



Rail Freight
Corridor 8
North Sea – Baltic



Progress report

Meeting of the Advisory Group of Terminal owners and managers (TAG) and the Railway Undertaking Advisory Group (RAG)

4th March 2015
Utrecht



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

Progress report from the Management Board:

Study on the corridors infrastructure characteristics – final report

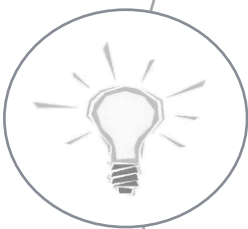
CID – state of play and discussion regarding the terminals involvement

Status on PaPs

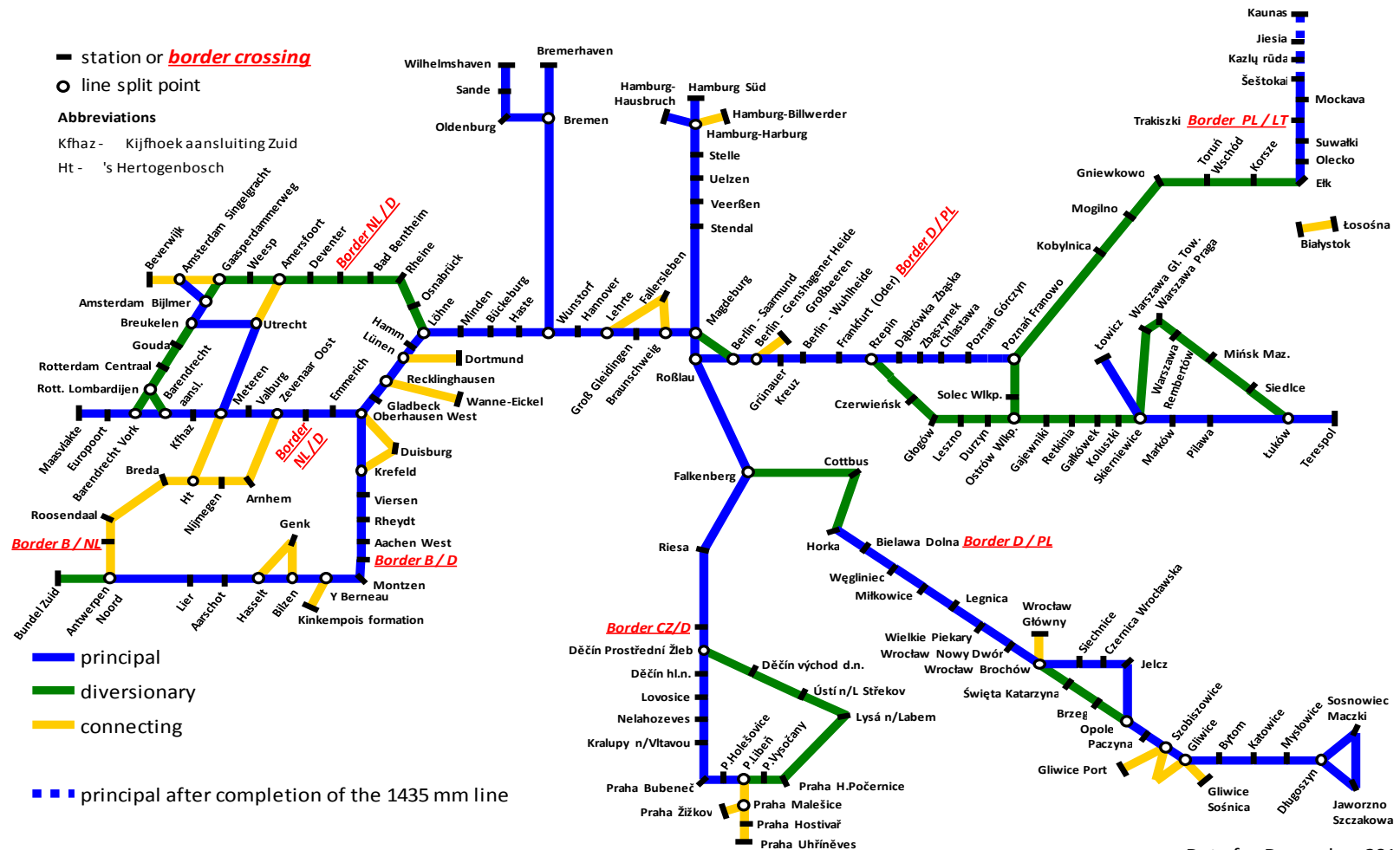
Study on the corridors infrastructure characteristics – final report

Conclusions

- Study was conducted based on the preliminary routing. It is published on the website.
- It is a challenge and goal to **harmonize infrastructure parameters** along the corridor, if feasible and economically justified.
- The MB is aware of the fact that for the customers the **upgrading and harmonization of the train length to 740 m** will have a positive effect on their results.
- It seems the most reasonable to **carry out a study which would identify the necessary conditions to make this increase of loading capacity possible** (running 740 m trains on the entire corridor but also about the upgrading of the axle load and ton/meter load). This was included in the CEF call application.

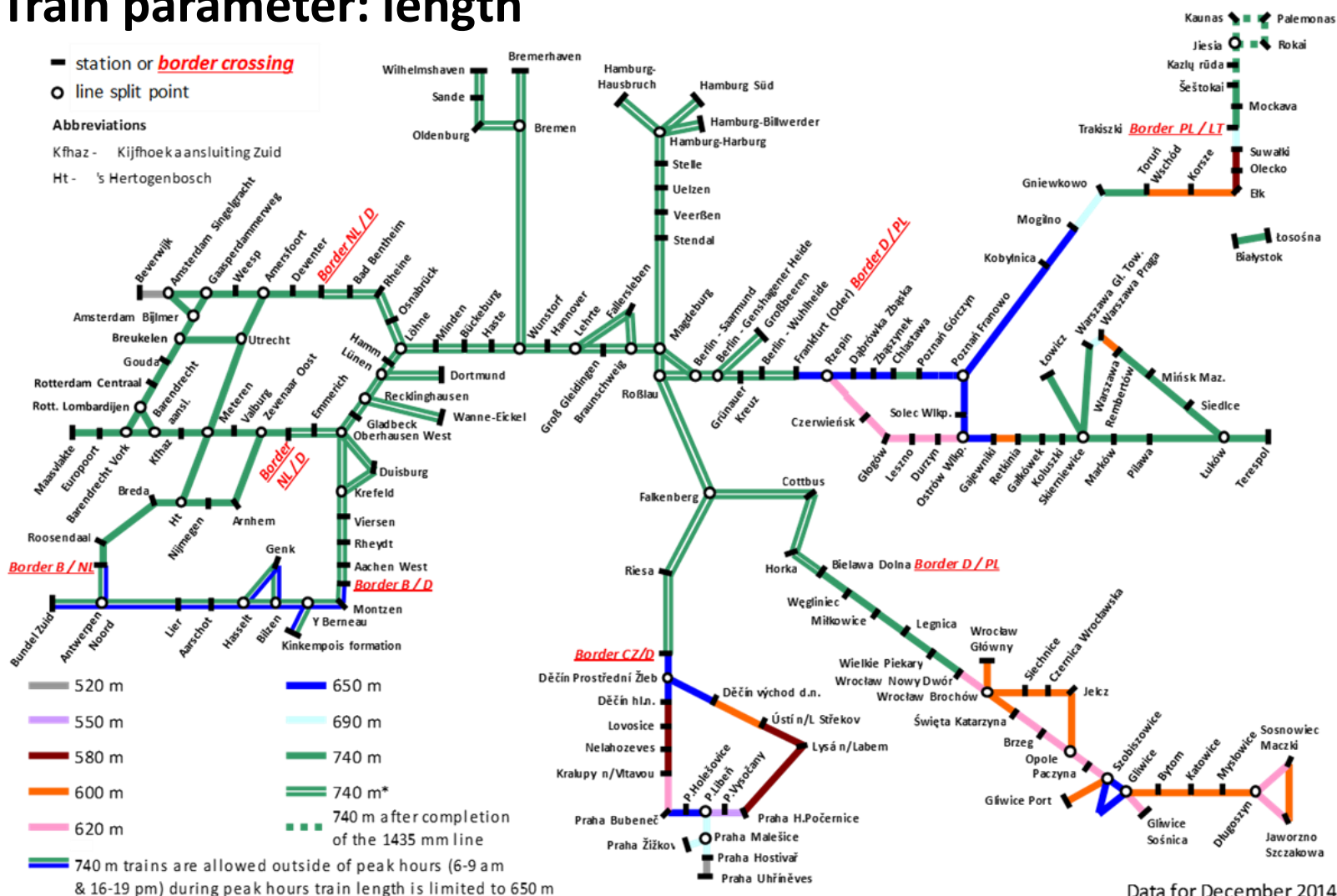


Jumping Jacks from the Study were updated for the IP based on the actual routing



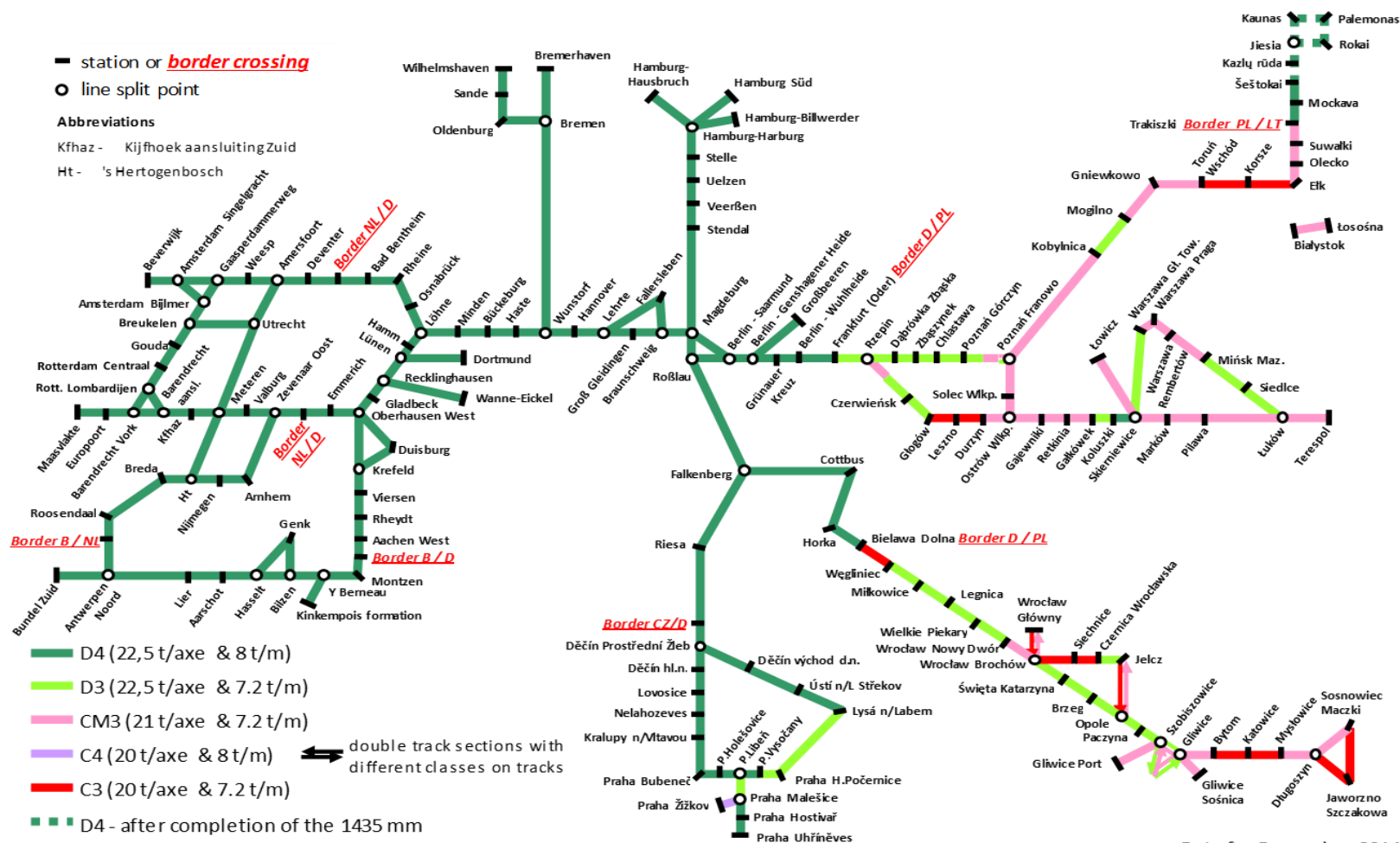
Data for December 2014

Train parameter: length



Data for December 2014

Train parameter: weights



Data for December 2014



CID – state of play 1/2

**Corridor
Information
Document**

Book 1: Generalities

Book 2: Network Statement Excerpts TT year Y

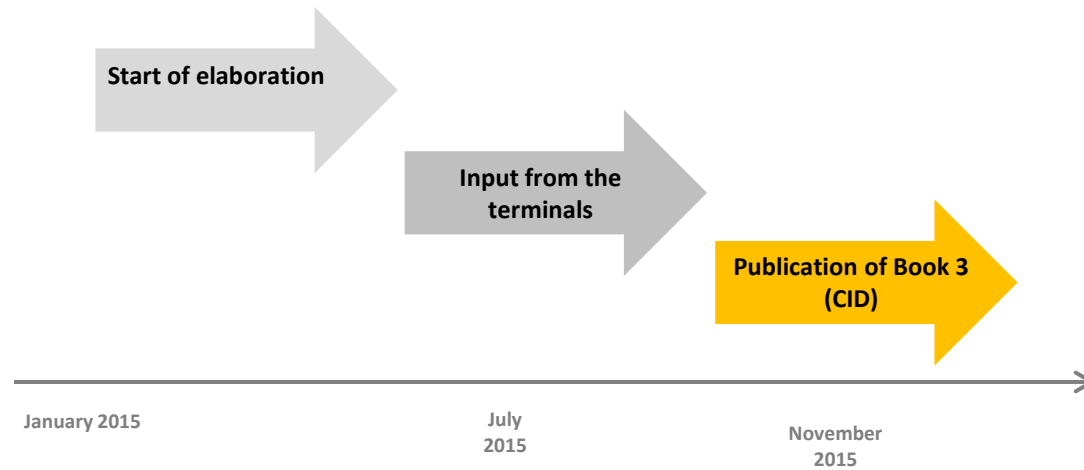
Book 3: Terminal Description

Book 4: Procedures for Capacity and Traffic Management

Book 5: Implementation Plan



CID – the terminals involvement 1/3





CID – the terminals involvement 2/3

Book 3
Terminal Description
RNE Guidelines

Number and length of tracks

Storing capacity (m2)

Equipment (cranes, ramps, stackers...)

Equipment capacity

Connection to main railway infrastructure

Technical map of terminal

CID – the terminals involvement 3/3

- It is an obligation of the Regulation 913/2010 that the terminals provide information for CID.
- The Book 3 gives also the possibility for the terminals to give the information in order to present themselves .
- The terminals are responsible for providing correct and updated information.
- The template will be published on the corridor's website.
- The Book 3 will consist of links to the terminals websites where information in line with the template should be provided.

Book 3

Information

What kind of information would be useful for RUs?



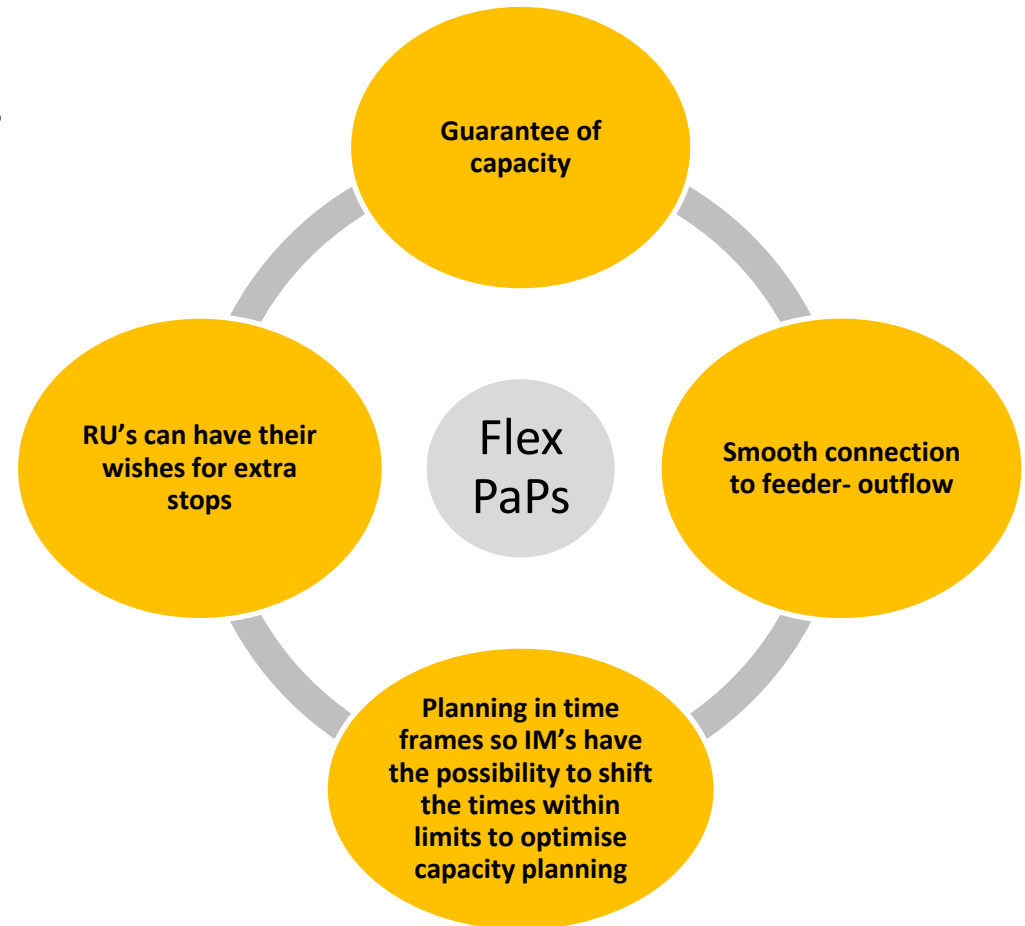
Status on PaPs

The MB supported the idea to develop this flexible PaPs on RFC 8 in order to meet the wishes of the market for:

- more flexibility in path requests;
- smooth connection to feeder/ outflow;
- guaranteed capacity for international freight traffic;
- adaptation of path details after X-8.

The MB wants to harmonize the process with other RFCs as much as possible.

The MB intention is to include the flexible PaPs in the first published PaPs catalogue for TT 2017





Thank you for attention!