

Biennial Report under Article 22 of Regulation (EU) 913/2010



Rail Freight Corridor Rhine Alpine

Adopted by executive board and management board in its meeting 19 March 2020 (Bonn)

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Introduction

The objective of this report is to focus on the main findings and experiences gained in the period between November 2017 and December 2019. By this means, it should help the Executive Board to identify further actions and to draw broad strategic lines on how to improve the use of the corridor by freight trains.

More detailed information can be found in the 2018 – 2019 Annual Reports of the rail freight corridor and the updated Implementation Plan December 2018.¹

The corridor is functioning based on the above-mentioned regulation 913/2010 (EU). The political framework for the corridor is supported by the ministerial declaration “Rail freight corridors to boost international freight” from 21 June 2016. In addition, the sector statement “Boosting international freight” from 21 June 2016 and the 10 identified European priorities are recognized by all stakeholders in the rail freight corridor Rhine Alpine.

During the observed period, the following changes occurred:

- Adoption of the Leipzig Declaration in May 2018
- Integration of Terneuzen and several other terminals (see chapter 1.1.) via connecting lines to the corridor end of 2018/June 2019

Methodology notes

The report has been drafted according to the guidelines of the Article 22 of the EU Regulation 913/2010. It follows the outline provided by the Directorate-General for Mobility and Transport on the 21st January 2020. The structure contains the following chapters: corridor lines and bottlenecks, the changes in traffic on the corridor, the state of play of the objectives for the corridor, the investment planning, the coordination of works, the one-stop shops, the capacity allocation, and the traffic management each giving information on the respective topic. Additional information on the progress can be found in the annual reports 2017-2018 that are published on the corridor website.² The Annual Report for 2019 is attached and will be made public on the 13th of May 2020.

1. Corridor Lines and Bottlenecks

1.1. New sections added

In the period covered by the reporting, the following lines were added to the RFC RALP:

2017: none

2018: In the Implementation Plan update 2018 some terminals and connecting lines were added.

Connecting lines:

- Andernach – Andernach Hafen (Germany)
- Mainz-Bischofsheim – Frankfurt-Ost – Darmstadt (Germany),
- Karlsruhe West – Wörth (Germany)

¹ <https://www.corridor-rhine-alpine.eu/corridor-information-documents.html>

² <https://www.corridor-rhine-alpine.eu/downloads.html>

- Appenweier – Kehl (Germany)
- Taverne Torricella – Lugano-Vedeggio (Switzerland)
- Mendrisio – Stabio Cargo (Switzerland)

Additional terminals added on those connecting lines

- Andernach (Germany)
- Frankfurt-Ost (Germany)
- Wörth (Germany)
- terminals in the port of Kehl (Germany)
- Lugano-Vedeggio (Switzerland)
- Stabio (Switzerland)

2019: In the Executive Board Meeting in June 2019 in Berne, the Executive Board decided to add Terneuzen (part of the North Sea Port) to the RFC RALP by a connecting line. The port authority convinced with their development plan for rail freight. A formal procedure is not necessary, due to the status as a connecting line (no PaP).³

The addition of Vlissingen to the corridor in 2016, as required in Annex II of the Regulation (EU) 1316/2013, generated only a small amount of traffic from and to the corridor. In general, the rail freight traffic to/from Vlissingen on RFC Rhine-Alpine is on a low level and the PaPs offered to/from Vlissingen have not been requested by RU's. Therefore, it showed a non-measurable effect on the traffic of the whole corridor.⁴

The executive board decided on the extension of the corridor to Vlissingen to align the corridor with the TEN-T core network corridors as foreseen in Regulation (EU) 1316/2013. Relative low level of traffic can be explained because there are only few trains per day, which would use some of the RFC RALP lines into Germany, mostly via Venlo. As no PaPs are offered via Venlo, the specific RFC RALP path offer is not used.

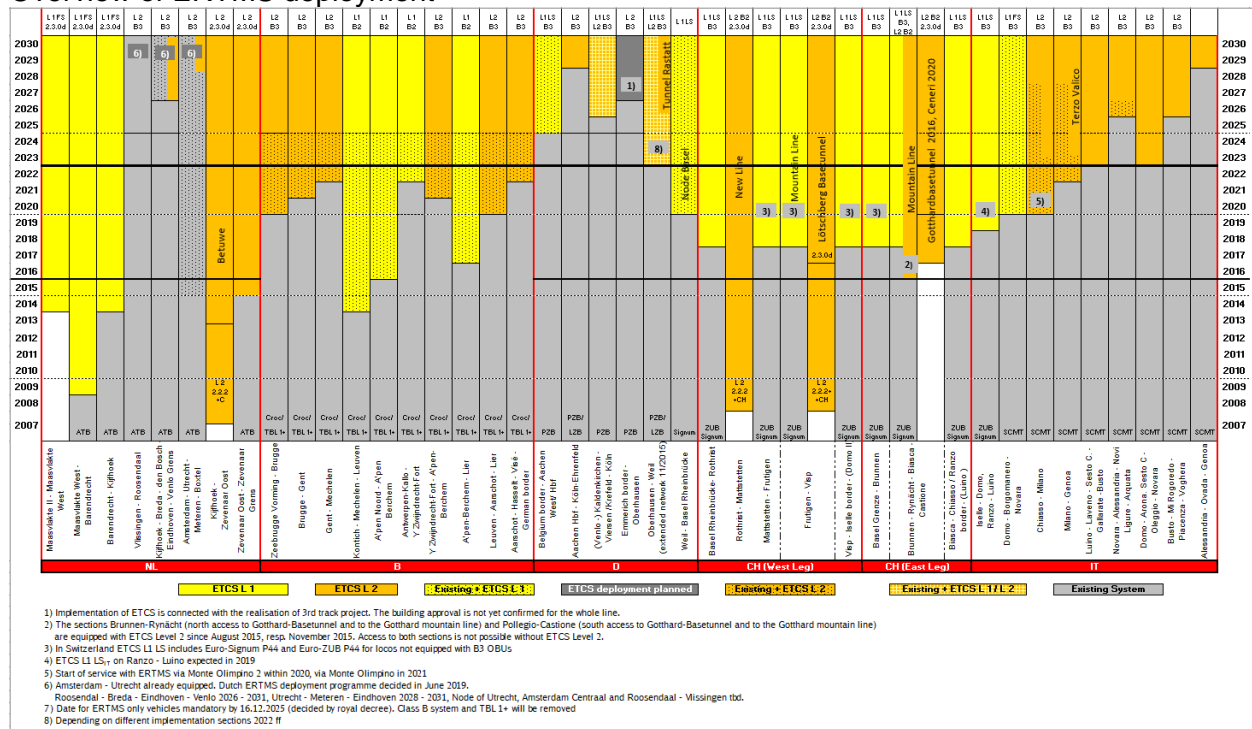
1.2. Bottlenecks

The Rhine-Alpine is a mature corridor and as such, already fulfills most TEN-T requirements and does not have major missing links. ERTMS implementation and 740m train length remain key priorities for the corridor.

³ Minutes ExBo Berne, June 2019

⁴ ibid

Overview of ERTMS deployment



Source: <https://www.corridor-rhine-alpine.eu/downloads.html>

Rather, the main challenges for the corridor constitute bottlenecks emanating from increased traffic flows, slow national infrastructure planning processes and long periods of construction with related TCRs. A better connection between the Belgian and Dutch networks with the German network is needed, particularly between Emmerich and Oberhausen. In addition, the access routes to the Swiss tunnels Karlsruhe - Basel and Swiss border - Milan/Novara) need to swiftly progress, as the Gotthard and Monte Ceneri tunnels will create a flat trajectory for rail freight through the ecologically sensitive Alps as of 2020/21. Capacity upgrades as well as better multimodal connections in the ports are also necessary.⁵

In 2017 the infrastructure managers have made a bottleneck analysis for the RFC Rhine Alpine. The IMs of RFC Rhine-Alpine have been working for some time to compile an updated capacity bottleneck analysis for the corridor for the period until 2030. This is still not ready, as due to very different national approaches/definitions/processes it is a big challenge to apply a common method to capacity bottleneck analysis for all RFC Rhine-Alpine countries.

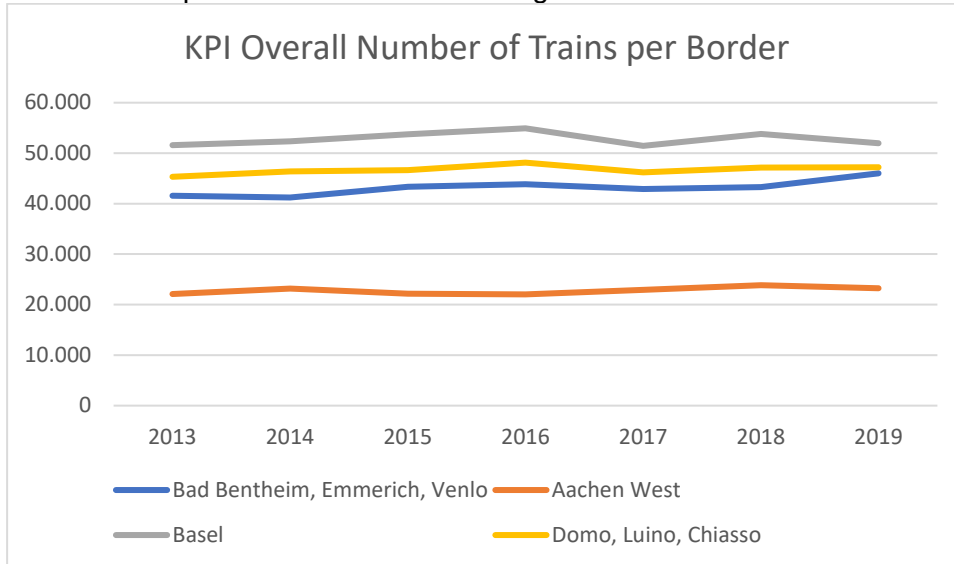
The executive board recognizes the differences in national planning and capacity analysis methodologies. As an additional approach Executive Board has, following a proposal from European Commission from May 2019, replied to requests from Railway Undertakings Advisory Group on capacity bottlenecks.

⁵ https://ec.europa.eu/transport/themes/infrastructure/rhine-alpine_en

2. Changes in the Traffic on the Corridor (Information from the Transport Market Studies)

2.1. Change in Traffic

Traffic development cross border rail freight



Source: Annual report 2019

Traffic patterns show an increase in cross border train runs in 2018-2019 period. See graph from the RFC Rhine Alpine annual report 2019. In 2018 traffic growth was above 2%, in 2019 traffic decreased by 0,15%. In 2019 there was a variation between relative positive figures Dutch – German border (+5% trains) and negative figures Belgian-German border and German – Swiss border and an almost stable traffic on the Italian – Swiss border (+0,1%).

2.2. Transport market Study 2018

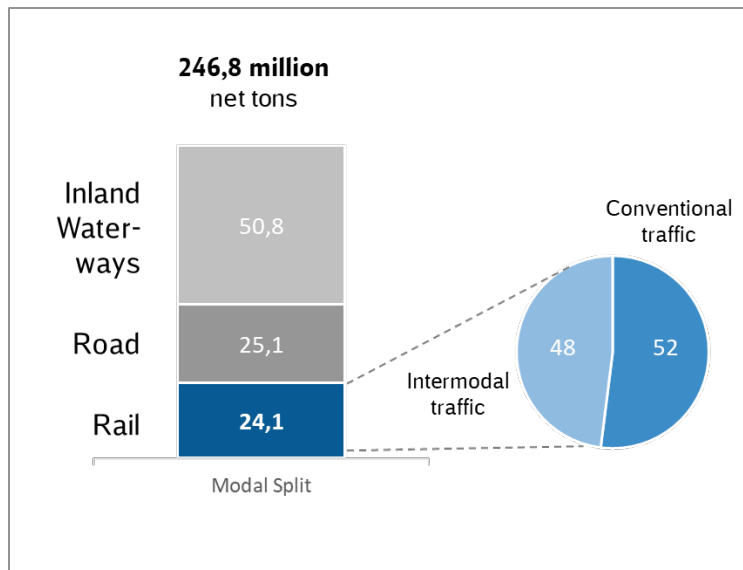
The transport market study⁶ of 2018 made an update for freight traffic on RFC Rhine-Alpine with the base calculation year 2015 and analyzed potential additional traffic for rail freight, mostly coming from road.

⁶ https://cip.rne.eu/apex/download_my_file?in_document_id=7350

Modal share rail freight base year 2015

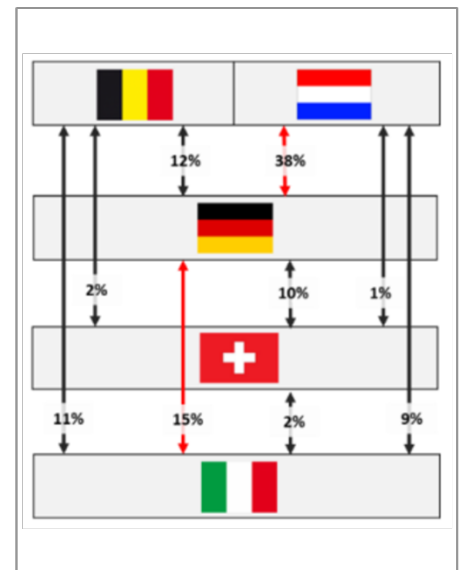
Modal Split on RFC RALP

[in % of transported tons of pure-corridor freight transport volumes 2015]



Main traffic relations

[in% of transported tons]



Transport Market Study 2018

The focus of the study was to identify major growth factors for rail freight transport on the corridor:

- Heavier (and longer) Trains
- More reliable Trains
- Faster Trains
- More reliability

Heavier trains would make rail freight services more competitive. The main challenge here is the topographical limitation in Switzerland, in Aachen and the 1,600 tons weight limitation in Italy. At the same time, permitting 740m-long trains on the whole corridor is another necessary condition for the competitiveness of rail in the short term.






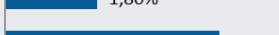

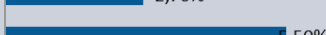
Although introducing heavier and longer trains would require a check of the railway network infrastructure (e.g. bridges), running faster trains is essentially a result of the timetable-planning process. In Italy in 2019, following specific studies carried out on power supply systems and operational safety conditions, RFI issued a disposition allowing RUs to run permanently freight trains up to 2500 t (today only allowed on a temporary permission). Most of the Italian routings of RFC Rhine-Alpine are involved. According to the above-mentioned disposition, the train weight limit has been extended to 2500 t on selected line sections according to some operational limitations. This disposition, is supposed to enter in 2020, pending the conclusion of further studies related to some specific operational rules as requested by some RUs that operate on those lines. The corridor timetable does not show many margins for changes. The allocation of capacity between passenger and freight transport is also a challenge. This is relevant in the proximity of urban nodes and in some congested sections, which requires strict adherence to the timetable, including planned stops to avoid delays.

Additional constraints in reaching the faster train target can be found in operational issues. During the analysis, the RU's pointed out that stops due to the change of locomotives and traction reinforcement are a result of infrastructure constraints and interoperability conditions.⁷

Improving reliability on the corridor can have significant positive effects on the market performance. Ministers discussed the importance of improving reliability of the corridor traffic during their 22 May 2019 ITF meeting (45% of trains arriving 30 minutes or later at destination).

As a result, the Executive Board started exploring to establish a Quality Charter with stakeholders. Workshops on reliability were organized with railway undertakings, terminals, intermodal operators and infrastructure managers to identify how reliability could be improved.

Potential drivers increased modal share rail freight

Analysed Topic	Scenarios: Growth potential for rail freight [in % compared to current volume in tons]	Next steps
Longer and heavier trains	740m, current weight  2,60%	<ul style="list-style-type: none"> • Works and studies already ongoing at all IMs for longer/ heavier trains • Update started on state of play of usability of terminals with 740m trains
	740m, ≤ 2000t  5,10%	
	740m, no weight restrictions  5,70%	
Faster trains	25% less mandatory stops  0,80%	<ul style="list-style-type: none"> • Speeding up of trains expected for TT2021 with use of Ceneri base tunnel • Possibilities for reduction of stops to be discussed with RUs – challenging in the current performance situation (buffers)
	50% less mandatory stops  1,80%	
	50% less duration all stops  4,20%	
More reliable trains	25% less delays  2,70%	<ul style="list-style-type: none"> • Performance improvements could bring significant growth effects and at the same time have a direct effect on running time (less buffers) • Performance management could be intensified at relatively low costs
	50% less delays  3,50%	

Identified growth potential goes on top of existing (rail) freight growth forecasts

Transport market study 2018

As far as indicators for offer of the PaP's are concerned the results of the two RFC Rhine-Alpine TMSs have not reached the objectives defined in EU 913/2020. The benefits for traffic and PaP development have actually been low, as new traffic cannot be pushed by IMs directly (RUs and operators sign contracts with the end customers) and the IMs have more detailed and adequate information relevant for the creation of the path offer. In addition, passenger transport was not

⁷ Transport Market Study 2018

included in the TMS analysis. As the CNC Rhine-Alpine is also doing a regular TMS encompassing all modes, in the view of the Managing Director this could be enough to give a general overview on the historic and expected development related to all modes, including rail freight. This would be a lean and cost-efficient approach.

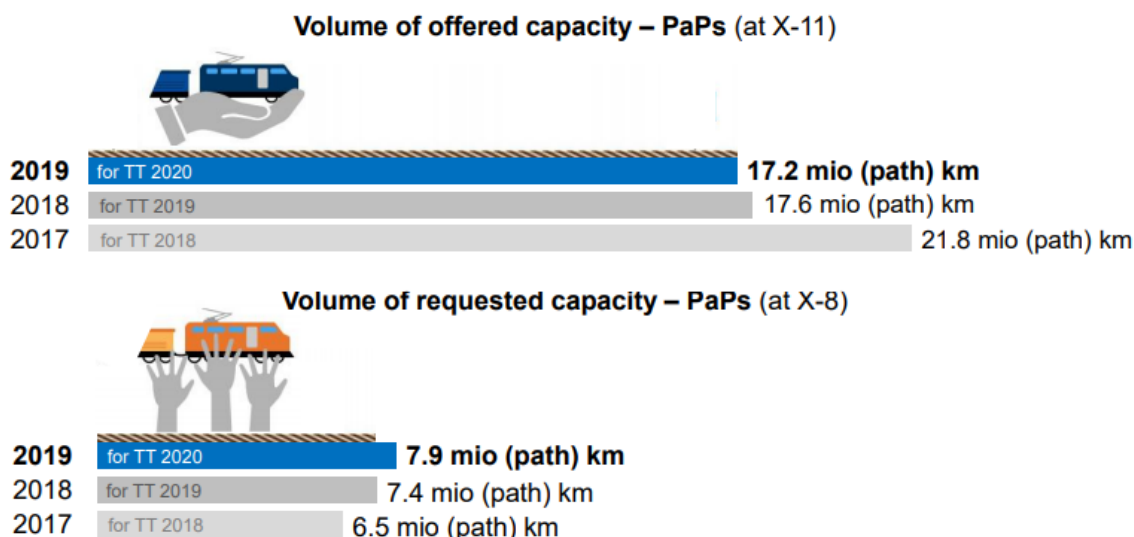
The executive board underlines that a market study or market information to support of the C-OSS is an important objective. Critical is that the share of capacity offered by the C-OSS as part of all international rail freight capacity is increased significantly; on this moderate progress is being made. As far as Transport Market Study for infrastructure planning the executive board wants to explore the option to do this within TEN T framework.

State of Play of the (general) Objectives for the Corridor

2.3. Capacity Management

The volume of offered Pre arranged Paths declined from TT 2018 until TT 2020 from 21.8mio km to 17.2mio km. However, in the same time, the amount of requested PaPs increased from 6.5mio km to 7.9mio km. In addition, in TT 2020 3.4 million km have been offered as fast coordinated paths from Cologne to Gallarate, of which 1.5 million km were requested.

Capacity management, C-OSS



Annual Report 2019

In the year 2018 the amount of offered capacity was reduced by 18%. The reduction took place for paths with low request rates. As seen by the increase of requested path capacity, this measure had no negative impact on the total requested amount of capacity. However, it is to be stated, that the offered PaPs still do not reflect the market needs. Only 46% of the offered PaPs are also requested by the Railway Undertakings.

The number of conflicting PaP requests is very high on RFC Rhine-Alpine (about 50% of requests were in conflict for TT 2020), especially on the routes through Switzerland. However, all PaP requests could be answered with an offer, either directly with the requested PaP, or with an alternative “tailormade” offer communicated by C-OSS.

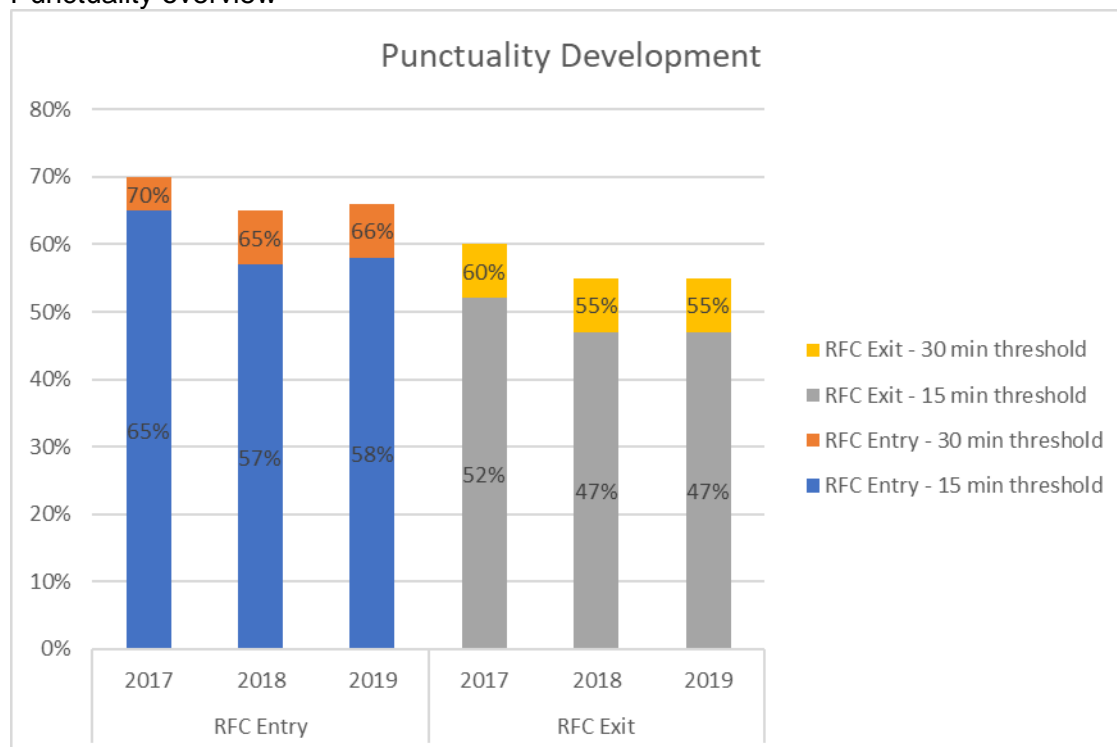
The Executive Board values the improvement of offer of the C-OSS so far and wants to underline that significant growth of share of international capacity allocation by C-OSS is necessary. It will be necessary to align the efforts also with the European reform of processes by Time Table Re-design.

2.4. Operations (number of Train Runs and Punctuality)

From 2018 to 2019 the Punctuality on the corridor is stable on a low level. From 2017 to 2018 punctuality went down significantly.

In additions to regular performance analysis activities in the WG TPM, the Punctuality issues were addressed with several projects and pilots, such as the Ludwigshafen-Gallarate task force, encompassing an intermodal operator, terminal operators, an RU and IMs/RFC RALP. A study was published on performance measurement in the intermodal transport chain. And performance workshops were held with RUs, operators and terminals. Overall it can be said that RFC RALP is a front runner in pushing performance measurement and management in the European rail freight sector.

Punctuality overview



Annual report 2019 RFC Rhine Alpine

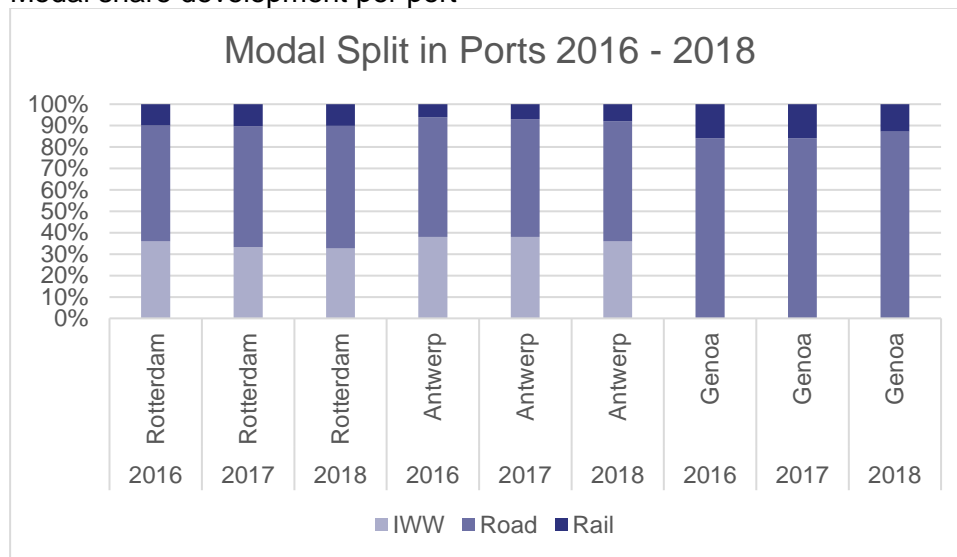
As mentioned in paragraph above Ministers discussed performance of the corridor during their meeting 22 May 2019 and prepare the Quality Charter initiative.

2.5. Market Development

In 2018 21.4% of the totally freight capacity was allocated by the C-OSS. From 2017 to 2018 all the borders showed an increase of traffic. For 2019 a 0,15% decrease of traffic was noted with variation per border crossing.

See information in 2.1 above: Number of trains at borders should be shifted here. Below modal share 2015-2017 ports information from the Annual Report 2019 is reflected below.

Modal share development per port



Annual report 2019 RFC Rhine Alpine

In 2018 overall traffic mostly recovered from the loss of confidence in the market following the Rastatt disruption in 2017. Compared to the 2017 decrease of 3.2%, the traffic for the entire corridor increased by 2.8% in 2018. The low water levels of the Rhine helped to slightly improve rail freight traffic. However, the growth could have been expected to be more significant.

During 2018, the economy in Europe was slowing down, which could explain the low growth momentum of train volumes on RFC Rhine-Alpine. The lack of train drivers and moderate punctuality did not help the situation.⁸ In 2019, the economic development was modest, and the Rhine water levels were back to normal, which means that less freight volumes were transferred from barge to rail.⁹

During the period of 2017-2019 the C-OSS allocated around 20% of the capacity for international rail freight to the RU's.

⁸ RFC RALP, *Annual Report 2018*, 2019.

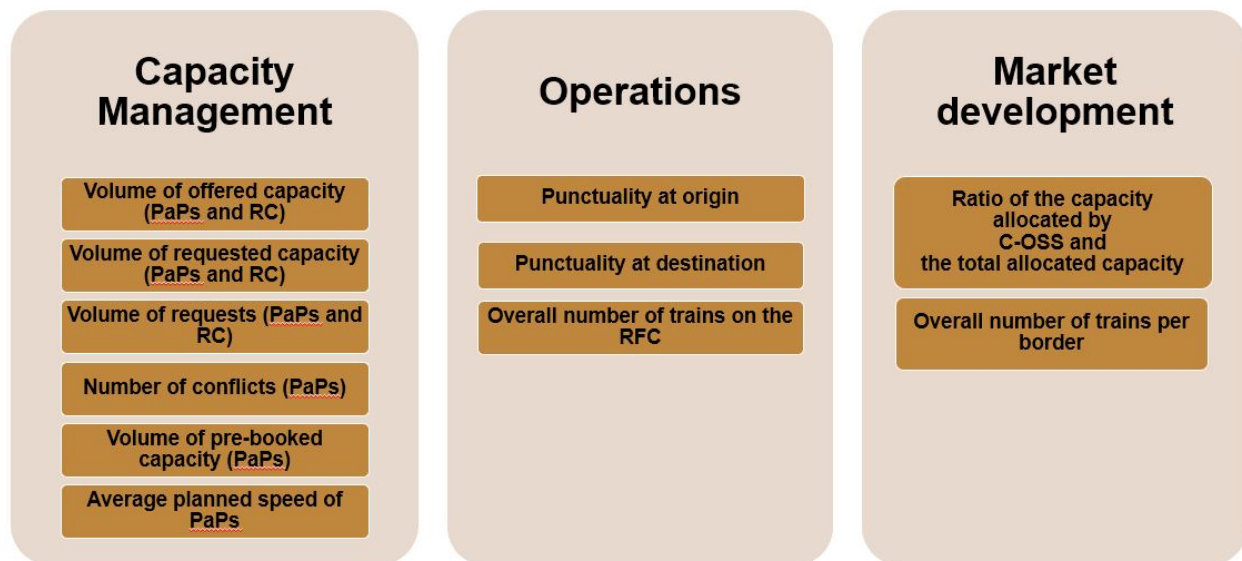
⁹ <http://rne.eu/wp-content/uploads/RFC1-1.pdf>

The full set of KPI's for RFC Rhine Alpine is available on RailNetEurope⁸.

2.6. KPIs defined by Handbook

Added below: joint KPIs of the RFCs, agreed in an RNE guideline These KPI's are supported by the executive board. The network of executive boards issued a recommendation on 7 February 2018 including these KPI's, harmonized for all RFC's.¹⁰

Overview of Key Performance Indicators:



RailNetEurope¹¹

2.7. Late cancelation of train paths allocated by the C-OSS

During the period of 2017-2019 there have been no cases of late cancellations of allocated train paths by IMs which were not agreed by the RU's. In general, there are many changes from the RUs after the final Timetable offer of the IMs/RFC, for PaP's, feeder&outflow paths to PaP's and normal paths. There can be cancellations of train paths and many changes by RUs after the Final Time Table.

Executive Board notes that large share of requests or even majority for PaPs must be (partly) modified also because of market needs. It is a strong indication that present model of PaPs with a standard offer for an average train is not enough for long term development. Therefore, executive board also follows in the European context the Time Table Redesign which is, according to the December 2018 Vienna declaration, foreseen for December 2024.

¹⁰ <https://www.corridor-rhine-alpine.eu/downloads.html> under European context. Recommendation 1 from network of RFC executive boards.

¹¹ http://rne.eu/wp-content/uploads/RNE_Guidelines_KPIs_of_RFCs.pdf

2.8. Cooperation with other RFCs

The Rhine-Alpine corridor cooperates with the North Sea -- Mediterranean Corridor on several topics. The corridors analyzed the requirements and feasibility for a 4m corridor on the NSM. With such an extension, the NSM could be used as rerouting line for the RALP corridor.

Together the corridors RALP and NSM offer harmonized PaP's, which results in a larger number of PaPs on the RFC RALP routes through Switzerland. In a less intensive way, such harmonized PaPs are also offered with RFC 3.

In addition, the two corridors held a joint Executive Board Meeting in March 2019 to strengthen the cooperation. The Meeting covered the topics ERTMS and infrastructure development, ICM implementation on the corridors, the preparation of the Leipzig Meeting and the exchange of best practices. For Fall 2020 there is a next joint ExBo planned.

Members of the corridor engaged in the RFC Network, the NexBo and the C-OSS-Community, to strengthen the cooperation between the corridors.

The network of executive boards works together to improve exchange of experiences and adopts recommendations for all RFC's. The following recommendations have been adopted:

- 1. KPI's, February 2018;
- 2. ETA, February 2018;
- 3. Framework Capacity Allocation, December 2018;

Harmonization activities between the RFCs, supported by RailNetEurope, strongly focused on the CID Books, on KPIs, ICM and CIP. Joint guidelines and handbooks have also been developed for TPM, TCR. In this coordination the RFC Network is strongly supported by RNE, guidelines and handbooks for the RFCs are developed as RNE guidelines/handbooks and agreed by the RNE General Assembly.

2.9. Cross border cooperation, cooperation with terminals and railway undertakings

Cooperation with terminals and railway undertakings continued through the Terminal Advisory Group and Railway Undertakings Advisory Group. Representatives of TAG and RAG participated to executive board meetings. Transport Market Study, contingency management, executive board action plan (see annex to this report) and developments on infrastructure projects were exchanged.

In 2019 the Swiss Federal Ministry of Transport and RFC Rhine-Alpine jointly incited workshops with all the Railway Undertakings, Operators and Terminals on the corridor. The results will be presented and further discussed in a combined workshop in summer of 2020.

A cross-border interoperability overview is kept up to date by the NSA working group. It gives information on safety and operating conditions, e.g. regarding safety certificate, vehicle authorization, language requirements, tail signal, braking sheets. The document can be found as RFC RALP document on the Customer Information Platform (CIP). The NSA working group is only covering RFC Rhine-Alpine and RFC ScanMed with this overview.

The **TAG** is the platforms of terminals and harbors of the RFC Rhine Alpine. There is an active exchange on capacity analysis, capacity management and digitalization (e.g. ETA). The TAG members are partners who are investing in the traffic on the corridor and play a key role in improving performance of the corridor traffic.

The **RAG** has been an active partner of the RFC Rhine Alpine management board. Information on developments on RFC Rhine-Alpine were shared with railway undertakings as well as feedback received from railway undertakings. The customers were briefed on MB and ExBo decisions, updated on operational topics (e.g. tail signals, language, weight and length of trains), infrastructure developments (e.g. projects regarding 740m train length) and capacity offer developments including TT2020 and TT2021. Moreover, the ICM RU handbook as well as the further development of the RFC Rhine-Alpine document on re-routing scenarios were discussed. The list of topics was completed by further recent activities such as the Transport Market Study 2018, User Satisfaction Survey 2018 or updates on TCR coordination processes.

2.10. IT tools and Language pilots etc.

In close cooperation with RNE, RFC Rhine-Alpine is pushing the development of new IT tools and acting as a pilot corridor. This was/is for example done for the RNE “Park or Run” tool and for the RNE TCR tool.

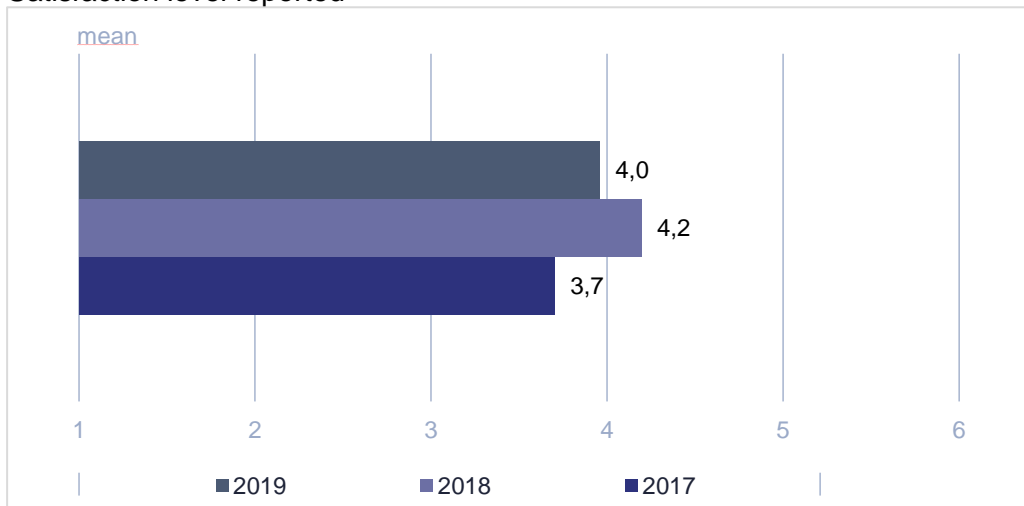
To improve the daily international coordination of traffic management colleagues, the RNE tool “Park or Run” was developed with strong support of RFC RALP. It is used and further developed by the IMs of RFC Rhine-Alpine. The tool facilitates the international coordination of train runs in case of incidents. In 2019, also first RUs operating on RFC Rhine-Alpine were involved in the development. In the beginning of 2020 RNE is issuing an improved Incident Management tool, which is a successor of the “Park or Run” tool developed with the support of RFC Rhine-Alpine.

Regarding language, simplifications are done where possible at border stretches (e.g. Venlo) and also more technology solutions are developed. In this context, SBB was starting with IT language tools as per November 2019.

2.11. Satisfaction survey

The mean overall satisfaction rate of the corridor decreased from 2018 to 2019 marginally. However, in the longtime trend, the satisfaction rates are stable around 4 out of 6.

Satisfaction level reported



Annual report 2019

The main points for improvement mentioned by the corridor users are:

- the Noise Bans in Germany and Switzerland from 2020/21
- the capacity at the borders, especially in the southwest of Germany
- the demand for the possibility to book ad hoc capacity which is reserved for freight
- general simplification and harmonization as well as increased transparency on the corridor

The Executive Board welcomes the continued monitoring of the of customer satisfaction. Regarding specific national noise bans in Germany and Switzerland the executive board has no common position, however notes that European regulation 1304/2019/ EU on quieter routes by December 2024 go in the same direction. Reducing noise from rail freight trains remain critical in acceptance of further growth of traffic.

3. Investment Planning

Investments on the RFC Rhine-Alpine are based on national investment plans and correlate with the work plan developed for the Core Network Corridor (CNC) Rhine-Alpine. Projects may include EU-funding if applicable¹². The Management Board of RFC Rhine-Alpine has provided the CNC corridor with a list of high priority infrastructure measures from the viewpoint of rail freight development. The RFC RALP enforces the possibility of 740m trains and ERTMS on the corridor.

4. Coordination of Works

The IMs have established a regular Temporary Capacity Restriction (TCR) coordination exchange. With the revised Annex VII of EU 2012/34 the main responsibility for international TCR coordination lies with the IMs. However, the MB of RFC RALP fulfills its task of corridor specific TCR coordination and publication of results. RFC Rhine-Alpine has established a TCR coordinator and is communicating the results of TCR coordination on the corridor both via a detailed

¹² Implementation Plan RFC RALP 2018

excel file and via sheets giving information on impacts from main TCRs to the RU's. Both documents are published twice during the year, to give an update on the upcoming TCRs. RFC Rhine-Alpine also gives strong support to the TCR coordination tool which is developed by RNE (see above).

Executive Board is analyzing actively whether national regulatory and financing framework allow infrastructure managers to comply with Annex VII 201234/EU.

Great support was given from the TCR experts on RFC Rhine-Alpine to the development of the TCR tool at RNE. They pilot the TCR tool since 2018, which included a lot of manual input into the tool and first coordination of TCRs with the tool. This was done in close cooperation with the responsible staff at RNE. As further development is still required, the RFC Rhine-Alpine TCR experts agreed to be the first ones to use the TCR tool for their coordination in 2020. The TCR excel overview and TCR impact sheets will, however, still be done and published in parallel to have a fallback solution.

5. One-Stop-Shops

The executive board is supporting the C-OSS by its decisions on the corridor Implementation Plan and Framework of Capacity Allocation. Last update of the binding Framework of Capacity Allocation was decided in November 2018 to facilitate pilots regarding Time Table Redesign. Pilots on TTR are not performed on Rhine Alpine directly but is taking place e.g. between Rotterdam – Antwerpen.

Management Board is responsible to ensure operation of the C-OSS following these frameworks. It is up the cooperating regulatory bodies on the corridors to investigate (ex officio or on basis of complaints) functioning of the C-OSS. Their findings are included in the annual report from RFC Rhine Alpine.

6. Capacity Allocation

RFC Rhine-Alpine offers approximately one PaP per hour in each direction per day. Taking up feedback from customers, since TT 2019 the PaP offer is distinguished between long PaPs covering full north-south ODs, and shorter PaP's in the Northern and on the Southern part of the corridor. In TT 2019 and TT 2020, additional fast paths from Cologne to Gallarate have been offered (6 paths per day and direction). The PaP's cover approximately 20% of the overall rail freight offer of the IMs on RFC Rhine-Alpine. The capacity allocation based on the FCA has been working well. During the last years RFC Rhine-Alpine did not see the necessity to update the FCA.

In 2019, a project was started to further improve the international coordination for all international rail freight paths. As a result of this project, challenges from national capacity allocation frameworks for international coordination have been addressed to MoTs and EU. No final conclusions could be drawn on the international path offer of the IMs, but developments/discussions are still ongoing after the project.

RFC Rhine-Alpine did not work on the coordination of its path offer with terminals, as deadlines are currently very different and mere provision of information from the annual timetable towards terminals several months before the terminals start their planning would be of little help. This was actually proposed to/discussed with the TAG in 2015, but terminals did not show interest in the exchange.

The C-OSS of RFC Rhine-Alpine is keeping a register of the path allocation. Every year, an exchange is taking place with the regulatory bodies on RFC Rhine-Alpine. So far, no complaint was filed at the RBs by an RU/applicant.

In 2016 German law (EReG) introduced an ex-ante approval of the German part of the PaP offer, as for all other paths. Germany is the only country on the corridor (and in Europe) which requests such an ex-ante approval. The Management Board complained that the fulfilment of this law would be impossible given the general framework and time available for PaP development on the whole corridor. After intervention by the Executive Board and after analysis of the German regulatory body of the quality of C-OSS offer, a working solution for a 5 years range was found: For the time being BNetzA is waiving its right for an ex-ante approval, but instead the C-OSS has to provide special information to BNetzA covering the development and allocation of PaPs in Germany. Executive Board and Management Board will continue the dialogue on the impact of this regulation for capacity allocation on the corridor on a regular basis.

For capacity allocation figures: see the KPIs from the Annual Report

7. Traffic Management

International coordination of train runs is a day-to-day task of the dispatchers, especially in case of incidents. The IMs of RFC Rhine-Alpine were the first to establish processes for ICM and to simulate the new processes. They also strongly support the development of re-routing scenarios for the corridor. To facilitate the coordination in case of smaller incidents, the IMs of RFC Rhine-Alpine are piloting the "Park or Run" tool developed by RNE. The IMs of RFC Rhine-Alpine have already established a 24/7 English speaking dispatcher (as agreed in RNE GA), which further facilitates the communication.

Performance management: see info under 3.2

8. Corridor Information Document

The harmonization of CID Books has been a major topic of the RFC Network during the last years, and a high level of harmonization could already be reached.

In the light of new regulation related to information provision of terminals it should be reviewed if CID Book 3 is still necessary. Terminals have never been interested to provide information to RFC Rhine-Alpine and RFCs should not be regarded as tools for provision of information on terminals. It is unclear how much this information is used by the market.

With regards to the CID Book 2 (network statement excerpts), this could be rendered obsolete as a separate document with the development of a digital platform at RNE.

CID is harmonized at a sector level by RailNetEurope. Executive boards welcome this harmonization. Network of executive boards have not expressed a recommendation of the CID model and leaves this to sector parties. Regulatory bodies may handle complaints on the information issued in the CID.

9. Conclusions

Executive Board of rail freight corridor Rhine Alpine values the work of the rail freight corridor to reduce capacity bottlenecks, offer corridor specific capacity by the C-OSS and lack of interoperability on the corridor (including ERTMS) and is committed to work with management board and corridor partners (RAG and TAG) on further improvements including performance of traffic. The Executive Board will continue to cooperate actively with other rail freight corridors to support the corridor.

In this context the Executive Board is working based on the Executive Board Action Plan set in 2019 (overview Annex).

Annex

Overview RFC Rhine-Alpine ExBo Action Plan 2019

1. Allocation Capacity
 - Amending FCA
 - Compliance with Annex VII
2. Cross Border Interoperability
 - Transparency for Language Derogation Rules in Cross-Border Sections
 - Simplification of Harmonisation processes at NSAs
 - Solution for Custom Situation CH-EU
 - Harmonisation of the regulatory framework of the Braking Sheets
 - Harmonisation of tail signals on RFC Rhine-Alpine
3. International Contingency Management
 - Develop allocation rules for cases of international incidents
 - Enable more flexible operations with the NSAs
4. ETA & Digitalisation
 - Support of the ELETA Project
 - Facilitate the use of TIS data by all stakeholders on RFC Rhine-Alpine
5. ERTMS
 - NIP Transparency
 - Ensure ERTMS financing
 - Develop OBU Support Programs
6. Infrastructure
 - Feasibility investigations on 740m trains
 - Clarification of infrastructure improvements on Diversionary Routes
7. Coordination
 - Cooperation RFCs Rhine-Alpine – North Sea-Mediterranean
 - Interoperability between RFCs Rhine-Alpine – North Sea-Mediterranean
 - Monitor the developments of the Action Points of the Leipzig Declaration
 - Key Performance Indicators

Source: Annual Report 2019