

I. Establishment of European rail freight corridors Regulation 913/2010



With its **EU Regulation (VO) 913/2010**, the EU Commission is aiming to establish a "European rail network for competitive freight transport". It identifies nine European rail freight corridors that are to be commissioned between 2013 and 2020. Regulation 913/2010 is legislative in nature (applicable directly). DB Netz AG has been participating in three rail freight corridors on behalf of the Federal Republic of Germany since 2010, and in a total of six rail freight corridors from 2014 (based on the trans-European network overhaul). According to EU Regulation 913/2010, Article 2(2), freight corridors are defined as follows:

"'Freight corridor' means all designated railway lines, including railway ferry lines, on the territory of or between Member States, and, where appropriate, European third countries, linking two or more terminals, along a principal route and, where appropriate, diversionary routes and sections connecting them, including the railway infrastructure and its equipment and relevant rail services in accordance with Article 5 of Directive 2001/14/EC."

In cooperation with its European partners, DB Netz AG and the participating rail infrastructure companies are implementing the following **measures** in their corridors:

- **Flexible-Pre-Arranged Paths (Flex-PAPs)** for international freight traffic
- **Establish a central Corridor-One Stop Shop** for the marketing and allocation of pre-arranged train paths
- Develop common procedures for **coordination of transport and quality management**
- **Capacity control** on the basis of planned investments and traffic flows

II. DB Netz AG perspective "Recognise opportunities – shape the future"

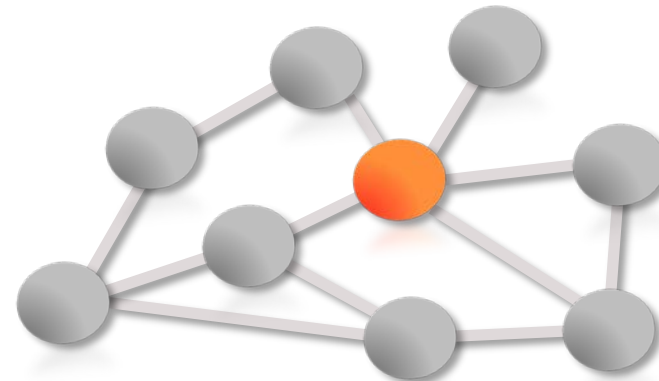


In order to implement the Regulation in line with the needs of the market and customers, DB Netz AG is cooperating even more closely than before with other infrastructure managers involved. Continuous **further developments** are to take place within this framework.

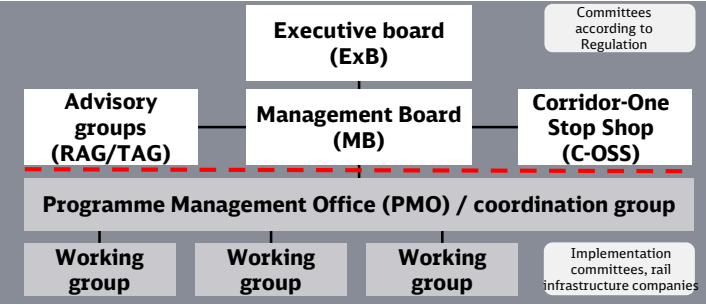
This includes making corridor products such as pre-arranged train paths more **flexible** or implementing standardised and harmonised processes along all corridors that must be compatible with the relevant national processes.

In this context, all rail freight corridors are cooperating intensively with **RailNetEurope** (RNE) with the aim of creating even more harmonised solutions on the corridors than before.

The focus here is on the **customer**, for whom standardised use of the various rail freight corridors is to be simplified as much as possible. As some infrastructure managers, including DB Netz AG, are involved in several corridors, there are also advantages from their point of view in terms of harmonised solutions and the associated use of possible **synergies**.



III. Cooperation with European rail infrastructure companies Committee structure for the rail freight corridors



Part of the committee structure is prescribed by Regulation 913/2010, the implementation committees are set up as required by the rail infrastructure companies. DB Netz AG cooperates with a total of 24 European partners (rail infrastructure companies and train path allocation offices).

Executive Board (ExB):

- Legal representatives of member state authorities (e.g. Ministries of Transport)
- Definition of objectives for the corridor and monitoring of implementation of the measures according to Regulation 913/2010

Management Board (MB):

- Legal representatives of the rail infrastructure companies and, where appropriate, allocation bodies
- Decision level of the rail infrastructure companies and allocation bodies
- Assignment of measures for transposition into national law according to Regulation 913/2010

Corridor-One Stop Shop (C-OSS):

- Non-included point of contact for rail freight transport customers on the corridor
- Marketing and allocation of Pre-Arranged Paths (PAPs)
- "Path Coordination System" (PCS) as an ordering tool for pre-arranged train paths

Advisory Groups:

- Railway Undertakings Advisory Group
- Terminal Advisory Group (TAG)
- Advice and influence on the design of the corridor

Programme Management Office / coordination group

- Programme Implementation Manager (PIM) of participating rail infrastructure companies and Programme Management Office employees
- Coordination and reporting of timely implementation and commissioning of the corridor (interface between industry sector and WGs)

Working Groups (WGs)

- Technical design of the corridor
- Development of proposals for the industry sector for implementation of the requirements

IV. Employee representatives in the corridors

Focal points



Photo: Michael Neuhaus

Programme Implementation Managers and experts from the rail infrastructure companies' specialist departments shape the implementation of corridor content on the corridor committees.

Flexible-Pre-Arranged Paths (Flex-PAPs):

- Flex-PAPs are flexible, previously agreed train paths on a rail freight corridor with fixed border times and flexible adjustment of intermediate stops for international rail freight traffic only (11 months prior to timetable change)
- Determination of the number of pre-arranged train paths on the relevant route sections

Corridor-One Stop Shop (C-OSS):

- Design of the pre-arranged train path allocation process (priority rule)
- Further development of requirements for PCS based on experiences relating to the 2016 timetable

Transport Market Study (TMS)

- Short-term forecast (up to 5 years) for forecasting development of demand
- Long-term forecast for identifying capacity needs and bottlenecks
- Determination and definition for the routing of the corridor, incl. terminal connection by the rail infrastructure companies

Traffic and quality management:

- Definition of guidelines for dispatching
- Defining a cross-border incident management system
- Corridor-related construction operations planning
- Definition and surveying of quality indicators and identification of improvement measures

Investment plan (indicative):

- Presentation of medium-term and non-current investments
- Plan for introduction of interoperable systems on the corridor
- Identification of measures for elimination of bottlenecks

Six rail freight corridors in Germany

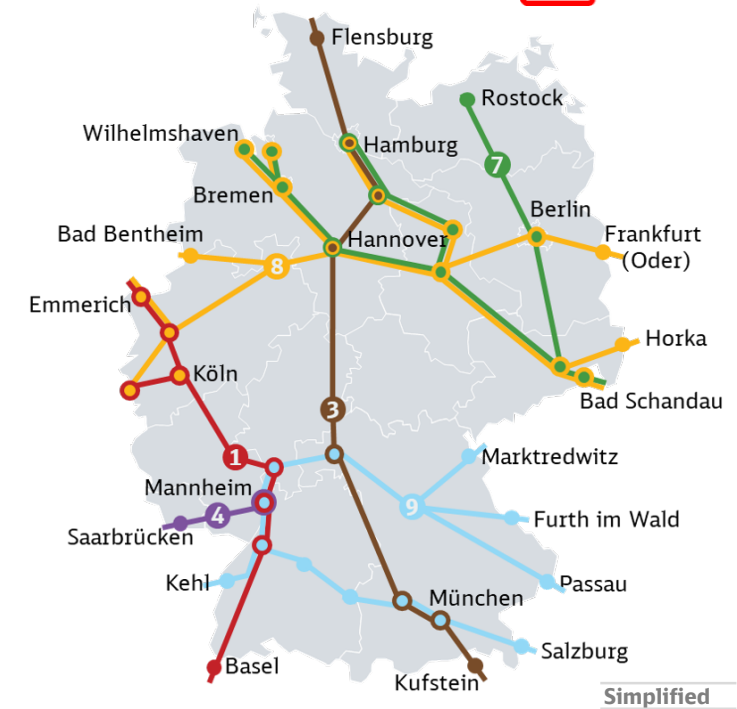
Main routes according to Regulation 913/2010

- Rail freight corridor "Rhine – Alpine":**
 - Zeebrugge-Antwerpen/Amsterdam/Vlissingen/Rotterdam-Duisburg-[Basel]-Milano-Genova
 - Commissioned in November 2013
- Rail freight corridor "Scandinavian – Mediterranean":**
 - Stockholm/[Oslo]/Trelleborg-Malmö-København-Hamburg-Innsbruck-Verona-La Spezia/Livorno/Ancona/Taranto/Augusta/Palermo
 - Commissioned in November 2015
- Rail freight corridor "Atlantic":**
 - Sines-Lisboa/Leixões
 - Madrid-Medina del Campo/Bilbao/San Sebastian-Irun-Bordeaux-Paris/Le Havre/Metz-Strasbourg/Mannheim
 - Sines-Elvas/Algeciras
 - Commissioned in November 2013 / 2016, extra time for Germany
- Rail freight corridor "Orient / East – Med":**
 - București-Constanța
 - Bremerhaven/Wilhelmshaven/Rostock/Hamburg-Praha-Wien/Bratislava-Budapest
 - Vidin-Sofia-Burgas/Svilengrad/Promachonas-Thessaloniki-Athina-Patras
 - Commissioned in November 2013 / 2018, extra time for Germany
- Rail freight corridor "North Sea – Baltic":**
 - Wilhelmshaven/Bremerhaven/Hamburg/Amsterdam/Rotterdam/Antwerpen-Aachen-Hannover/Berlin-Warszawa-Terespol/Kaunas-Riga-Tallinn/Falkenberg-Praha/Wrocław-Katowice
 - Commissioned in November 2015
- Rail freight corridor "Rhine – Danube":**
 - Strasbourg-Mannheim-Frankfurt-Nürnberg-Wels
 - Strasbourg-Stuttgart-München-Salzburg-Wels-Wien-Bratislava-Budapest-Arad-Braşov/Craiova-București-Constanța
 - Čierna and Tisou-Košice-Žilina-Horní Lideč-Praha-München/Nürnberg
 - Commissioned in November 2020

Legal:

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European corridor management

From Regulation 913/2010 on commissioning of European rail freight corridors (RFCs)