

2011

Annual Report

Contact:
Headoffice
EEIG Corridor D
Piazza della Croce Rossa, 1
00161 Roma
Italy

General Coordination
Eulalie Rodrigues
Eulalie.rodrigues@rff.fr
+33 (0)1 53 94 35 03

www.corridord.eu



TABLE

Page 05

1. INTRODUCTION BY EUROPEAN ECONOMIC INTEREST GROUPING (EEIG) CO-DIRECTOR

Page 06

2. FROM CORRIDOR D TO RFC 6

- 2.1 FROM AN ERTMS CORRIDOR TO A FREIGHT CORRIDOR
- 2.2 THE PROJECTS CORRIDOR D VS RFC 6
- 2.3 THE GOVERNANCE AND PARTNERS

Page 13

3. TRAFFIC, INVESTMENTS AND ACHIEVEMENTS IN 2011

- 3.1 TRAFFIC
- 3.2 INVESTMENTS AND INFRASTRUCTURE DEVELOPEMENTS
- 3.3 WORKING GROUPS ACHIEVEMENTS

Page 19

4. COMMUNICATION AND PROMOTION



INTRODUCTION

By European Economic Interest Grouping (EEIG) co-director



Luc Roger
Acting co-director

2011 has been one of the most significant years in the recent European rail history, and an important transition period for Corridor D.

The EEIG had to lead simultaneously its current activities on the corridor and the implementation of Rail Freight Corridor n° 6 (RFC 6), in accordance with Regulation n°913/2010 concerning a European Rail Network for competitive freight.

Important issues were carried out in 2011. The members worked on adapting their current governance structure to create the RFC 6 Management Board.

The Infrastructure Managers TP FERRO (french-spanish concessionary), MAV (Hungary) and the Allocation bodies AZP (Slovenia) and VPE (Hungary), which worked closely with the EEIG in 2011, have integrated this new organization.

The call for tender of RFC 6 Transport Market Study was also prepared during the year. Once operational, the new team will carry on the project management and coordination and will also have to develop activities such as the management of Advisory Groups (composed of railway undertakings and terminal owners) and the creation of the Corridor One-Stop-Shop.

All the members are taking actions to make interoperability move forward and fulfil the regulation's requests.

“A strong commitment between the partners and an efficient teamwork are essential to make the project a complete success.”

2. FROM CORRIDOR D TO RFC 6

2.1 FROM AN ERTMS CORRIDOR TO A FREIGHT CORRIDOR

For the last 20 years, the European commission has endeavoured to promote railway as an efficient and sustainable transport mode.

In order to make rail competitive, Europe has encouraged Infrastructure Managers, Railway Undertakings and European associations to work together on creating an interoperable European network. It has supported them by setting up a new legal framework and providing funds.

THE CORRIDOR APPROACH

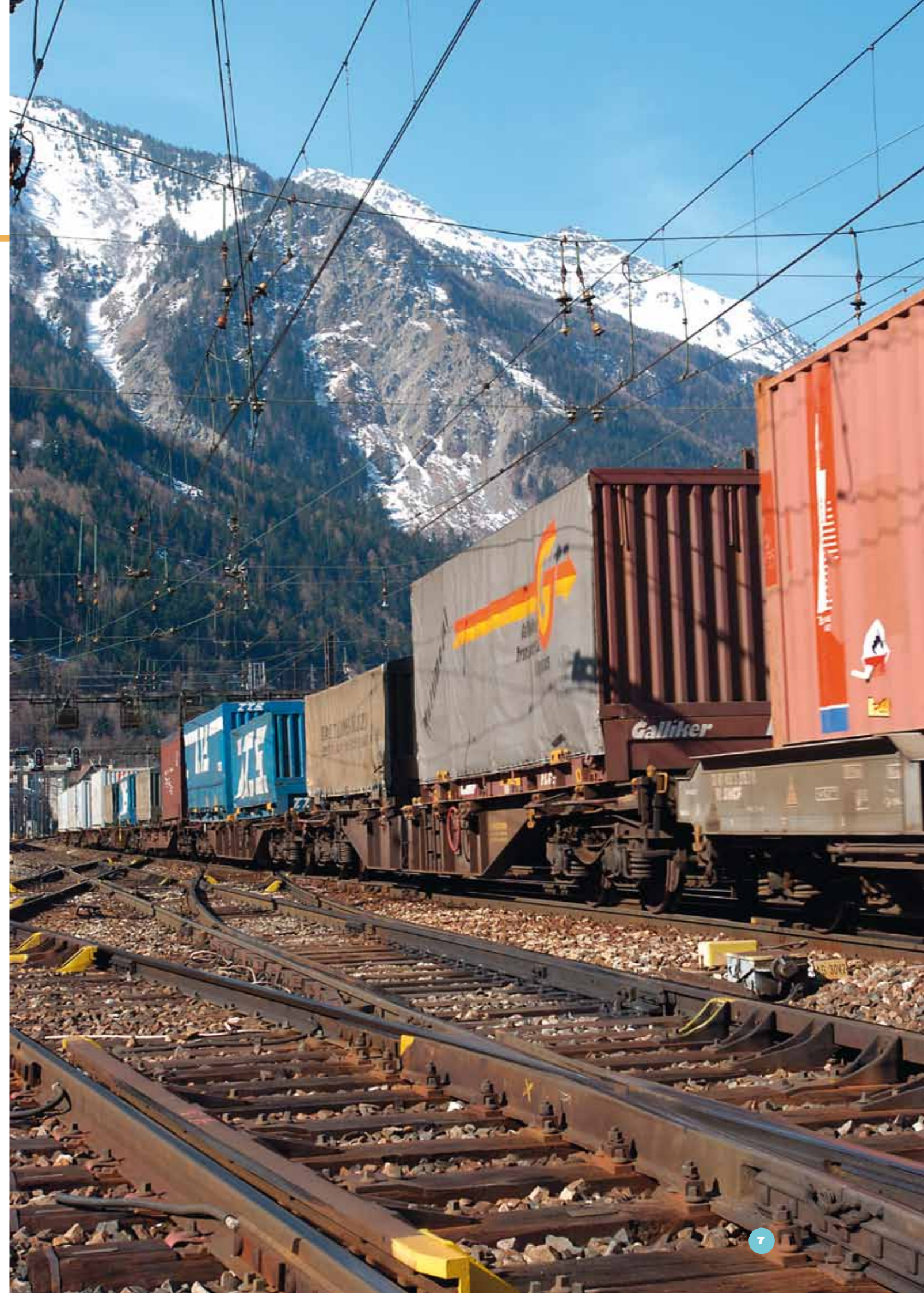
A Memorandum of Understanding, signed in early 2005 by the European commission and the European railway associations, was an important step for creating a European network, based on interoperable corridors. Studies on six ERTMS corridors, named “A” to “F” were launched to analyse the financial and technical aspects of ERTMS deployment. To reinforce its project management, Corridor D set up in 2007 a European Economic Interest Grouping (EEIG). Since then, the members have cooperated to develop technical interoperability all along the line.

In 2010, a new milestone was reached with the publication of the Regulation to create Freight corridors, including Rail Freight Corridor n°6, which is an extension of ERTMS Corridor D.

THE REGULATION N°913/2010, A TURNING POINT

In November 2010, the Regulation (EU) n°913/2010 concerning a European rail network for competitive freight entered into force. This new framework aimed at laying the foundations of a genuine European rail freight network based on 9 main corridors. The over-all objective is to harmonize existing projects to create a single rail freight network. The cooperation between Infrastructure Managers is reinforced on various operational issues, such as coordination of investments and works, capacity allocation and traffic management, to guarantee efficient services to the customers.

Corridor D is adapting its project to progressively turn it into RFC 6.



2.2 THE PROJECTS: CORRIDOR D VS RFC 6

THE CORRIDORS IN DETAILS

Corridor D is one of the longest European corridors with more than 3000 km. It crosses Europe from West to East, going from Spain to Hungary, via France, Italy and Slovenia.

RFC 6 is an extension of ERTMS Corridor D's route.

The line is very strategic for freight activities as it links important industrial areas and ports (Valencia, Barcelone, Marseille, Venice, Koper). It is interconnected with Corridors 1, 2, 3, 4, 5 and 7 at Milan, Lyon, Verona, Madrid, Venice, Trieste and Budapest, respectively.

The Corridor D/6 starts **in Spain** and goes from Almeria to the TP-Ferro tunnel via Valencia and Barcelona. A second section links Madrid to Barcelona via Zaragoza.

In France, the route goes from the Perpignan-Figueras tunnel to Modane via Montpellier and Lyon. A section of the line is also connected to the Marseille port.

In Italy, the route goes from Torino to Villa Opicina (Slovenian border). A branch connects Padova to Venice Harbour.

In Slovenia, the route links Sežana to Hodoš (Hungarian border) via Ljubljana. A section connects Divača to the harbour of Koper/Capodistria.

In Hungary, the corridor goes from the Slovenian border via Budapest to Záhony.

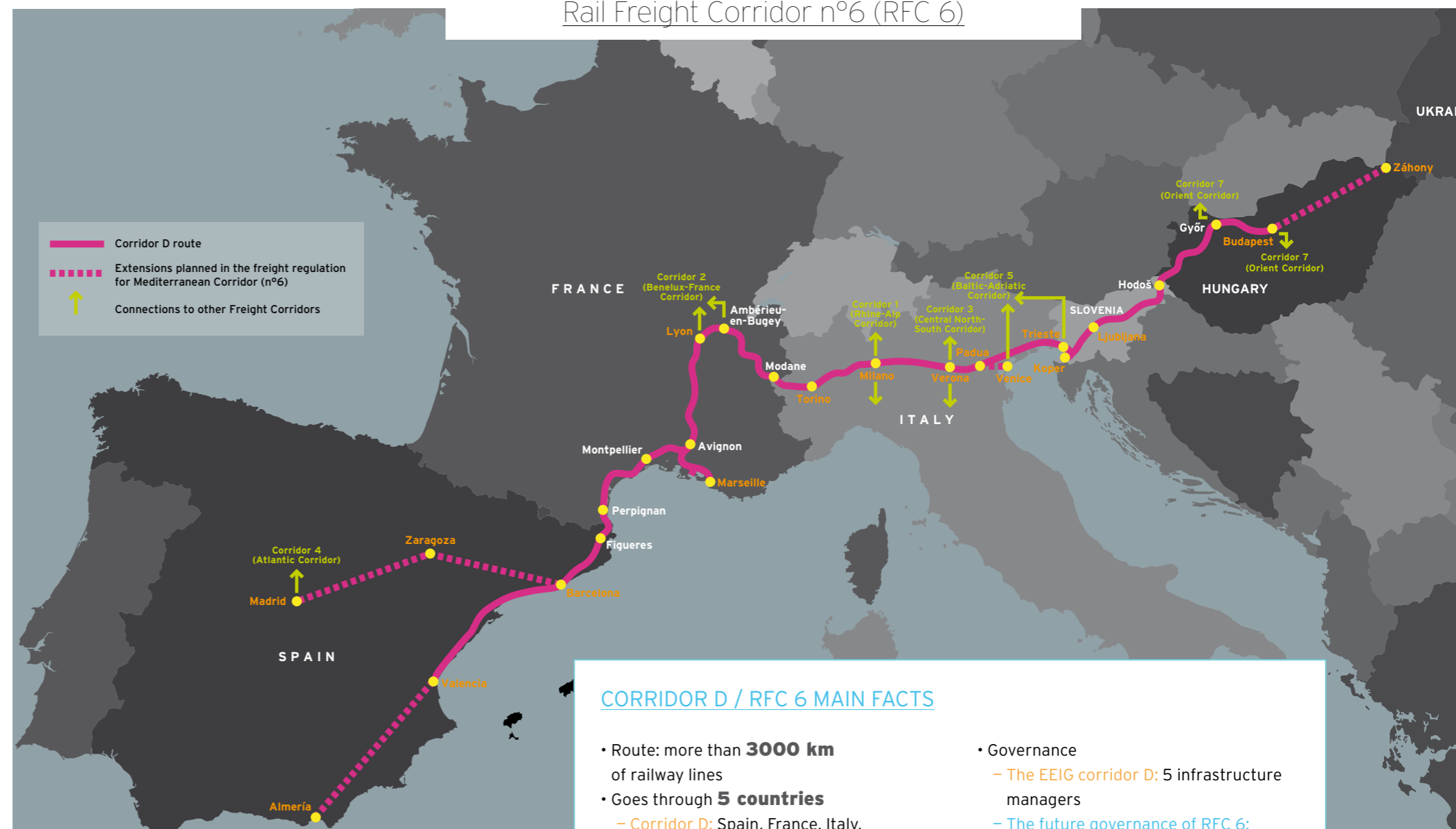
OBJECTIVES

The main objective is to enhance the competitiveness of the corridor. Indeed, an international market-oriented rail freight network with a high-quality infrastructure and intermodal transport services makes the line more attractive.

Two aspects are underlined:

- The development of technical interoperability, in particular with the deployment of ERTMS,
- The improvement of the infrastructure quality by a standardisation of parameters, harmonisation of operational rules and coordination of investments.

Rail Freight Corridor n°6 (RFC 6)



CORRIDOR D / RFC 6 MAIN FACTS

- Route: more than **3000 km** of railway lines
- Goes through **5 countries**
 - Corridor D: Spain, France, Italy, Slovenia and Hungary
 - RFC 6:
 - > 2 extensions in Spain, going to Madrid and Almeria
 - > Hungary, extension until Záhony
- Governance
 - The EEIG corridor D: 5 infrastructure managers
 - The future governance of RFC 6: 8 members (6 infrastructure managers and 2 allocation bodies)
- Connections with other corridors
 - Corridor D: 5 corridors
 - RFC 6: 6 corridors

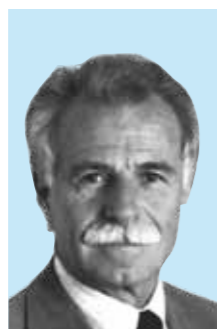


2.3 THE GOVERNANCE AND PARTNERS

THE CORRIDOR D GOVERNANCE



Michele Mario Elia
President of the EEIG



José Capel Ferrer
Director of the EEIG



Luc Roger
Acting co-director



Umberto Foschi
leader of the Quality and Interoperability group



Sylvain Mosmann
Leader of the ERTMS group

Corridor D management

The ERTMS Corridor D European Economic Interest Grouping (EEIG Corridor D) was created on 19th July 2007. It is composed of the Railway Infrastructure Managers of Spain (ADIF), France (RFF), Italy (RFI) and Slovenia (SZ-IM). Its scope is to apply measures to work on interoperability, increase the range of services, and implement ERTMS on the Valencia-Budapest Corridor.

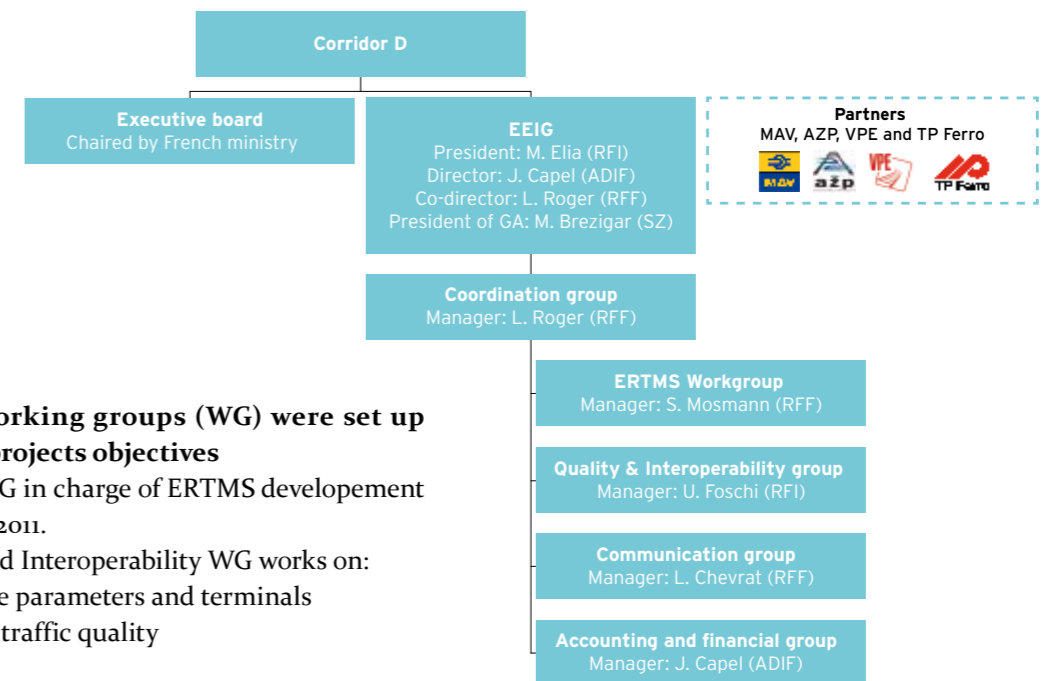
The management is composed of Michele Mario Elia (RFI) as president, José Capel Ferrer (ADIF), as director, and Luc Roger (RFF) as co-director, replacing Frédéric Delaborde (RFF) in november 2011.

In order to follow up on the project advancement, several meetings took place in 2011.

The EEIG General Assembly (GA) gathered twice this year. During those meetings, they took decisions on high-level issues, approved the annual accounts, voted the budgets and signed the suppliers' contracts. That GA is also a place for exchanging on the project advancements with partners. For instance the TEN-T agency participated to the GA in November 2011 and visited the Perpignan-Figueras line.

The Coordination Group manages the activities of the corridor and reports on them to the European commission. It also prepares the General Assemblies and participates to the Executive Board and Corridor Group meetings. In 2011 the Coordination Group met 3 times.

EEIG organisation chart



Operational working groups (WG) were set up to work on the projects objectives

- The ERTMS WG in charge of ERTMS development met 3 times in 2011.
- The Quality and Interoperability WG works on:
 - Infrastructure parameters and terminals
 - Capacity and traffic quality
 - Operation
 - Corridor Quality system.

They met 3 times in 2011

- The Transport and Market Study WG was created in 2011. They met for the first time in December.

The Executive Board

This group is composed of representatives from the five Transport Ministries concerned by Corridor D/6.

The board is chaired by the French Ministry and met in February and in September 2011.

THE PREPARATION OF THE MEMORANDUM OF UNDERSTANDING (MOU) FOR THE RFC 6 MANAGEMENT BOARD

The Regulation n°913/2010/EU imposes to create a dedicated legal entity for the project governance, which has to include Infrastructure Managers and Allocation Bodies concerned by the corridor. In order to establish the Management Board, a MoU was prepared in 2011. The members will have then to define a proper structure. The RFC 6 Management Board will be composed of the current EEIG corridor D members and will integrate TP-Ferro, MAV, AZP and VPE. Those actors are already taking part on some of the corridor D activities, by participating to the Coordination group and technical working groups. The Management Board will keep on coordinating the various activities that the EEIG corridor D currently undertakes.

THE PARTNERS

European commission

● **The European commission Corridor Group**, chaired by Karel Vinck, European coordinator for ERTMS, was set up to improve exchanges between the corridors and European entities, such as the DG-Move or the TEN-T agency. Those gatherings, to which EEIG Corridor D members participate, take place every two months in Brussels.

Rail Net Europe

Rail Net Europe is an organisation set up by European infrastructure managers and Allocation Bodies to develop the tools and procedures that support the coordination of international rail traffic and harmonize the use of rail infrastructure.

ERTMS Users Group

ERTMS Users Group is an EEIG composed of railway undertakings and infrastructure managers. It was established in 1995 by France, Germany and Italy. Spain, Sweden, the UK and the Netherlands joined the group. Switzerland is registered as a cooperating partner. They give technical information and support to European stakeholders and organisations such as the European Railway Agency, European Rail Infrastructure Managers and the Community of European Railways.

Terminals, Railway Undertakings and ports

Terminals, Railway Undertakings and ports are becoming partners as their business will benefit from those new corridors.

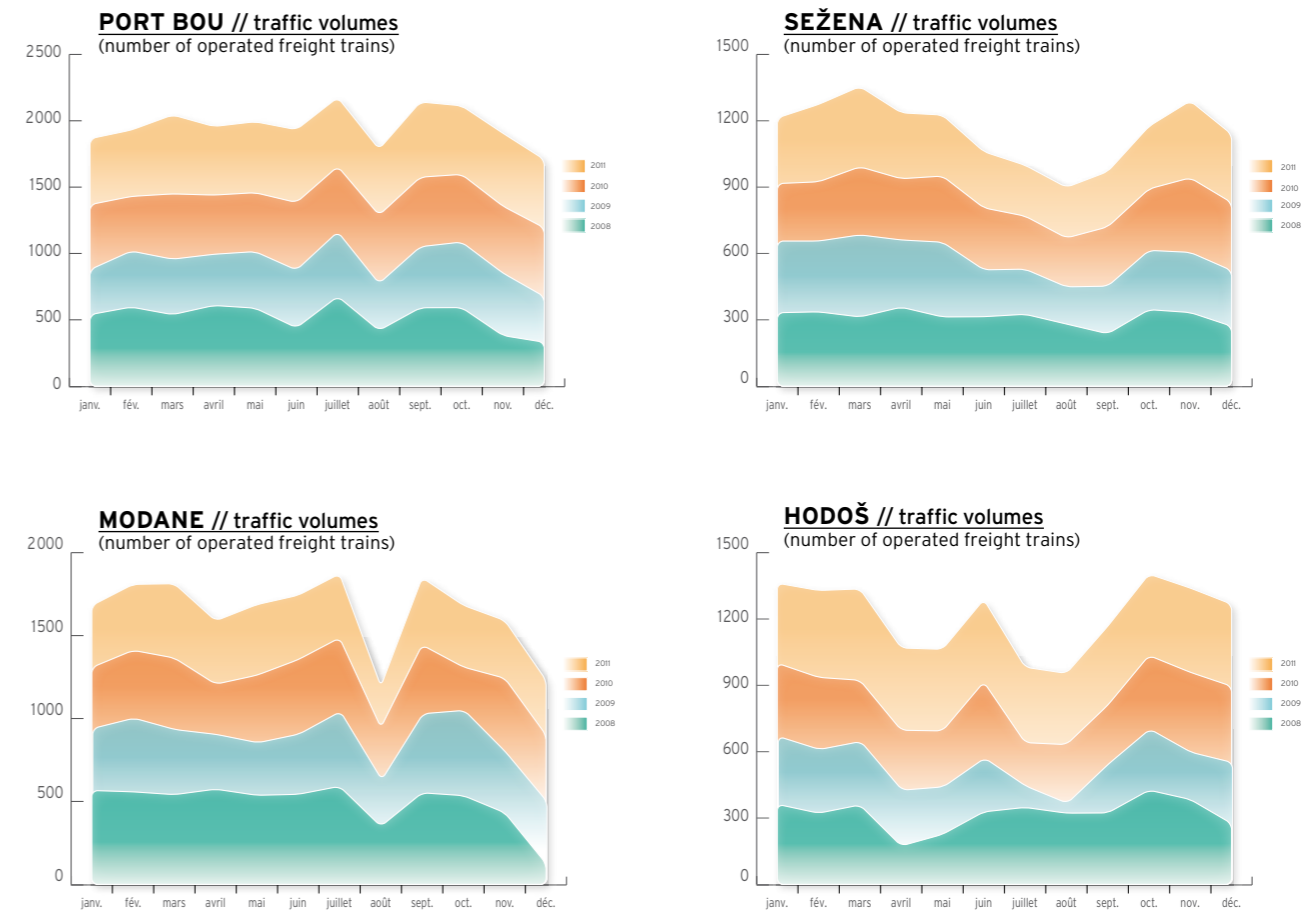
Initiatives taken at national levels: a corridor steering committee was set up by Réseau Ferré de France to coordinate the projects of the 3 corridors crossing France.



3 • TRAFFIC, INVESTMENTS AND ACHIEVEMENTS IN 2011

3.1 TRAFFIC

Traffic volumes at the borders in 2011



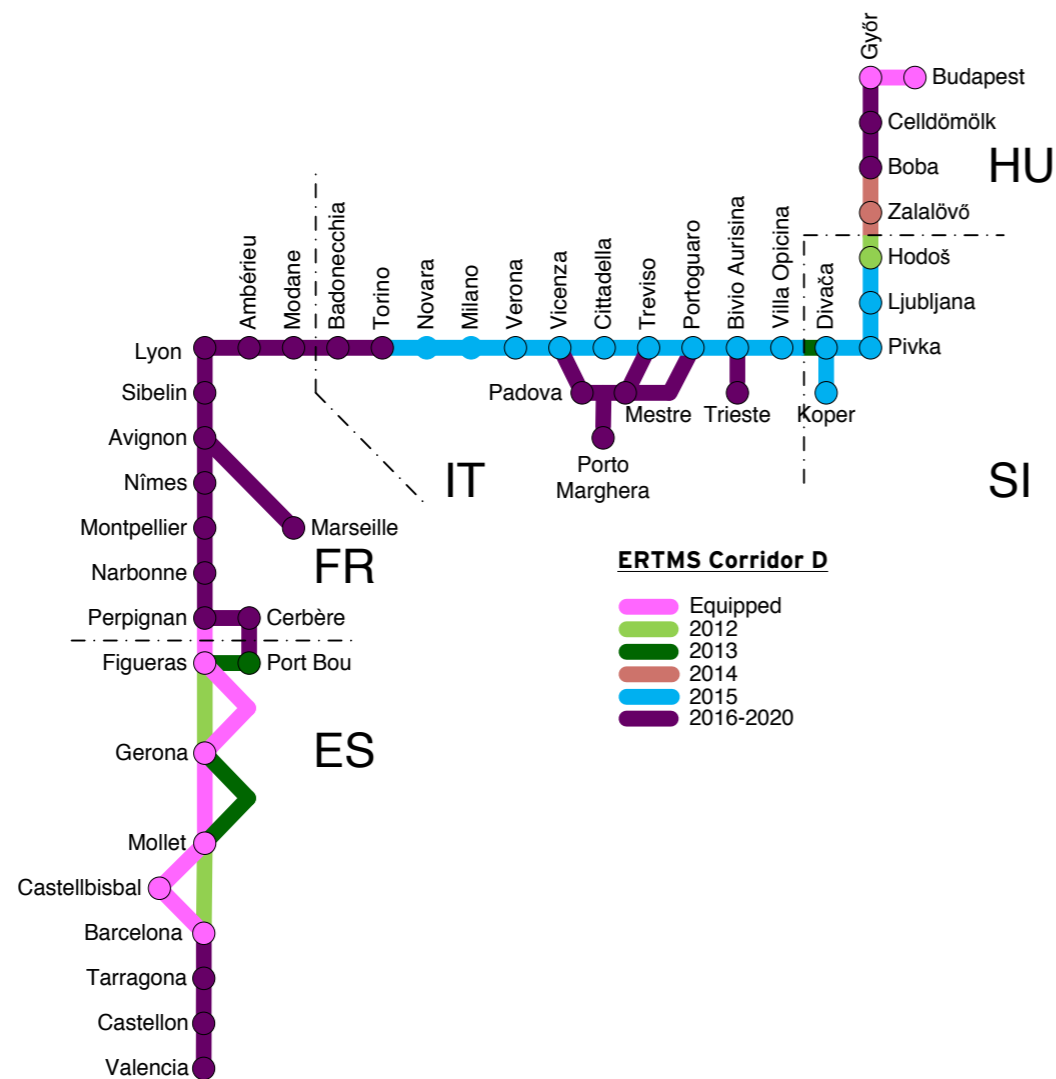
THE TRANSPORT MARKET STUDY ON RFC 6

The EEIG and its partners have prepared the terms of reference for the Transport Market study call, to be launched in early 2012. The main objective is to analyse the current market conditions along Corridor and forecast medium and long term traffic. Corridor customers and users will both participate in that study.



3.2 INVESTMENTS AND INFRASTRUCTURE DEVELOPMENTS

ERTMS deployment plan up to 2020



ERTMS DEPLOYMENT

Spain

The Sections of the high-speed mixed traffic line Barcelona – Figueras were equipped with ERTMS L1: Barcelona Sants - Mollet Junction section (19 km) and the Girona – Figueras section (37 km). Validation tests were carried out in 2011.

ERTMS L1 is installed on sections of the conventional line Barcelona – Port Bou: Barcelona Port – Castellbisbal (25 km), Castellbisbal – Mollet Sant Fost (27 km) and Girona – Figueras (41 km, one track). All tests and Independent Safety Assessment and Safety Case have been covered in 2011, except for track-train integration tests that could not be performed; the NoBo assessment has been delayed.

France

The RFF ETCS project has encountered unexpected delays during the conception phase, which must define how to use ETCS when overlaying it over the legacy KVB system. This has led to postpone the starting point of ETCS equipment on French part of Corridor D until 2016. However a significant number of signaling principles have been achieved in 2011; they will allow the installation of two pilot sites in North of France by 2013.

Italy

Following the decision to install ETCS Level 2 on the Corridor wherever it is possible, RFI has decided to redefine the location of the pilot site in 2011, which is now intended to be selected on one or two sections between Torino and Padova. An important synergy is expected between ETCS and the renewal of interlocking systems on this line, designed natively with an ERTMS interface. During the year works focused on this redefinition and the way to manage it and also on recasting the relevant call for tender.

Slovenia

2011 has been mainly devoted to process the successive claims related to the infrastructure call for tender, concerning the two pilot sites and the rest of the Corridor in Slovenia. Finally the competent agency for NOBO was awarded, while the infrastructure supplier was selected. At the end of the year the contract with the selected bidder was still in coordination between the Ministry and the Contractor.

EUROPEAN GRANTS

The project received financial support from the European Commission via the TEN-T multi-annual program 2007-2013.

Between 2007 and 2009, 96 M€ were allocated to the project for ERTMS deployment.

3. TRAFFIC, INVESTMENTS AND ACHIEVEMENTS IN 2011

INFRASTRUCTURE

France

The new 155 km high-speed line Montpellier-Perpignan keeps on progressing with the validation of the pre-public debate studies by the French Ministry of transport in November 2011. The second phase, which will start in mid- 2012, will focus on defining the route and enhancing services in the Languedoc-Roussillon region.

Spain

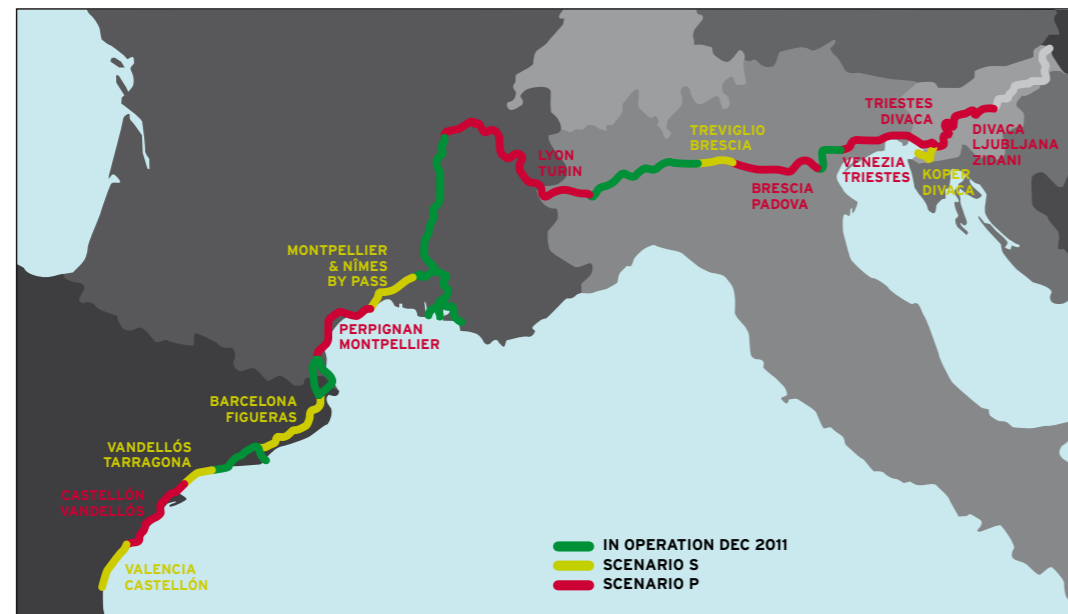
During 2011, activities focused on the new high-speed and mixed traffic line that will link Barcelona with Figueras and the Perthus Tunnel. The third rail installed in the conventional line to allow standard gauge traffic from Barcelona area, as well as the partial opening of the new line (both available from December of 2010 for freight traffic), have proven their utility and during the first year of operation 96.000 tons and 9.200 TEU have traveled between Barcelona, Lyon, Toulouse, Milan and Antwerp without changing the gauge, increasing the intermodal global traffic at the border of 23%.

Those three maps display investments and network evolution according to those characteristics: new high performance / high speed lines, new tracks in conventional lines, nodes, upgrades on conventional lines, and to its stage of development: scenarios S for “secured”, P for “planned”.

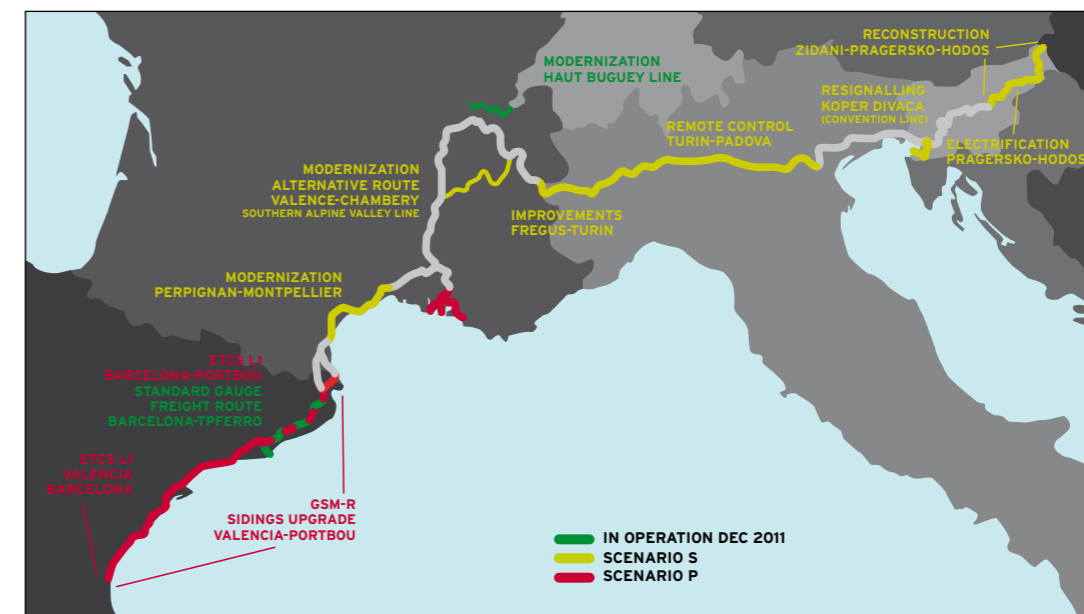
Investments in new tracks on conventional lines/nodes



Investments in new lines high performance/ high speed along the corridor



Investments in improvements on conventional lines



3.3 WORKING GROUPS (WG) ACHIEVEMENTS

Since the publication of Regulation n°913/2010, the WGs have been working on analysing the required adaptations and integrations to allow an efficient migration from ERTMS Corridor D to Rail Freight Corridor 6.

The Regulation imposes a specific governance structure. The whole Corridor D team has been working on reviewing of the existing organization, not only because the scope of activities and responsibility has widened, but also because new partners are included: MAV, VPE, AZP and TP Ferro. The working groups made the maximum use of the benefits and positive experiences achieved with Corridor D, in the respect of the European funding already received for ERTMS Corridor implementation. The analysis of possible adaptations has started in 2011 and is planned to be finalized in 2012.

Regarding the infrastructure activities, the working group has been launching new collections of data to analyse the new sections defined by the Regulation. This concerns three new branches, that is Madrid-Saragoza, Barcelona-Almeria and Budapest-Zahony, that were added to the main route of RFC 6.

Significant efforts have also been made regarding the preparation of the Transport Market Study and experts have been mobilized to work in market analysis. **The first outcomes, foreseen for the first quarter 2013, will deliver important information on how to best meet the market requirements and expectations along the corridor.**



4. COMMUNICATION AND PROMOTION

The Communication Group has been set up in 2008 to promote the Corridor D's activities.

Several communication tools were developed and are being updated on a regular basis to provide up-to-date information:

A Website was launched in October 2009 and relays general to technical details on the project, and provides access to relevant information or documentations.

An annual report is published every year to summarize the previous year activities including achievements, and status on the projects.

A newsletter, which is an on-line tool and is published each year to focus on the project's advancement as well as underline important features.

Those documents are widely distributed to the EEIG members and partners (European commission and parliament, regional institutions, Railway undertakings, operators, ports, as well as regional and railway press...).

