

IQ-C Action plan 2006-2008-2012 for rail freight corridor Rotterdam-Genoa

July 2006 (Initial Document)
August 2008 (Update)

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. On an annual basis the Ministries will report to the Ministers on the progress of the project. Harmonized with baseline of the Infrastructure Managers and updated in August 2008.

OVERVIEW 2006-2012 ACTION PLAN IQC CORRIDOR ROTTERDAM – GENOA

MoT: cooperating ministries of transport
 IM: cooperating infrastructure managers
 RB: cooperating regulatory bodies
 SA: cooperating safety and rolling stock authorities
 S: to be started
 O: ongoing
 F: finished

#	Action	Body	Milestone	Year	Status
1	Digital coordination	IM	Development of Pathfinder, EICIS and Europtirails	2007	F
		IM	Implement additional functionalities and improvements in the tools	2008 – 2012	O
		IM	Presentation of an implementation plan on the corridor for the SEDP regarding TAF TSI	2007	F
		IM	TAF TSI implementation (follow the SEDP) Enhance and monitor the European implementation and among the corridor partners	2008 - 2014	O
2	One stop shop optimization: shortening response time	IM	Set up and implement measurement system for response time regarding international requests for train paths	2007	F
		IM	Ensure convenient response times* for international ad hoc path requests *target: 90% in half of the time between order entry and first day of train running, max. 20 working days	2008 - 2012	O
3	Monitoring traffic and performance	IM	Corridor Management Information System with performance indicators, e.g. number of train paths, speed of train paths, punctuality of freight services. Corridor dashboard operational	2008	O
		IM	Performance monitoring and improvement	2008 - 2012	O
4	Improving punctuality	IM MoT	Development of European Performance Regime including corridor aspects on the basis of punctuality measurements and broader shared analysis of causes of delay	2006	F
		IM	Pilot Phase European Performance Regime on Rotterdam – Genoa	2007 and	O

#	Action	Body	Milestone	Year	Status
				2008	
		IM	Supporting and enabling the implementation of European Performance Regime on Rotterdam – Genoa	2008	O
		IM	Check on installation of Performance Managers	2008 and 2009	O
5	Improvement international capacity allocation process	IM MoT	Introduction of authorised applicants on cross border basis on the basis of a feasibility study	2007	F
		IM	IMs fully apply common deadlines for elaboration of yearly timetable and bi-monthly timetable updates as well	2006 - 2012	O
		IM	Harmonized catalogue Corridor wide catalogue with harmonised continuous international freight train paths	2006 – 2012	S
		RB	Assessment of allocation for international freight train paths on the corridor by the IMs	2008 - 2012	S
6	Integrated elimination of infrastructure bottlenecks	IM	Development of actual traffic flow with saturation degrees	2006 – 2012	O
		IM	Planning for medium/ long term in scenarios related to financing state	2006 – 2012	O
		IM MoT	Annual analysis of all activities listed in 6) to ensure the financing of bottleneck removal projects at national and EU levels (e.g. bilateral level between countries, EU-TEN-T financing)	2006 – 2012	O
		IM	Research for production improvements (hard and soft factors as rerouting, faster, heavier, longer, larger, etc.)	2008	O
7	Mutual recognition of engine drivers	SA	Implementation of cross border recognition of general qualifications of engine drivers on a bilateral basis (D-CH, CH-I)	2008 and 2009	O
		SA	Scaling up to a corridor wide implementation in line with the new EU directive 2007/ 59 for engine drivers	2008 to 2010	S
8	Mutual recognition of locomotives	SA	Implementation of cross-acceptance MOU 7 th June 2007 and communication with railway market	2008	O
		MoT SA	Implement the international requirements list for certification of locomotives in conformity with the EU guideline. Plus extension MOU with BE FR LU DK SE PL CZ	2008 and 2009	O
9	Monitoring of market regulations	RB	The regulatory bodies will report at least yearly about the result of their cooperation: Allocation of capacity and the concept of congested infrastructure	2006 – 2012	O

#	Action	Body	Milestone	Year	Status
			IQ-C and RailNetEurope The traffic monitoring system Europtirails The European Performance Regime to be tested (corridor) and introduced (across Europe) The EEIG established by the Infrastructure Managers with aim of implementing ERTMS on the corridor		
10	ETCS	IM MoT	Ministries, EU and IMs steer the implementation of the “project 2012” incl. budgets and European version management	2006 – 2012	O
		IM MoT	Adoption corridor implementation plan	2008	O
		IM	Tendering of the project by the joint project organisations of the infrastructure managers	2010	O
		IM SA	Completion of ERTMS installations and operations on Corridor A	2012 and 2015	S
11	Terminals	IM MoT	Adoption with stakeholders of action plan based study on quality of interface of terminals with railways	2007 and 2008	O
		IM	Terminal study on capacity, access conditions, equipment and connection to the corridor	2007 – 2010	O
		‘MoT-IM	Setting up of corridor platform with aim to define corridor terminal action plan by 2009	2008/ 2009	O
12	Operational Rules	IM SA	Harmonisation of essential operational rules	2010	S
13	Railway noise	IM MoT	Overview of national approaches to cope with railway noise and proposals for objectives and cooperation at corridor level	2008 and 2009	O
14	Customs	MoT/ customs	Agreement on how to implement 1875/ 2006/ EC for rail freight transiting CH	2009	O

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 of 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 Pathfinder, EICIS and Europtirails among the corridor IMs (2007)
- Implementation of additional functionalities and improvements (2008 – 2012)
- Presentation of an implementation plan on the corridor for the SEDP regarding TSI TAF by upgrading of IT tools (2007).
- Implementation of TAF TSI according to the SEDP. Enhance and monitor the European implementation and among the corridor partners (2008 – 2014)

2. Shortening response time for train paths requests

Aim

Enhancing and shortening of the time-to-market process for ad hoc path requests of the RUs.

Explanation

The One Stop Shops (OSS) initiated by RNE in every EU member state and Switzerland are the face to the customers. They support the RUs in ordering an international freight train path as they do not need to address the IMs of different countries in different languages. The OSS provides a spectrum of advising, coordination and sales services, before, during and after the train journey. More in particular the response times to ad hoc requests for international rail freight paths to the IMs must be shortened.

Milestones

- Set up and implement a measurement system for response time regarding international requests for train paths (2007)

- Ensure convenient response times (time to an ad hoc train path request in half of the time between the path request and the desired departure of the train) at a service level of 90% (2008 – 2012)

3. Monitoring traffic and performance

Aim

Ensure by traffic monitoring on the corridor that usage, quality and performance of train paths for international freight is on the highest level possible.

Explanation

IMs are responsible for constructing and offering train paths that are in line with the requests from the RUs. Three aspects are most important here:

- Quantity: are the IMs able to offer a sufficient number of train paths to the RUs?
- Quality: are the IMs able to offer sufficient quality (transit time, commercial speed) of train paths?
- Reliability: is the performance of trains on the allocated train paths in practice as expected?

To implement this action the IMs will develop clear performance indicators based on figures from the IMs as well as from RNE. In addition to that, the corridor will support the introduction of European Performance Regime (EPR). Where the legal priority rules for cases of congested infrastructure would form an obstacle in achieving the desired improvement the infrastructure managers will report this to the ministries.

Milestones

- Design of a corridor specific system of key performance indicators (management information system) by Infrastructure Managers with performance indicators (2008)
- Performance monitoring and improvement (2008 – 2012)

4. 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.

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

- Development of European Performance Regime including corridor aspects on the basis of punctuality measurements and broader shared analysis of causes of delay (2006)
- Pilot Phase European Performance Regime on Rotterdam – Genoa (2007 and 2008)
- Support the implementation of European Performance Regime on Rotterdam – Genoa (2008)

- Consider the introduction of Performance Managers (2008 and 2009)

5. Improvement international capacity allocation process

Aim

Improve transparency and efficiency of the capacity allocation process for the annual time-table and the short-term requests for train paths (art 20 - 22 plus 23 2001/14/EC)

Explanation

IMs develop a cooperation scheme for the allocation of capacity on the corridor. At present railway undertakings ensure their international paths in very different ways, e.g. via the OSS, via combined national procedures or via RNE. In 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 introduction of the concept of authorised applicants (e.g. ports, logistics service providers etc.) on the whole corridor could be another possibility to improve the international capacity allocation process. A feasibility study shall analyse this.

The allocation of international train paths shall be assessed by the regulatory bodies on a yearly basis.

Milestones

- Introduction of authorised applicants on cross border basis on the basis of a feasibility study (2007)
- Implementation of the improved new capacity allocation process by the IMs. As part of this the IMs will introduce and apply common deadlines in the allocation process (2006 – 2012)
- Introduce a corridor wide catalogue with harmonised continuous international freight train paths (2006 – 2012)
- Assessment by regulatory bodies of international cooperation of ministries and IMs regarding allocation of capacity for international freight trains on the corridor (2008 – 2012)

6. Integrated elimination of infrastructure bottlenecks

Aim

Improvement of international traffic by analysing the existing infrastructure bottlenecks on an integrated 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.

Milestones

- Annual monitoring of developments of capacity and actual traffic flow (2006 – 2012)
- Planning for medium and long term for the corridor by the IMs (2006 – 2012)
- Annual analysis between Infrastructure Managers and Ministries to ensure the infrastructure bottlenecks are discussed at the right places (e.g. bilateral level between countries, EU-TEN-T financing, ERTMS corridor group) and take into account the corridor perspective (2006 - 2012)
- Research for production improvements with regard to train parameters (2008)

7. Mutual recognition of engine drivers

Aim

Mutual recognition of general qualifications of train drivers on the whole corridor

Explanation

Qualifications of train drivers have partly a general character (for example eye tests) and partly a specific national character (for example track knowledge). The general qualifications can be subject of cross border recognition. This is foreseen in the new EU directive that will be implemented around 2010. It is important to undertake action sooner for the corridor in order to prevent that trains must stop at borders to change drivers. The general qualifications fit for cross border recognition are: medical examination, psychological examination, language examination, examination and monitoring of knowledge of locomotive types, examination and monitoring of general professional knowledge.

Germany and the Netherlands have developed a model for cross border recognition on these issues. This model will also be implemented between Germany-Switzerland and Switzerland-Italy.

Milestones

- Implementation of cross border recognition of general qualifications of engine drivers on a bilateral basis (D-CH, CH-I) (2008 and 2009)
- Scaling up to a corridor wide implementation in line with the new EU directive for engine drivers (2008 – 2010)

8. Mutual recognition of locomotives

Aim

Mutual recognition of certification processes for locomotives on the whole corridor

Explanation

Certification of locomotives is a long and expensive process due to hundreds of items that must be checked and tested while there is no cross border recognition. The result is that locomotives must pass the whole expensive procedure in every country again. This is not at all necessary as can be seen in the automotive sector. First steps are already made for cooperation of authorization bodies regarding certification for new locomotives on the corridor. The next step will be to draw up an International Requirement List (IRL) specifying more in detail which requirement exists currently on the corridor per country. In 2006 this work was carried out. The IRL needs to be analyzed whether there are parts which are appropriate for mutual recognition. The work on this issue shall be closely coordinated with the ongoing EU work on principles of cross-border certification of locomotives. Another issue that will be treated is mutual recognition of maintenance facilities for locomotives. This will be increasingly important the more locomotives are internationally used.

Milestones

- Implementation of cross acceptance MoU 7th June 2007 and communication with railway market (2008)
- Extending cross-acceptance MoU with Belgium, France, Luxemburg, Sweden and Denmark and finalize migration agreement (2008 and 2009)
- Transition to European directive on cross/acceptance 2008-57-EC with roles for NSA's and ERA

9. Monitoring of market regulations

Aim

Ensure cooperation of regulatory bodies for issues of common interest on the corridor

Explanation

The regulatory bodies of the corridor have developed their cooperation for issues that are related to international freight transport on the corridor. Within this framework they will exchange information on their current work and work together on issues of mutual interest like access to services and capacity allocation process. RUs can address the cooperation of regulators for concerns that they may have.

Milestones

- The regulatory bodies will report at least yearly about the result of their cooperation: concept of congested infrastructure, IQ-C and RNE, Europtirails, EPR, EEIG (2006 – 2012)

10. ETCS implementation

Aim

Install ETCS on the corridor by 2012 (Rotterdam - Oberhausen and Mannheim - Genoa) respectively by 2015 (Oberhausen - Mannheim) 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.

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.

Milestones

- Adoption of corridor implementation plan ERTMS by executive board (2008)
- Ministries, EU and IMs steer the implementation of the “project 2012” incl. budgets (2006 – 2012)
- Tendering of the project by the joint project organisations of the infrastructure managers (2010)
- Completion of Corridor A (2012 and 2015)

11. Terminal issues

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. Therefore as a first step it is envisaged with IMs and terminals operators along the corridor to do a benchmarking study to define common problems and common areas of improvement. The action is dependent on the cooperation of IMs and terminal operators.

Milestones

- Study on quality of interface of terminals and infrastructure managers, taking into account other parties in the logistical chain like railway undertakings and intermodal operators (2007 – 2008)
- Setting up terminal platform with aim to define corridor action plan terminals (2008 and 2009)
- Terminal study by IM on capacity, access conditions, equipment and connection to the corridor (2007 – 2010)

12. Operational Rules

Aim

Harmonise a number of operational rules among the corridor (or on the European level)

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 (2010)

13. Railway noise

Aim

Harmonised and coordinated national approaches to cope with railway noise and proposals for cooperation at corridor level

Explanation

It is the explicit goal of the EC and the ministries of transport to minimise the noise emissions caused by railways, especially by rail freight trains. To reach this goal, a number of measures is foreseen which effect RUs, IMs and the corridor programme as a whole: incentives to retrofit the rolling stock with wheels and brakes that lead to less noise emissions, total noise contingencies for certain network or corridor sections, noise mitigation works such as noise barriers along the trackside etc. For the corridor, a sound and coordinated concept is required to avoid island solutions.

Milestones

- Overview of national approaches to cope with railway noise and proposals for objectives and practical cooperation at corridor level (2008 and 2009)

14. Customs

Aim

Efficient and stable implementation of directive 1875/ 2006/ EC by 1 July 2009

Explanation

The directive amends regulation EEC 2454/ 93 laying down provision for the implementation EEC 2913/ 92 establishing the Community Customs Code. With regard to Switzerland as a non-EC country and its significant role as a transit country especially on the North-South axis (Corridor A) a proposal for the practical handling of day to day operations is required.

Milestones

- Agreement on how to implement 1875/ 2006/ EC for rail freight transiting CH (2009)

