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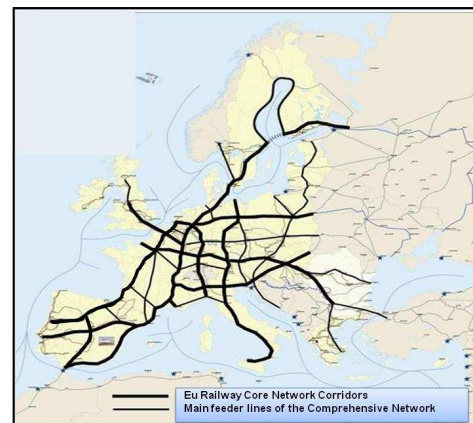
1. TRANS-EUROPEAN RAILWAY CORE NETWORK DEFINITION AND MANAGEMENT

Being close the publication of the proposal of Trans-European Railway Core Network by the European Commission, FERRMED would like to express its gratitude for the good relationship with the Directorate General of Mobility and other key directorates of the EC, regarding all that concerns the TEN-T Policy Review.

FERRMED has stated its opinion and made several significant contributions concerning the definition of the Trans-European Railway Core Network, as it is expressed in the FERRMED MANIFESTO proclaimed in the European Parliament in Brussels on January 12th 2011. (see the concept of Rail Freight Core Network proposed by FERRMED in figure 1)

The main issues that FERRMED would like to emphasize are:

- **Global Coordination at EU level:** This function has to include: traffic and Core Network needs identification, capacity management (demand and supply balance), monitoring, slots assignation, standardization, tracking system (through ITS), maintenance coordination, policies for incentivizing the efficient use of infrastructure, technology and innovation, etc.... It has to incorporate, as well, an EU leading organism for investments planning and in order to coordinate the economic funds allocation for Rail Core Network development and Common Standards implementation
- **Common standards for Rail Freight Transportation:** FERRMED strongly recommend the gradual implementation of the so called FERRMED Standards in the EU Railway Core Network. In fact, FERRMED demonstrates in the "Supply and Demand, Technical and Socio-Economic Global Study of the FERRMED Great Axis and its Area of Influence", that the application of FERRMED Standards is the only way to reverse the decreasing share of railway in EU land transportation, and, as a consequence, to reduce logistic costs, to increase the competitiveness and to accomplish the White Book targets in the GHG emissions.



FERRMED Global Study has analyzed the impact of the implementation of these Standards in all FERRMED Great Axis Rail Network ("Red Banana"), including bottlenecks solving, required by-passes, new lines, terminals, rolling stock adaptation, adjustment to international width of the conventional lines' tracks in the Spanish Mediterranean Corridor, etc... In spite of the exhaustive investments considered, the conclusion is a very good socio-economic results with an Economic Internal Rate of Return of 11,1% with the possibility to move from 266 billion tones-km per year transported in 2005 to 524 billion tones-km per year by 2025, and with more than 145 million tones reduction in CO2 emissions from 2016 to 2045.

- **Inclusion in the Core Network of all main lines of FERRMED Intercontinental Great Axis Rail Network**, that connects St. Petersburg and the Scandinavian countries with Central Europe and Western Mediterranean till Casablanca and other important cities in North Africa.

2. FERRMED GREAT AXIS RAIL NETWORK AREA OF INFLUENC

2. 1. Nodes to be included in the Core Network

Due to its great socio-economic and intermodal impact (54% EU Population, 66% of EU GDP, 80% of EU Seaport intercontinental container traffic, 90% of inland waterways freight traffic), the FERRMED Great Axis Rail Network area of influence ("Red Banana") is the innermost zone of the Trans-European Railway Core Network.

It covers most of the urban nodes, ports and airports that are the base that supports the Core Network.

Taking into account the EC TEN-T philosophy for the definition of urban nodes, seaports and airports (adding, as well, the main waterways inland ports) and considering the FERRMED Standards criteria of great socio-economic and intermodal impact (as it is stated in the FERRMED Manifesto), the urban nodes, ports and airports to be considered as the base for the Core Network inside the "Red Banana" Area are:

URBAN NODES

Belgium Antwerpen Bruxelles/Brusel	Lyon Marseille Nice Toulouse	Stuttgart	Norway Oslo	Sweden Stockholm Göteborg Malmö
Denmark Copenhagen Aarhus	Germany Berlin Bielefeld Bremen Düsseldorf Frankfurt am Main Hamburg Hannover Köln Leipzig	Italy Genova Milano Torino	Poland Gdansk Szezecin	Switzerland Bern Zurich Genève
Estonia Tallinn	Frankfurt am Main Hamburg Hannover Köln Leipzig	Latvia Riga	Russia Saint Petersburg Kaliningrad	The Netherlands Amsterdam Rotterdam
Finland Helsinki Turku	München Nürnberg	Luxembourg Luxembourg	Spain Barcelona Málaga Palma de Mallorca Sevilla Valencia	United Kingdom London
France Paris Lille		Morocco Casablanca Rabat Tanger		

SEA PORTS

Belgium
Antwerpen
Gent
Zeebrugge

Denmark
Copenhagen
Aarhus

Estonia
Tallin

Finland
Helsinki
Kotka
Turku

France
Calais
Dunkerque
Le Havre
Marseille

Germany
Bremenhaven
Hamburg

Lübeck
Rostock
Wilhemshaven

Italy
Genova

Morocco
Casablanca
Tanger

Latvia
Riga

Poland
Gdansk

Russia
Saint Petersburg

Spain
Algeciras
Barcelona
Cartagena
Tarragona
Valencia

Sweden
Stockholm
Göteborg
Malmö

The Netherlands
Amsterdam
Rotterdam

United Kingdom
Dover
Felixstowe
London

INLAND WATERWAYS PORTS

Belgium
Liege

France
Lyon
Paris
Strasbourg

Germany
Duisburg
Köln
Neus/Düsseldorf

Nürnberg

AIRPORTS

All the airports that belong to the urban nodes are considered in the Core Network.

2.2. Railway lines to be included in the Core Network

In fact the lines to be included in the Core Network are those that link among them the Urban Nodes and main Ports and Airports.

FERRMED states that the routes connecting these nodes have to accomplish the following criteria:

- Minimal distance
- “Critical Mass” (Socio-economic density) on the route between nodes
- Strategic impact
- Facilitate the links of EU to the neighbouring countries and to the global market.

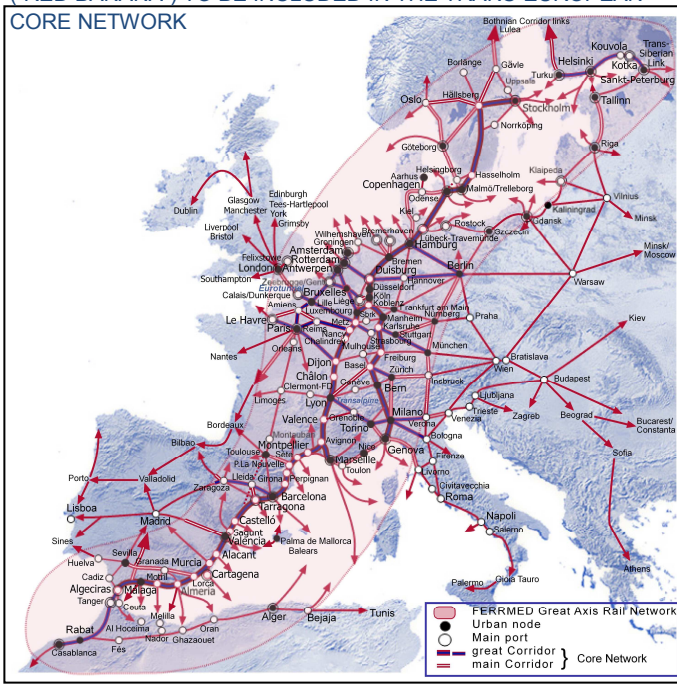
According to these criteria, in the Trans-European Railway Core Network, we have to distinguish two kinds of corridors:

1. Corridors of the maximum strategic impact, critical mass and that facilitate the links with neighbouring countries and to the global market (Great Corridor).
2. Corridors with regular or medium strategic impact and critical mass (main Corridor).

The “Great Corridor” requires, at least, two railway parallel lines (not necessary side by side) with double tracks each one.

In the figure 2 you can see the corridors inside the FERRMED Great Axis Rail Network and its Area of Influence (Red Banana) that, FERRMED propose to be included in the Trans-European Core Network.

KEY CORRIDORS OF FERRMED GREAT AXIS RAIL NETWORK (“RED BANANA”) TO BE INCLUDED IN THE TRANS-EUROPEAN CORE NETWORK



2.3. Main sectors of the Red Banana

In that sense, FERRMED would like to emphasize the strategic impact of the different sectors of the Red Banana:

Northern Sector

It concerns to the Baltic Basin.

The key issues are: the interconnection with Russia and Trans-Siberian Railway Northern branch, the Bothnian Corridor that feeds all EU of raw materials (90% of Europe’s iron ore), wooden products and fish, and the ports that are linked through the corresponding feeder sea lines with the important intercontinental traffics of Northern Sea harbors

Central Sector

It involves the most populated and more important socio-economic area of all the European Union covering a wide zone that goes from London, the British Channel and Northern Sea till Berlin and München.

Through the ports of this mega-region flows the most important sea and fluvial freight traffic of all over Europe.

It is, as well, a major intersection of corridors East-West and north-South of the EU.

Rhine Valley is the back-bone of this great area, and Moselle and Saone Valleys, jointly with transalpine crossings, the natural connections to the South.

Southern Sector

It covers a large territory from Switzerland, Rhône-Alpes, Piedmont, Lombardy and Liguria to all the western Mediterranean regions till Andalucía and Nord of Africa.

It is an strategic area for the European Union, because in the Mediterranean Basin it flows, now a days, the most important sea intercontinental traffic all over the world.

At the same time the ports of this zone links easily with the emergent North of Africa countries. The Iberian Mediterranean Corridor is the shortest land way to reach North of Africa from Central Europe.

See in figure 3 the proposed railway lines in the most Southern part of the Red Banana and the interconnections between both sides of Mediterranean Coast in this sector. In 2009 more than 6,5 million people crosses by sea this neighborhood.

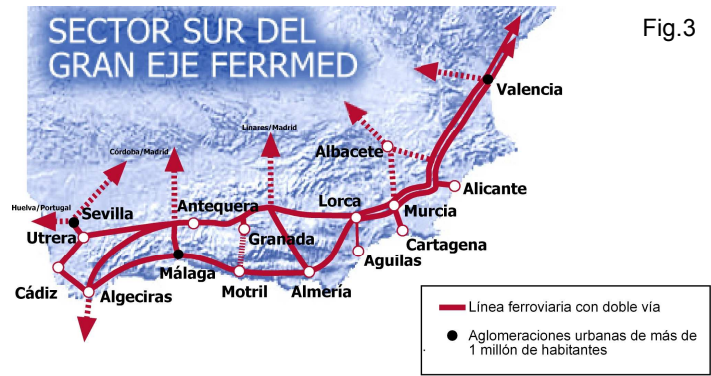


Fig.3

2.4. Call for the Constitution of the FERMED Cluster of Cities Association (FERMED CCA)

The Area of influence of FERMED Great Axis Rail Network (from Saint Petersburg to Casablanca)(Red Banana) covers the major agglomeration of cities of all over Europe.

FERMED fully supports the constitution of this Association, promoted by Barcelona City Town Hall, in order:

- To make a coordinated and strong follow-up of the involved Trans-European investment plans.
- To reinforce the socio-economic and cultural ties among the cities of this Great Area.
- To develop (to participate) common programmes of R+D+i / R+D+4i.
- To substantially contribute to the dissemination and spreading of the R+D+4i Action Plan from the EULERS (EU Locomotive Economic Regions, that mainly are located in Red Banana) to the whole EU and neighbouring countries.
- And in general, to contribute to FERMED Association main aims progress and development.

3. MAIN CONCLUSION

Taking into account all the above mentioned considerations, FERMED (supported by all kind of enterprises, business institutions, unions and national, regional and local governments involved in Red Banana Area), kindly request from Mr. Siim Kallas, Vice-president of the European Commission and Commissioner Responsible for Transport, to include in Trans-European Railway Core Network all the aforementioned great and main lines of this key European Area (as it is stated in figure 2), without forgetting the Bothnian Corridor (for freight), the link between Rhein and Saone-Rhône Valleys through Moselle Pass (freight and passengers), the full East by-pass of Lyon (freight), the Transalpine link Lyon-Torino (freight and passengers) and the Spanish Mediterranean Corridor by the coast (including Málaga as an Urban Node) in its whole extension, from French border till Algeciras (freight and passengers).

FERMED gently ask, as well, the full and official support to this petition to the governments of the member states that are more directly involved, particularly France and Spain.

To invest in FERMED Great Axis Rail Network, is the best way to enhance the EU competitiveness and to recover the existing crisis, because, of its high positive impact in the productive economy.

Finally, FERMED offers to the European Commission all its know-how and experience as well as its full cooperation in the process of gradual development of the Trans-European Railway Core Network and common standards implementation.