

Rail Freight Corridor North Sea – Mediterranean

Ferrmed Conference 21 November 2018
G Confais Morieux



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Role of the Rail Freight Corridor

The RFC is a cooperation grouping of IMs/ABs around various stakeholders:

- Executive Board
- EC
- Management Board / IM
- RAG
- TAG, etc.

With the aim to develop rail freight on its lines, the main role of the RFC is to:

- be a dialogue platform for all stakeholders
- Act as an alert maker & moderator for the issues raised by its stakeholders
- Act as a forum to address technical issues with impact on operations tackled by its stakeholders

In order to fulfil its role, RFC steers working groups with its stakeholders on various topics

- ERTMS
- Capacity
- Coordination of works and temporary capacity restrictions
- ...

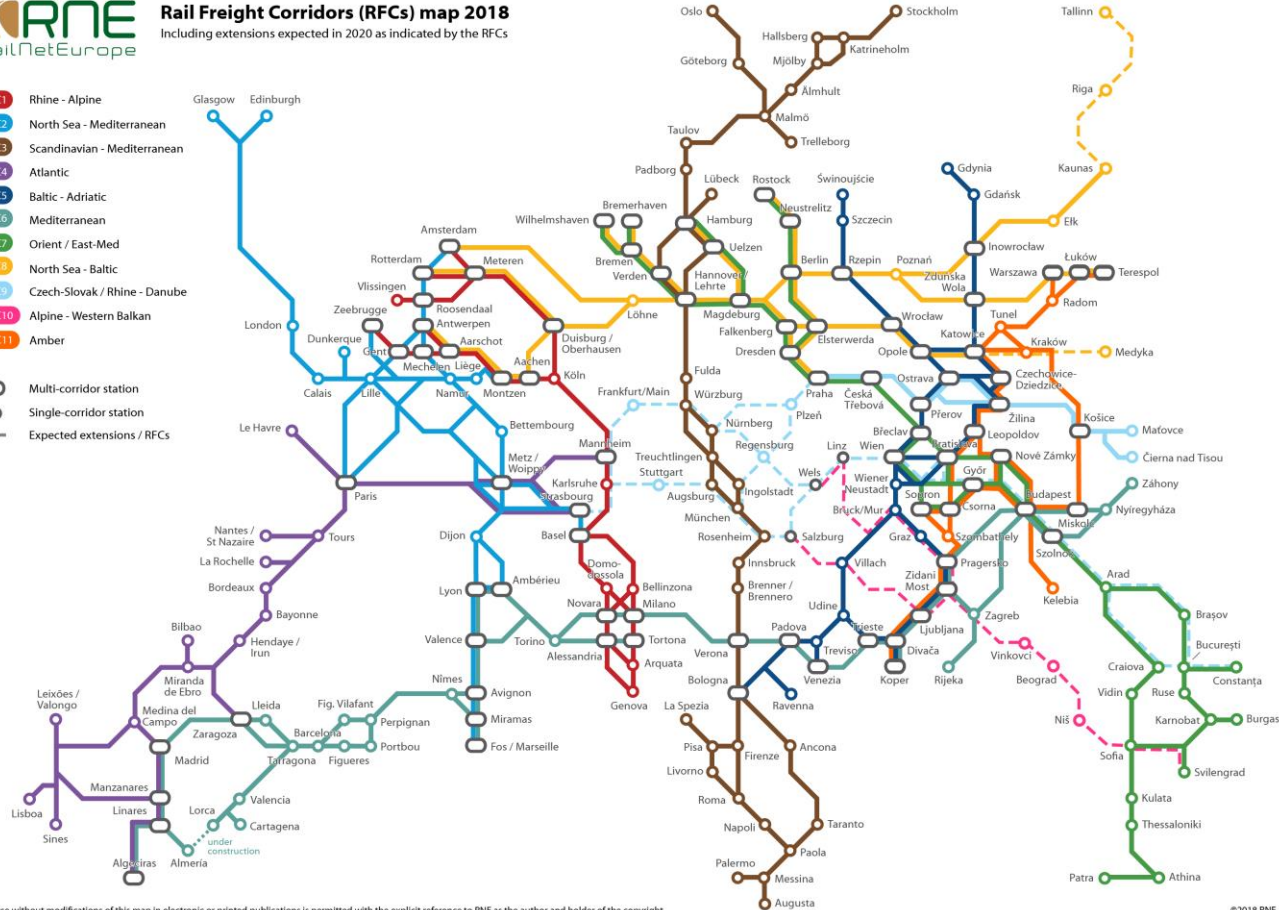
RFC North Sea – Med: part of a European network of RFCs



Rail Freight Corridors (RFCs) map 2018
Including extensions expected in 2020 as indicated by the RFCs

- RFC1 Rhine - Alpine
- RFC2 North Sea - Mediterranean
- RFC3 Scandinavian - Mediterranean
- RFC4 Atlantic
- RFC5 Baltic - Adriatic
- RFC6 Mediterranean
- RFC7 Orient / East-Med
- RFC8 North Sea - Baltic
- RFC9 Czech-Slovak / Rhine - Danube
- RFC10 Alpine - Western Balkan
- RFC11 Amber

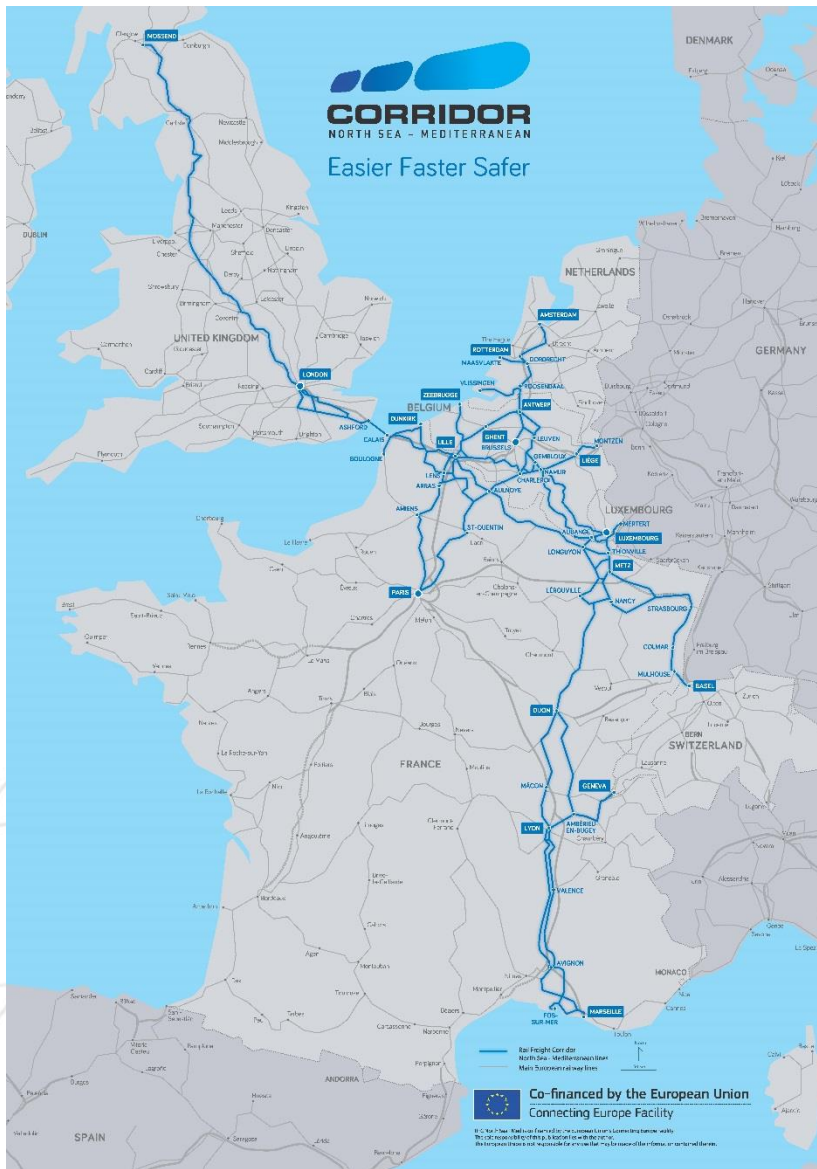
- Multi-corridor station
- Single-corridor station
- - - Expected extensions / RFCs



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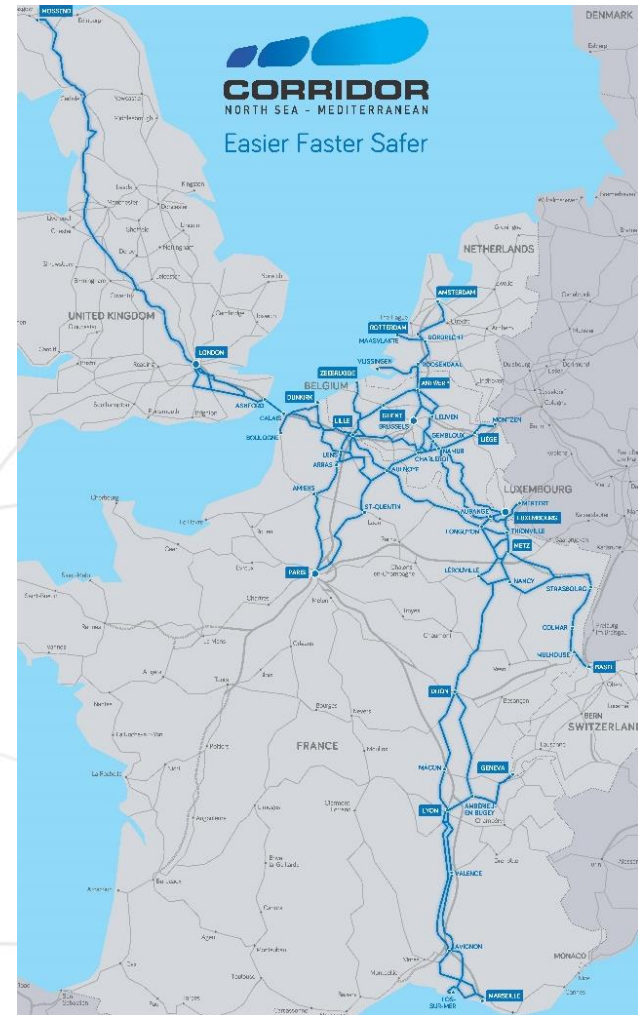
RFC North Sea – Med facts and figures



- From North Sea ports to Basel and Marseille through major industrial areas and down to the gateways of Southern Europe
- 5,600 kilometres of lines
- 6 countries, 9 IMs/ABs, 118 terminals, > 30 interested RUs
- Extensions in 2016 to Great Britain, Amsterdam, Zeebrugge, Marseille, to be in line with the CNC North Sea - Med
- 34,000 international freight trains/year

The RFC NSM : an effective North – South rail route

- ❑ The fastest and most effective way to join Basel and the Mediterranean (Marseille) from the North Sea ports.
- ❑ The only infrastructure connecting the North and the South of Europe through an historical strategic freight axis.
- ❑ North – South:
 - **Rail → less than 24 hours**
 - **Ship → 14 days**
 - **IWW → NC**



Millions of trucks removed from the road...

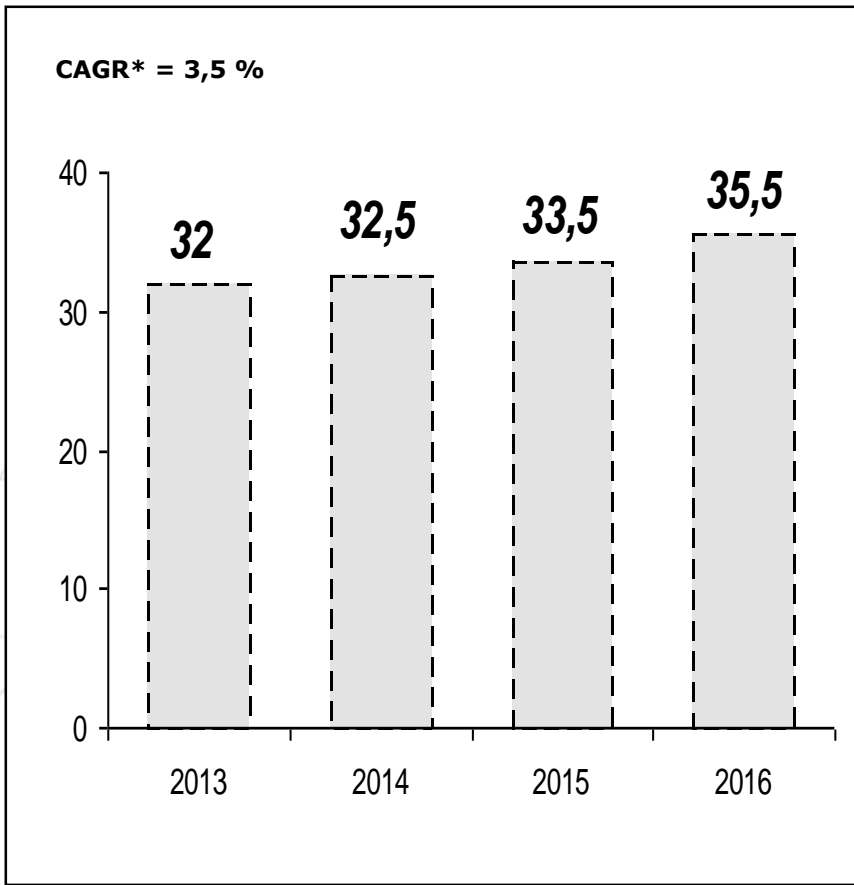
Assumption:

1 freight train = 30 trucks

→ 1,065,000 trucks removed in 2016

→ 4,000,000 trucks removed since 2013

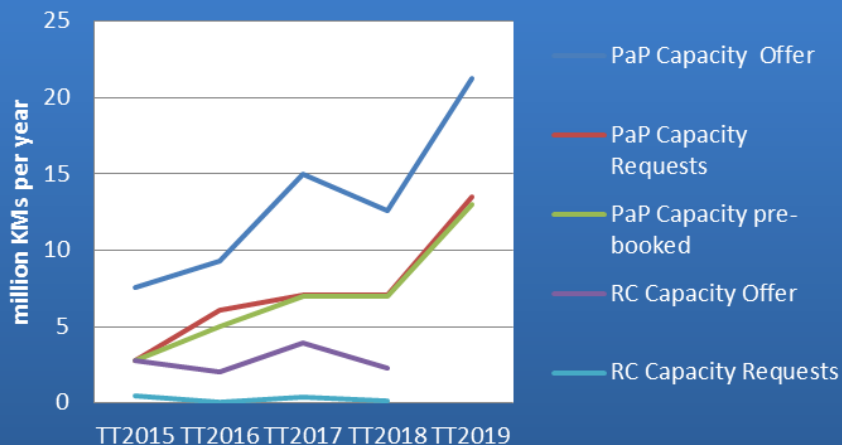
Number of corridor train runs (in thousands)



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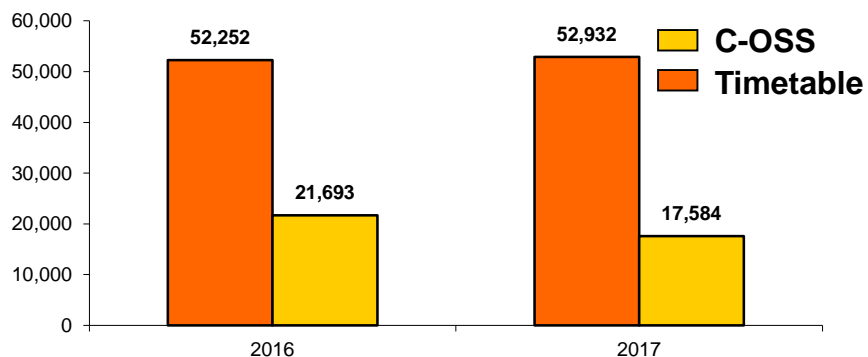
.... thanks to an increase in offered capacity and an important share of capacity allocated by the C-OSS

KPI Volume of Capacity



TT2015 TT2016 TT2017 TT2018 TT2019

Number of trains at the border points / share of capacity allocated by the C-OSS



- The volume of paths offered is significantly increasing.
- More than 21 million kilometres of paths is offered in the RFC NSM path catalogue for timetable 2019
- In 2017, the equivalent of a million road trucks scheduled in the timetable.
- Depending on border points, the C-OSS can allocate from 5 % to 80 % of the capacity.

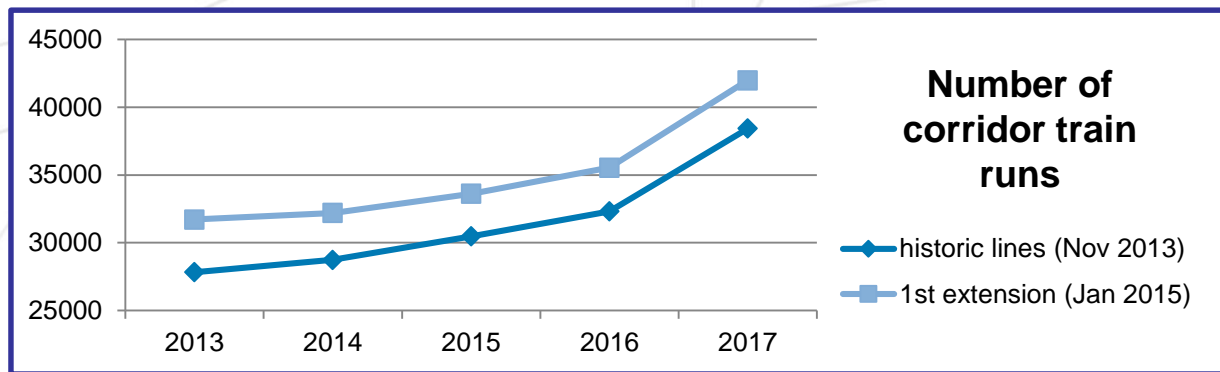
.... that leads to a global growth of the traffic

RFC NSM Objective of growth:

RFC NSM Objective	2020	2030
historic lines (Nov 2013)	+3%	+9%

RFC NSM traffic growth

Evolution compared to 2013 (start RFC NSM)	2013	2014	2015	2016	2017
historic lines (Nov 2013)	27.835	+3%	+9%	+16%	+38%
1st extension (Jan 2015)	31.711	+2%	+6%	+12%	+32%



Massive public investments*

- ❑ Since 2013, **more than 500 M€** invested on the corridor lines.
- ❑ **More than 60 projects* for 6 b€** investments foreseen until 2030 by the member states on RFC NSM lines (renewal and / or development)
- ❑ The investments are driven by **interoperability and multimodality.**



But Strategic additional investments are still needed

5 main strategic axis identified, one key word

Interoperability

a *Improve the loading gauge to P400*



b *Longer trains in Belgium*



c *Capacity bottlenecks*



d *Better communication in case of delays at cross border sections*



e *Develop ERTMS*



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Contact

oss@rfc2.eu

www.rfc-northsea-med.eu

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