourg.

In June 2014, the big railway strike in France caused traffic to drop 20% at the French border points of the corridor. These figures are not higher because of the high amount of partial cancellations (international trains cross the border, but are stopped in a marshallling yard nearby).

In the graphs, figures are highlighted with a different colour:

- : increase
- : decrease
- : increase by more than 20%
- : decrease by more than 20%
KPI 02 measures the amount of tons that are transported on RFC North Sea – Med per kilometre. For this, the train weight of each corridor train is taken into account. However, due to the fact this data is only partially available, the average train weight for trains passing the borders Essen/Roosendaal, Mouscron/Tourcoing, Aubange/Mont-Saint-Martin and Aubange/Rodange, which represents approximately 60% of all corridor trains, is used to calculate the figures.

<table>
<thead>
<tr>
<th>Jan 14 vs 13</th>
<th>Feb 14 vs 13</th>
<th>Mar 14 vs 13</th>
<th>Apr 14 vs 13</th>
<th>May 14 vs 13</th>
<th>Jun 14 vs 13</th>
<th>Jul 14 vs 13</th>
<th>Aug 14 vs 13</th>
<th>Sep 14 vs 13</th>
<th>Oct 14 vs 13</th>
<th>Nov 14 vs 13</th>
<th>Dec 14 vs 13</th>
<th>2014 vs 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>107%</td>
<td>103%</td>
<td>113%</td>
<td>113%</td>
<td>118%</td>
<td>109%</td>
<td>108%</td>
<td>97%</td>
<td>92%</td>
<td>101%</td>
<td>107%</td>
<td>122%</td>
</tr>
</tbody>
</table>

KPI 03: CORRIDOR PUNCTUALITY

Percentage of trains arriving on time, with 30 minutes threshold
KPI 03 measures the average punctuality of a selection of corridor trains on a fixed number of passage points. A train will be counted in the indicator if it has a regular yearly timetable and if it runs along one of the following axes of the Corridor: (Antwerp) – Namur – Basel, Antwerp – Bettembourg, (Rotterdam) – Antwerp – Lille or Bettembourg – Lyon.

For the calculation of total corridor punctuality, the average punctuality of the selection of corridor trains in 26 pre-defined measuring points across the corridor is taken into account. A corridor train is punctual when it has a delay of maximum 30 minutes.

<table>
<thead>
<tr>
<th>Jan 14 vs 13</th>
<th>Feb 14 vs 13</th>
<th>Mar 14 vs 13</th>
<th>Apr 14 vs 13</th>
<th>May 14 vs 13</th>
<th>Jun 14 vs 13</th>
<th>Jul 14</th>
<th>Aug 14 vs 13</th>
<th>Sep 14 vs 13</th>
<th>Oct 14 vs 13</th>
<th>Nov 14 vs 13</th>
<th>Dec 14 vs 13</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>97%</td>
<td>95%</td>
<td>103%</td>
<td>103%</td>
<td>107%</td>
<td>96%</td>
<td>98%</td>
<td>103%</td>
<td>101%</td>
<td>104%</td>
<td>102%</td>
<td>105%</td>
<td>101%</td>
</tr>
</tbody>
</table>

The average 2014 timetable punctuality of 78.7% was a small improvement compared to 2013 (77.9%). Nevertheless, the target set for timetable 2014 was to reach an average punctuality of 80%, which unfortunately was not reached.

Some of the main causes of punctuality drops on the Corridor for timetable 2014 are the strikes that occurred throughout the year and which had a big impact on punctuality, most notably on the French railway in June and the national strikes in Belgium on 4 Mondays in November and December.

In the graphs, figures are highlighted with a different colour:
- : increase
- : decrease
- : increase by more than 20%
- : decrease by more than 20%
## Corridor Capacity

### KPI 04 – THEORETICAL RUNNING TIME

<table>
<thead>
<tr>
<th>KM/H per corridor route</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>Objective IP</th>
</tr>
</thead>
<tbody>
<tr>
<td>PaP Antwerpen - Bettembourg</td>
<td>60,74</td>
<td>59,69</td>
<td>61,56</td>
<td>55,00</td>
</tr>
<tr>
<td>IT Antwerpen - Bettembourg</td>
<td></td>
<td>59,52</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PaP Antwerpen - Basel</td>
<td>57,02</td>
<td>51,43</td>
<td>55,23</td>
<td>50,00</td>
</tr>
<tr>
<td>IT Antwerpen - Basel</td>
<td></td>
<td>55,40</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PaP Antwerpen - Lille</td>
<td>50,16</td>
<td>52,44</td>
<td>66,45</td>
<td>52,00</td>
</tr>
<tr>
<td>IT Antwerpen - Lille</td>
<td></td>
<td>52,44</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PaP Rotterdam - Antwerpen</td>
<td>53,39</td>
<td>58,66</td>
<td>71,33</td>
<td>55,00</td>
</tr>
<tr>
<td>IT Rotterdam - Antwerpen</td>
<td></td>
<td>56,79</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PaP Antwerpen - Lyon</td>
<td>no paths</td>
<td>no paths</td>
<td>60,77</td>
<td>tbd</td>
</tr>
<tr>
<td>PaP Antwerpen - Aubange</td>
<td>66,69</td>
<td>65,01</td>
<td>67,86</td>
<td>50,00</td>
</tr>
<tr>
<td>IT Antwerpen - Aubange</td>
<td></td>
<td>61,41</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PaP Aubange - Basel</td>
<td>51,36</td>
<td>44,64</td>
<td>48,49</td>
<td>50,00</td>
</tr>
<tr>
<td>IT Aubange - Basel</td>
<td></td>
<td>49,43</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The goal of this KPI is to be able to monitor the quality of the PaPs offered by the corridor. KPI 04 compares the average timetable running time with the average PaP running time for predefined corridor routes. To be able to compare these figures along the corridor, the resulting average speed is displayed.

Per corridor route, an objective has been defined in book V of the CID, which is also indicated in the table below.

The PaP average speed has increased on all sections between 2014 and 2015. This mainly due to the fact that better quality paths have been reserved for international freight traffic on the corridor for the 2015 timetable.

The defined objective could be met on all sections, except on the Aubange – Basel section. This is caused by two closely linked reasons:

- the quality of the PaPs offered through the Alsace – Lorraine region in France suffers from many works on these lines;
- SNCF Réseau chose to increase the robustness of the paths by lowering the speed of the paths compared to last year’s offer.
KPI 05 – PAPS PER SECTION

KPI 05 displays all the PaPs that have been published in January 2014, for the annual 2015 timetable. A total of 7.6 million km of paths were published. After the deadline of April 15, 37.5% of all capacity was republished in early May.

These PaPs are displayed per section of the corridor. For each of these sections, two figures are displayed: north to south (first figure) and south to north (second figure).

RFC2 PRE-ARRAGED PATH CATALOGUE 2015 PATHS PER SECTION
4.1. Performance monitoring

For the first PaP publication, the focus was to provide a sufficient number of PaPs on the axis between Antwerp and Basel. A high volume of PaPs was also offered between Rotterdam and Antwerp to allow the connections Rotterdam to Basel via Antwerp, Rotterdam to Northern France (Calais, Picardie) via Antwerp and Belgium to Germany via Roosendaal.

The large amount of works on the Nord-Est artery (Lille – Longuyon) and on the lines between the Lorraine region and Lyon had a big impact on the amount of PaPs published.

KPI 06 – REQUESTS FOR PAPS

KPI 06 indicates all the requests (dossiers in PCS) that have been received by the C-OSS for the PaPs published for the 2015 timetable.

- requests received before 15 April: 51 dossiers amounting to 29 million km of paths were requested. This means 38.6% of all capacity published in January (objective: 30%);
- requests received between 15 April and 13 October (publication of the reserve capacity): 12 dossiers amounting to 552,823 km of paths were requested. This means 7.32% of all capacity published in January (objective: 5%).

The following conclusions were drawn from this first year of capacity allocation via the C-OSS:

- importance of PCS training and explanation of publication method and allocation rules to potential applicants;
- new procedure for the allocation of train numbers is needed;
- the work windows in France, and the non-publication of PaPs caused clients more work than before and this resulted in difficulties for the customers (this is resolved for timetable 2016 due to new functions in PCS);
- long distance PaPs were sometimes only requested partially because stop times were not sufficient;
- customers expressed their understanding for flaws but expect improvement next year.
KPI 07 – ALLOCATED PAPS

KPI 07 indicated the number of PaPs which have been (pre-) allocated by the C-OSS, between 15 April 2014 and 13 October 2014.

- All PaPs requested via the C-OSS before 15 April, were allocated (51 dossiers) by the end of April (objective: 75%);
- All PaPs requested via the C-OSS between 15 April and 13 October, date of publication of reserve capacity, were allocated (12 dossiers), meeting the objective of 75%.

KPI 08 – RESERVE CAPACITY

KPI 08 indicates all the Reserve Capacity PaPs that have been published by the corridor in October 2014, for timetable 2015.

240,098 km of PaPs were published, via 17 PaPs, covering all major axes of the corridor. The objective of the corridor is to provide at least 10% of the capacity provided in the yearly timetable PaP Catalogue (in km). This means that for 2014, this objective was not met (only 3.2% published). This problem has been analysed and the necessary procedures have been put in place which must allow sufficient capacity to be handed to the corridor for next year’s Reserve Capacity Catalogue.

KPI 09 – ALLOCATED RESERVE CAPACITY

KPI 09 shows the number of Reserve Capacity PaPs, published in November 2013 for timetable 2014, which have been (pre-) allocated by the C-OSS, during the year.

4 dossiers were received (17 PaPs were published). All could be allocated, meeting the objective of 75%.
In order to be aware of the satisfaction level of our customers regarding the services provided and to increase the quality of these services, RFC North Sea - Med launched its first survey in September 2014. To make the results of the satisfaction survey more comparable, all operational RFCs used the same survey, made by RailNetEurope. The field phase lasted a month (3 September to 6 October 2014).

There were 62 respondents for all the corridors, amongst which 15 for RFC North Sea – Med. Due to this low level of response, results have to be taken cautiously. The results of the 2014 RFC North Sea – Med survey, together with an action plan for each area, are published in the corridor’s website and are summarised in this report. They will also be presented in the Advisory Group meetings.

This survey was performed with Computer Aided Web Interviews (CAWI). Marks are from 1 (very unsatisfied) to 6 (very satisfied). On each graph are displayed all items for which a mark has been requested. The items highlighted in red are the ones of the satisfaction area described.

The main outputs of the results of the survey are the following:

- Positive feedback on:
  - the inclusion of railway undertakings in the governance structure and the cooperation with the Management board;
  - the professionalism of the C-OSS/performance manager.

- Efforts have to be made on PCS and the PaP offer;

- Answers on open questions mainly show an interest in having further homogenisation between RFCs;

- RFC North Sea - Med has more or less similar results as all the other corridors. This and the wish for further harmonisation show that most developments have to be made on a European level.

---

4 Regulation (EU) 913/2010 requires management boards to carry out such a satisfaction survey and describes its principles.
**Satisfaction with infrastructure**

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<thead>
<tr>
<th><strong>Infrastructure standards</strong></th>
<th><strong>Description</strong></th>
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<tr>
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<td>Origin, destination &amp; middle stops in PaP</td>
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<td>PCS--selection of remaining capacity</td>
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<td>Adequacy of network of lines</td>
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<td>Adequacy of network of lines</td>
<td>Usability of PCS -- selection of PaPs</td>
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<tr>
<td>Adequacy of network of lines</td>
<td>Measures to improve punctuality</td>
</tr>
</tbody>
</table>

**Action plan**

- RAG working groups « infrastructure upgrade » and « RFC competitiveness» are currently assessing customers’ needs and discussing about possible infrastructure upgrades (short term)
- ERTMS is being deployed on the corridor (medium term)
- Infrabel will study the possibility of upgrading train length in Belgium to 740 meters at all times (short term for the study – medium to long term for the works)
- CFL and SNCF Réseau are studying the possibility of upgrading the loading gauge on the Luxemburg and French part of the corridor (short term for the study – medium to long term for the works)
4.2. Customer satisfaction survey

**Satisfaction with coordination of works**

- **Representation in governance (RAG/TAG)**
- **Adequacy of network of lines**
- **Availability knowledge of perf manager**
- **Brochures of RFC**
- **Communication with MB (exc. AG meetings)**
- **RAG meetings**
- **Business knowledge of C---OSS**
- **Availability of C---OSS**
- **Comprehensibility of CID**
- **Annual report of RFC**
- **Content of CID**
- **Provision of terminals**
- **Usefulness of info in case of disturbance**
- **Structure of CID**
- **Infrastructure standards**
- **PCS overall**
- **Handling of complaints with RFC**
- **Helpfulness of traffic management by IM**
- **Granularity of list of works**
- **Information on RFC website**
- **PaP parameters**
- **PaP schedule**
- **Supply of terminal info**

**Involvement of RU in coordination process**

- **Value of info in list of works**
- **Information from operation centers**
- **Process of conflict solving by C---OSS**
- **PaP reserve capacity**
- **Origin, destination & middle stops in PaP**
- **Overall offer by C---OSS**
- **PCS---selection of remaining capacity**
- **Performance reports**
- **Usability of PCS---selection of PaPs**
- **PaP quantity**
- **PCS---display of PaP offer**
- **PCS---display of remaining capacity**
- **Result of allocation process by C---OSS**
- **PCS---modif. Post processing of PaPs**
- **Measures to improve punctuality**

**Action plan**

- RNE has launched a project to improve the publication of list of works (short term)
- A RAG working group is involved in the coordination of works process (short term)
Satisfaction with CID

| Representation in governance (RAG/TAG) | Adequacy of network of lines | Availability of perf manager | Brochures of RFC | Communication with MB (exc. AG meetings) | RAG meetings | Business know-how of C--OSS | Availability of C--OSS | Comprehensibility of CID | Annual report of RFC | Content of CID | Provision of terminals | Usefulness of info in case of disturbance | Structure of CID | Infrastructure standards | PCS overall | Handling of complaints with RFC | Helpfulness of traffic management by IM | Granularity of list of works | Information on RFC website | PaP parameters | PaP schedule | Supply of terminal info | Involvement of RU in coordination process | Value of info in list of works | Information from operation centers | Process of conflict solving by C--OSS | PaP reserve capacity | Origin, destination & middle stops in PaP | Overall offer by C--OSS | PCS--selection of remaining capacity | Performance reports | Usability of PCS -- selection of PaPs | PaP quantity | PCS -- display of PaP offer | PCS-- display of remaining capacity | Result of allocation process by C--OSS | PCS--modif. Post processing of PaPs | Measures to improve punctuality |

Action plan

The RFC 2 CID structure has been improved for the 2016 timetable CID (mainly Book IV) and harmonised with the other corridors (short term)
## Satisfaction with PaPs

<table>
<thead>
<tr>
<th>Representation in governance (RAG/TAG)</th>
<th>Adequacy of network of lines</th>
<th>Availability know how of perf manager</th>
<th>Brochures of RFC</th>
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</table>

### Action plan

- 2016 timetable PaPs took customers’ needs even more into consideration (short term)
- 2016 timetable offer is + 19% higher compared to 2015 timetable offer, for the same lines (short term)
- the Management board considers the possibility of having more flexible PaPs, so called “Flex PaPs” (short term)
Satisfaction with C-OSS

- The new framework for capacity allocation implements a consultation process in certain cases of conflict and clarifies the conflict solving process (short term)
- About the availability of the C-OSS, two members of the Permanent Team recently acquired knowledge of PCS (short term)
- Action plan on PaPs (see above)
## Satisfaction with PCS

<table>
<thead>
<tr>
<th>Category</th>
<th>Satisfaction Score</th>
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<td>Representation in governance (RAG/TAG)</td>
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<td>Measures to improve punctuality</td>
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## Action plan

- RNE implemented new releases for corridors in December 2014, following requests by customers (short term)
- PCS « next generation » will be ready end 2015. It concerns the improvement of visualisation and usability (short term)
**Satisfaction with terminal services**

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**Action plan**

- The CID has a link to the terminal website when there is no link to the information form (short term)
- The Management board will motivate terminals to provide the requested information (short term)
### Action plan

- An RNE working group has been launched with the aim to improve data quality, which is the basis for performance management (medium term).

- For the improvement of punctuality, see page about traffic management as these measures will eventually improve punctuality.
### Satisfaction with traffic management

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### Action plan

- An RNE project has been launched to create a common database to send running advices to neighboring countries (medium term)
- The update of bilateral agreements and border operation rules is being finalised (short term)
- Studies have been launched to optimise rail freight transport in the last mile: at the entrance and in ports (medium term)
Satisfaction with cooperation with the Management board

**Representation in governance (RAG/TAG)**
- Adequacy of network of lines
- Availability know how of perf manager
- Brochures of RFC

**Communication with MB (exc. AG meetings)**
- RAG meetings
- Business know-how of C- OSS
- Availability of C-OSS
- Comprehensibility of CID
- Annual report of RFC
- Content of CID
- Provision of terminals

**Usefulness of info in case of disturbance**
- Structure of CID
- Infrastructure standards
- PCS overall

**Handling of complaints with RFC**
- Helpfulness of traffic management by IM
- Granularity of list of works
- Information on RFC website
- PaP parameters
- PaP schedule
- Supply of terminal info

**Involvement of RU in coordination process**
- Value of info in list of works
- Information from operation centers
- Process of conflict solving by C-OSS
- PaP reserve capacity
- Origin, destination & middle stops in PaP
- Overall offer by C-OSS

**PCS -- selection of remaining capacity**
- Performance reports
- Usability of PCS -- selection of PaPs
- PaP quantity
- PCS -- display of PaP offer
- PCS -- display of remaining capacity
- Result of allocation process by C-OSS
- PCS -- modif. Post processing of PaPs
- Measures to improve punctuality

**Action plan**

- Four RAG working groups have been launched to work on subjects requested by railway undertakings (short term)
- Active applicants which are not railway undertakings are now invited to RAG meetings (short term)
- See action plan on CID and communication
Satisfaction with overall communication

**Brochures of RFC**

**Communication with MB (exc. AG meetings)**

**RAG meetings**

- Business know-how of C--OSS
- Availability of C--OSS
- Comprehensibility of CID
- Annual report of RFC
- Content of CID
- Provision of terminals
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**Action plan**

- The corridor’s website is now in English & French (short term)
- A web-based application (Electronic data management system) containing all RAG working groups’ documents will soon be available to members of the RAG (short term)
5. Communication

Whether through its website (www.rfc-northsea-med.eu) or its publications (brochures, annual report), RFC North Sea - Med concentrates on presenting its activities, ambitions and its cooperation with its stakeholders.

In 2014, the main communication activities of RFC North Sea - Med were the launch of the corridor website in French (it was until then only in English), the publication of the brochure “Easier, faster, safer” and most important, the inauguration of the corridor, together with RFC Rhine – Alpine in Ghent.

Ghent inauguration event

On 20 March 2014, a few months after the operational launch of the corridor, the Management boards and Executive boards of RFC North Sea - Med and RFC Rhine - Alpine inaugurated their corridors in Ghent.

Over 200 stakeholders (railway undertakings, terminal managers and owners, authorised applicants, industrials, European Commission, regulatory bodies, NSA…) participated. This event focussed on providing stakeholders information on the activities and aims of the corridors and hearing the expectations of the customers.

The official inauguration was performed by Melchior Wathelet, State Secretary for Mobility for Belgium and Wilma Mansveld, State Secretary for Infrastructure and the Environment for Netherlands.

Then key statements were made by Olivier Onidi, Director of the European Mobility Network, Ana Palacio, coordinator of CNC Rhine – Alpine, Péter Balázs, Coordinator of CNC North Sea – Med and Karel Vinck, the European ERTMS Coordinator.
It was followed by a panel discussion, composed of representatives from the Executive board of both corridors, on governance, corridor harmonisation, ERTMS, PaPs and priorities to set to the corridors.

The afternoon session was focussed on our customers’ needs. First with business talks where Ad Toet, from the Royal Dutch Transport Federation (KNV) and Régis Vircondelet, the chairman of RFC North Sea – Med RAG showed their expectations towards the corridors.
Then came the discussions in six business corners, where participants could express their expectations on the main activities of the corridors.

From left to right: Hansruedi Kaeser, Thomas Vanbeveren, Daniel Haltner, Paul Mazataud, Ernest Kleine, Martin Ruiz and Paul Barrett.
After feedback by the participants on the discussions which took place in each business corner, came the time for conclusions by the Presidents of the Assembly of both corridors.

Ann Billiau and Felix Loeffel, Presidents of the Assembly of resp. RFC Nort Sea – Med and RFC Rhine - Alpine

Paul Mazataud and Stefan Wendel
Managing directors of resp. RFC North Sea –Med and Rhine - Alpine
The financial resources available to the Management board come from contributions from its members and partners and European subsidies received.

The Management board also acted as coordinator to facilitate the granting of subsidies to other beneficiaries for activities serving the common objective of the corridor, such as interoperable activities.

The five granted subsidies, where the Management board is either beneficiary either coordinator, are described below:

- **Subsidy for an amount of 88.3 million euros to the EEIG RFC North Sea – Med and the other beneficiaries: SNCF Réseau, CFL infrastructure manager, Infrabel, CFL railway undertaking (decision of the EU Commission of 10 December 2008, amended on 13 January 2010).** This subsidy covers up to 50% of the estimated cost for the track-side equipment and up to 50% for the on-board equipment for ERTMS;

- **Subsidy for an amount of 11.9 million euros to the EEIG North Sea – Med and the following other beneficiaries: SNCB, SNCF and CFL railway undertaking (decision of the EU Commission of 24 August 2010), for the testing of ERTMS and equipment of rolling stock with ERTMS;**

- **Subsidy granted to the beneficiaries RFC Rhine - Alpine & North Sea - Med (decision of the EU Commission of 14 September 2012).** For RFC North Sea - Med this relates to its transport market study, for which it receives 50% of its total costs estimated at 500,000 €;

- **Subsidy for an amount of 1.3 million €, covering 50% of the total costs (decision of 6 November 2012 of the EU Commission).** The project covers five activities related to the establishment of RFC North Sea - Med through the steering of studies and the implementation of managerial structures and activities as required by Regulation (EU) 913/2010;

- **Subsidy of an amount of 1.6 million €, covering 50% of the total costs (decision of 9 December 2013 of the EU Commission).** The project covers five activities related to further developments of RFC North Sea – Med, its promotion and the upgrade of its infrastructure. As well as the EEIG, SNCF Réseau and CFL are also direct co-beneficiaries of this subsidy for the loading gauge study.

For each of these subsidies, the Management gets the support of the Executive board.

**Outlook 2015:** in February 2015, the EEIG applied for a subsidy for the improvement and promotion of RFC North Sea – Med.
7. The calendar in 2014

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>29 January</td>
<td>59th Assembly of the Management board</td>
</tr>
<tr>
<td>13 February</td>
<td>Executive board Ad Hoc ERTMS WG</td>
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<tr>
<td>06 March</td>
<td>Executive board meeting</td>
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<tr>
<td>19 March</td>
<td>RAG meeting</td>
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<tr>
<td>20 March</td>
<td>Inauguration Ghent Event</td>
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<tr>
<td>27 March</td>
<td>60th and 61st Assembly of the Management board</td>
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<tr>
<td>01 April</td>
<td>Core Network Corridor North Sea-Med Forum 1</td>
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<tr>
<td>30 April</td>
<td>SERAC RFC WG meeting 62nd Assembly of the Management board</td>
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<tr>
<td>05 May</td>
<td>Executive board Ad Hoc ERTMS WG</td>
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<td>11 June</td>
<td>63rd Assembly of the Management board</td>
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<td>12 June</td>
<td>Executive board meeting</td>
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<tr>
<td>17 June</td>
<td>Core Network Corridor North Sea-Med Forum 2</td>
</tr>
<tr>
<td>24 June</td>
<td>RFCs 1st Workshop on Framework for Capacity Allocation</td>
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<tr>
<td>26 June</td>
<td>TAG meeting</td>
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<tr>
<td>04 July</td>
<td>Executive board Ad Hoc ERTMS WG</td>
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<tr>
<td>10 September</td>
<td>64th Assembly of the Management board</td>
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<td>24 September</td>
<td>Executive board meeting</td>
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<tr>
<td>01 October</td>
<td>RAG meeting</td>
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<tr>
<td>03 October</td>
<td>RFCs 2nd Workshop on Framework for Capacity Allocation</td>
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<td>22 October</td>
<td>Core Network Corridor North Sea-Med Forum 3</td>
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<tr>
<td>04 November</td>
<td>65th Assembly of the Management board</td>
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<tr>
<td>14 November</td>
<td>SERAC RFC WG meeting</td>
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<td>21 November</td>
<td>Core Network Corridor North Sea-Med Forum 4</td>
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<td>27 November</td>
<td>66th Assembly of the Management board</td>
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<tr>
<td>27-28 November</td>
<td>European Rail Freight Days</td>
</tr>
<tr>
<td>11 December</td>
<td>Executive board meeting</td>
</tr>
<tr>
<td>17 December</td>
<td>67th Assembly of the Management board</td>
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