IQ-C Action plan 2006-2014 for rail freight corridor Rotterdam-Genoa

July 2006 (Initial Document)
August 2008 (Update)

June 2010 (2nd Update)

Introduction

The action plan has been decided upon by the Ministries of Transport from Germany, Italy, Netherlands and Switzerland in August 2008 and is an update from the May 2006 action plan for 2006-2010. The action plan is based on the progress report 2008 on the Rotterdam-Genoa corridor. The progress report explains the renewed governance structure of the corridor with the executive board composed of representatives of the Ministries working together with the management committee composed of representatives of the Infrastructure Managers. The infrastructure Managers have set up a legal entity (EEIG) to organize the practical cooperation among infrastructure managers. The action plan has been discussed and accepted by the involved infrastructure managers, regulators, rolling stock & safety authorities. The action plan is based on the MoU ''Lugano'' for the Rotterdam-Milan corridor from 9 January 2003 which was extended to Genoa by decision of Ministers of 10 July 2004 at Rotterdam. The original action plan from 2003 is in this way amended. The current action plan takes into account the Letter of Intent for ERTMS deployment on corridor Rotterdam Genoa which was signed by Ministers 3 March 2006 and the Genoa declaration from 26th May 2009. On an annual basis the Ministries will report to the Ministers on the progress of the project.

Action plan highlights improvement actions. After implementation of improvement actions proper application and monitoring will be ensured by the appropriate bodies.

Harmonized with baseline of the Infrastructure Managers and updated in August 2008 and spring 2010 and annexed to the Rotterdam declaration of Ministers on rail freight corridors, 14th June 2010.

OVERVIEW 2006-2014 ACTION PLAN IQC
CORRIDOR A: ROTTERDAM – GENOA

MoT: Ministries of transport
IM: Infrastructure managers
RB: Regulatory bodies
SA: Safety and rolling stock authorities
N: New, to be started
O: Ongoing

#	Action	Body	Milestone	Year	Status
1	Digital coordination				
	Client access	IM	Ensure corridor wide application of Europtirails Granting/ admitting access to applications (e.g. Europtirails) for terminal operators and assessment of possibilities of granting access for other involved parties (e.g., intermodal operators)	2010-2011	N
	Client needs	IM RU	Ensure fulfilling the needs of clients for functional applications (Pathfinder/COBRA, Europtirails and EPR)	2010-2014	N
	Implementation of telematics	IM	Enhance and monitor the implementation of TAF TSI in the EU and among the corridor partners	2008-2014 and later	O
2	Services				
	Measuring service quality	IM (RU)	Periodically check of the service quality: response time of OSS, number and speed of train paths, punctuality of freight services (yearly), corridor coordinated customer satisfaction survey (biennial)	2010-2014	N
	Investigation on value added services	IM	Additional services with added value (one face to the customer, predictability)	2010-2014	N
3	Improving punctuality				
	Performance	IM	Make a study about the feasibility of the European Performance	2010-2014	N

#	Action	Body	Milestone	Year	Status
	monitoring with EPR		Regime in the corridor (as a pilot) with decision about implementation Production supervision with monitoring and improvement using EPR on Rotterdam – Genoa for important traffic flows		O
	Special instruments	IM	Installation, continuation and intensification of work of Performance Managers and quality circles	2010-2014	O
4	International capacity allocation				
	Improvement international capacity allocation process	IM	Corridor wide catalogue with harmonised international freight train paths or development of customer oriented overviews of harmonised international freight train paths Evaluation of the need of further development of harmonised catalogue paths regarding ERTMS implementation	2010-2014	O N
5	Capacity/ bottlenecks				
	Update of infrastructure inventory	IM MoT	Update the corridor inventory on annual basis (all client relevant infrastructure parameters), assessment of essential developments on basis of the results of corridor-wide cost-benefit-analysis	2010-2014	O
	Development of infrastructure inventory	IM RU	Check the client needs for the infrastructure parameters (train length, load/weight, axle/ meter load, speed, gauge/ profile) and define the future development for those values	2010-2014	N
	Identification of infrastructure bottlenecks	IM	Combining traffic demand forecasts with capacity (actual and planned) to monitor the development of saturation degrees per line section and per five year planning steps (e.g. 2015 and 2020)	2010-2014	O
	Elimination of infrastructure bottlenecks	IM MoT	Yearly update of the planning scenarios based on action Identification of infrastructure bottlenecks (IM) Make transparent the financing of bottleneck removal projects at national and EU levels (e.g. bilateral level between countries, EU-TEN-T financing)	2010-2014	O O

#	Action	Body	Milestone	Year	Status
6	Cross-acceptance				
	Mutual recognition of engine drivers	MoT SA	Corridor wide implementation in line with the new EU directive 2007/ 59 for engine drivers	2010-2012	O
		MoT SA	Continue and extend the intermediate approach of bilateral agreements on acceptance of train drivers until full implementation and application of driver license directive (2012/2015 milestones in directive and EU-CH negotiations relevant here)		
	Mutual recognition of locomotives	MoT SA	Implement cross acceptance (international requirements list) of certification of locomotives in conformity with the EU directive 2008/57 Extension scope of application MOU cross acceptance June 2007 with with other countries like BE FR LU DK SE PL CZ with clarification of the role of ERA (writing and update application guide) according to the relevance for corridor A	2010	O
	Cross acceptance in border-zone areas	SA IM	Facilitation of acceptance of rolling stock and engine drivers in defined border-zone areas	2010–2011	N
7	Market regulations				
	Monitoring of market regulations	RB	Reporting on - recommendations for improvements of the allocation process of capacity (assessment of allocation for international freight train paths on the corridor) - analysis and relief of congested infrastructure with focus on legal application of priority rules - the access of the clients to terminals and other service facilities in line with EU-legislation - the non-discriminatory application of priority rules by the IM's in case of disturbance of traffic	2010-2014	O
8	ETCS/ ERTMS				

#	Action	Body	Milestone	Year	Status
	ETCS baseline 3	IM MoT	Ministries, EU and IMs steer the implementation of the baseline 3 (in accordance to the ERTMS MoU 2008 at European level) incl. budgets and the European version management	2010-2012	O
	ETCS implementation	IM	Development and adoption corridor implementation plan. Realization of corridor implementation plan including the border transition procedures and installations	2010-2014 and later	N
	ETCS authorisation	SA IM	Development and realization of implementation plan for ETCS authorization process based on an application of IM (with annual update)	2010-2012	N
9	Terminal facilities				
	Terminals	MoT IM	Corridor terminal platform (in collaboration with terminal operators) - update the corridor terminal inventory (capacity, equipment, …) - monitor the traffic development including bottlenecks - ensure the coordinated national planning for long term development MoT and RB develop solutions for regulatory problems of the last mile IM and MoT assess the access lines regarding equipment with ETCS (decision about equipment)	2010-2014	O
10	Operational Rules				
	Harmonisation of Operational Rules	IM	Harmonisation of essential operational rules in the corridor and presentation of an interim result to NSA and ERA. Make an inventory as input for ERA	2010-2012	O
11	Noise				
	Railway noise	MoT	Implement Ministers conclusions June 2010 concerning railway noise source abatement and define next actions	2010-2014	N
12	Customs				
	Customs EU-CH	MoT/ customs	Implementation 1875/ 2006/ EC for rail freight transiting CH with the time horizon (foreseen now is 2013)	2011	N

#	Action	Body	Milestone	Year	Status
		/ EC	Monitor impact (possible) new customs regulations from EU and CH		O
13	Rail freight regulation				
	Development of the regulatory framework	MoT	Analysis of impacts of the draft regulation rail freight oriented networks: development of business plan, implementation plan, extension with Belgium, involvement Switzerland as non-EU member, impact on existing actions	Start after completion of regulation	N

EXPLANATION OF ACTION POINTS

1. Digital coordination

Aim

Infrastructure managers will optimize their IT support of business processes in such a way that virtual coordination of infrastructure management on the corridor is possible with one face towards the customers, especially for the RUs focused on international rail freight traffic.

Explanation

IMs as well as RUs operate proprietary IT systems and tools that support their processes and meet the needs or their business. Standardization, interoperability and stringent business processes are needed to enable a virtual (digital) coordination of the international (cross border) rail freight traffic. To reach this goal, two options should be followed:

- Tools like Pathfinder (capacity), EICIS (price levels) and Europtirails (traffic management and performance) which have been jointly developed by RNE and its members shall be served with data from the IMs systems. The applications shall be developed and enhanced to customize them to the utmost extent to the business needs of the IMs and the RUs
- The digital corridor coordination should be in conformity with the TSI TAF. A strategic European deployment plan (SEDP) has been drafted. The corridor can play a leading role in the implementation of the TSI TAF, though it cannot implement TSI TAF decoupled from the European developments in this field. Under UIC umbrella it is planned to develop the TSI TAF common components from 2008 onwards and to steer the overall implementation of the project.

Milestones

- Full use of Europtirails among the corridor IMs, making client access to vital train running information possible (2010 – 2011)
- Granting/ admitting access to applications (e.g. Europtirails) for terminal operators and assessment of possibilities of granting access for other involved parties (2010 – 2011)
- Ensure fulfilling the needs of clients for functional applications (Pathfinder/ COBRA, Europtirails and EPR) (2010 – 2014)
- Enhance and monitor the implementation of TAF TSI in the EU and among the corridor partners (2008 – 2014 and later)

2. Services

Aim

Regular check-up of essential service quality and performance indicators on the corridor. Development of additional value-added services for the clients.

Explanation

The corridor organization has defined and established a number of service quality and performance indicators (KPIs). The indicators shall provide a meaningful picture of the

corridor service quality, the performance of the traffic as well as punctuality. Furthermore, the KPIs shall give indications for further improvements. Most of the KPIs will be published in the current edition of the IMs annual report.

Milestones

- Measure service quality and performance indicators on an annual or biennial basis (2010-2014)
- Develop additional services for the clients, which make their business easier or more convenient (2010 – 2014)

3. Improving punctuality

Aim

Improve punctuality on the corridor by setting the right commitment and incentives by the IMs and the RUs.

Explanation

Punctuality improved on the corridor in the recent two years, but has not reached a stable and satisfactory level. An economic model, identifying responsibilities, rewarding punctuality and fining delays has recently been developed in cooperation between RNE and UIC. The Corridor A served several times as a test field for the project EPR. The IMs will support the full introduction of EPR on the Corridor Rotterdam – Genoa and decide about the full implementation of EPR later. In addition to that, the IMs will consider the inauguration of Performance Managers. This is a new role within the organisation of the IMs. It is a role fully dedicated to quality, punctuality and traffic performance. These persons should cooperate and network across borders and IMs to fulfil their task.

Milestones

- Feasibility study about introduction of EPR in the corridor as a pilot with decision about later implementation (2010 – 2014)
- Production supervision with monitoring and improvement using EPR on Rotterdam – Genoa corridor for important traffic flows (2010 – 2014)
- Installation, continuation and intensification of work of Performance Managers and quality circles (2010 – 2014)

4. International capacity allocation

Aim

Improve transparency and efficiency of the capacity allocation process for the annual time-table and the short-term requests for train paths. Introduce corridor wide catalogue paths where feasible.

Explanation

IMs develop a cooperation scheme for the allocation of capacity on the corridor. At present RUs ensure their international paths in very different ways, e.g. via the OSS, via combined national procedures or via RNE. It total, this leads to a non-transparent and less efficient process for all players. The cooperation shall result in more coordinated and harmonised train path allocation process for all RUs/ applicants. The need of further development of

harmonised catalogue paths regarding the (forthcoming) ERTMS implementation shall be evaluated.

Milestones

- Introduction of corridor wide catalogues with harmonised international freight train paths or development of customer oriented overviews of harmonised international freight train paths (2010 – 2014)
- Evaluation of the need of further development of harmonised catalogue paths regarding ERTMS implementation on the corridor (2010 – 2014)

5. Capacity/ bottlenecks

Aim

Improvement of international traffic by analysing the existing infrastructure bottlenecks on an integrated (corridor) basis.

Explanation
For the time span between 2005 and 2020 the traffic volume is expected to double on the corridor. This may lead to new bottlenecks and may worsen existing ones. From the corridors point of view an integrated analysis is strongly desired. It will clearly indicate where and when infrastructure should be enlarged and enhanced. All bottlenecks (and the projects removing them) have an impact on the capacity and the performance of the entire corridor. Based on the corridor capacity analysis, current/ future bottlenecks shall be identified and eliminated.

A corridor related inventory (e.g. data base, XL sheet) shall be set up and updated on a regular basis. The inventory shall contain vital infrastructure/ train parameters (train length, axle load etc.). To cater for the future needs of the clients, developments on the market shall be monitored and considered in the inventory

Milestones
- Update and development of infrastructure inventory (2010 – 2014)
- Identification of infrastructure bottlenecks based on combined national traffic forecasts in 5 years planning steps (2010 – 2014)
- Elimination of infrastructure bottlenecks, including transparent national/ EU financing of the corridor bottlenecks (2010 – 2014)

6. Cross-acceptance
Aim
Make the country-specific acceptance processes for production resources (locomotives, wagons, locomotive drivers) easier, faster and less expensive than today for the applying bodies (RUs, wagon keepers and leasing companies), while maintaining the same safety level.

Explanation
Accepting and authorizing rail related production resources is still a nation subject. The development of international traffic is hampered by these administrative burdens, as the specific resource needs to be authorized in both (all) countries it is supposed to be operated. This especially applies to:
- Locomotives
- Wagons
- Engine drivers (driver's license)

This situation in the railway business is contrary to the situation of the main competing freight transport mode: road. A standard truck, authorized in one country is fully accepted for road operation in any other EU country. A driver's license, issued in one country is valid throughout Europe. The complex, partly contradicting and time consuming multiple acceptance processes for railway resources need to be harmonised and simplified. This could be facilitated stepwise. In the final stage, full cross-acceptance (mutual recognition) should be the aim.

Milestones

- 1
- 2
- Evaluate and – if possible – facilitate defined cross-acceptance areas close to borders. For resources which are only used for cross-border operations (shuntings and short-distance train movements) simplified or even no foreign acceptance processes at all should apply

7. Market regulations

Aim

The regulatory bodies monitor fair competition on the rail freight corridor and cooperate with regard to handling complaints and investigations

Explanation

The regulatory bodies will in the 2010 2014 period continue to look at:

- monitor market developments on the corridor
- looking after capacity allocation process on corridor (follow-up procedures and in communication with RNE)
- attention to access to terminals/facilities
- start a combined investigation (based on new competences) regarding to barriers for access
- continue the cooperation on interpretation of indefinite terms and dialogue with Infrastructure Managers
- Regulation for freight; cooperation on the corridor

Milestones

- Annual report about progress regarding cooperation of regulatory bodies in the corridor to the executive board;
- Annual publication of progress regarding the cooperation of regulatory bodies

8. ETCS/ ERTMS

Aim

Install seamless ETCS operations on the corridor by 2015 to enable safe and interoperable international rail freight traffic to enhance modal shift from road to rail and support the future market demands and development of the European market. The implementation shall be based on baseline 3 products, whereas appropriate authorisation processes have to be found.

Explanation

Due to different national technologies with regard to ATC systems, international rail freight traffic requires loco changes at the borders or expensive multi-equipment locos. Both options are workarounds, whereas ETCS tackles the problem by its cause by creating

an interoperable and powerful European standard. Operating trains beyond ETCS will result in less stand-still times, enhanced reliability and partially in increases track capacity. In the long-term perspective (>20 years) ETCS will also contribute to a cost decrease in train operations and the maintenance of ATC systems, as soon as ERTMS will remain as the only ATP in use. The corridor A as one of the first freight corridors of major importance is pioneering the introduction and deployment of ERTMS in Europe. Baseline 3 is the only version which provides the full scope of functionalities.

Milestones

- Ministries, IM and EU steer the implementation of baseline 3 incl. budgets and European version management (2010 – 2012)
- Development and adoption corridor implementation plan. Realisation of the plan incl. the border transition procedures and installations (2010 – 2014 and later)
- Development and realization of implementation plan for ETCS authorization process based on an application of IMs (2010 – 2012)

9. Terminal facilities

Aim

Improve the interface between terminal operators and IMs.

Explanation

Quality of the corridor is not only dependent on infrastructure but also on terminals and how they are handled. Information from the Netherlands shows that delay in terminal operations has a dramatic impact on punctuality on the whole corridor. Better cooperation in the logistical chain can lead to great improvement of punctuality on the terminal level with positive effect for the whole corridor. The terminals are mostly nationally organised and it remains to be seen what can be improved at corridor level and who should be addressed. Capacity on the side of the terminals must fit together

Milestones

- Corridor terminal platform with aim to update the corridor terminal inventory, to monitor the traffic development including bottlenecks and to ensure the coordinated national planning for long term development (2010 – 2014)
- Assessing the access lines regarding equipment with ETCS (2010 – 2014)

10. Operational Rules

Aim

Harmonise a number of operational rules among the corridor (or on the European level) and ease the border crossing procedures for RUs where possible.

Explanation

The rules for the safe and efficient operation of railway services follow and meet the national requirements. Anyhow, for a RU performing multinational train services the variety of different national rules leads to a number of disadvantages, inefficiency and

higher costs. The personnel needs to be trained to handle identical operational situations in different countries, locos and on-board equipment (e.g. safety and recovery devices) need to meet the national requirements. The aim of the group is to identify operational situation with a potential for the harmonisation among the corridor IMs or even on the European level (in cooperation with ERA).

Milestones

- Identification and analysis of operational situations to be harmonised, including a list of proposals for a harmonised solution. Escalation to ERA (TSI level) for a solution on European level and coordination with other corridors. Make an inventory as input for ERA (2010 – 2012)

11. Noise

Aim

The countries on the corridor cooperate with regard to combating railway noise on the corridor caused by freight trains and aim at reducing rail noise at source considerably by retrofitting of freight wagons.

Explanation

In 2009 / 2010 a study is undertaken by the Ministries to identify possible scenario's to stimulate retrofitting for freight wagons. EC and the stakeholders have been consulted during the study.

Milestones

- 1 finalizing and making public the study on rail noise on corridor
- 2 defining a framework for finding coordinated approach to combat rail noise at source
- 3 input in the European process for stimulating rail noise retrofitting…

12. Customs

Aim

To facililtate smooth customs procedures for goods transiting by rail EU-CH.

Explanation

A working group of customs authorities from the corridor countries cooperates with regard to procedures. The coordination with European Commission is vital for the success of the cooperation.

Milestones

- Implementation 1875/ 2006/ EC for rail freight transiting CH with the time horizon (foreseen now is 2013)
- Monitor impact (possible) new customs regulations from EU and CH

13. Rail freight regulation

Aim
To facilitate implementation of the proposed regulation based on a proposal from the European Commission ''towards a network competitive for freight" (December 2008).

Explanation
It is expected that Council, EP and EC will reach an agreement by mid 2010 on the proposed regulation. Once the regulation is published a 3 years implementation time is foreseen.

Milestones
- 1 making a plan for extension of the corridor to Antwerp (proposal by end of 2010)
- 2 analysing impact of the regulation on the work of the corridor and make proposal for executive board