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**IRG–Rail**

**Preliminary Guidelines  
on the monitoring of rail freight corridors**

**14-15 October 2013**

**Introduction**

1. This paper outlines IRG-Rail's initial thoughts on several aspects of the monitoring of rail freight corridors established under the European Regulation EU 913/2010 of 22 September 2010, and the role of regulatory bodies.
2. As European rail freight corridors start operating, monitoring of those corridors will be a key task for regulatory bodies, because it can set direction for the participants involved and can stimulate market participants to improve their activities. Depending on the monitoring topic and on the domestic and European legal regime in place, regulatory bodies (RBs) have stronger or weaker possibilities of intervention.
3. IRG-Rail proposes to focus as a priority on
  - A. monitoring of the Corridor Information Document (CID),
  - B. monitoring of the Corridor One Stop Shop (C-OSS)
  - C. monitoring of corridor traffic management in case of disturbance
  - D. monitoring of coordination of maintenance on corridor.
4. This paper also outlines other areas where monitoring should take place.
5. The flow chart appended in Annex A is an initial overview of the capacity allocation process and timeline for pre-arranged paths (PAPs) for corridors, on the basis of the regulation.
6. IRG-Rail intends to publish a further report on the monitoring of corridors.

Preliminary remark: Please note that in this document the term railway undertaking (RU) also addresses authorised applicants, when relevant.

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### A. Monitoring of Corridor Information Document (CID)

7. According to Article 18 of the Regulation, the CID must contain all information contained in the network statement for national networks regarding the freight corridor. This includes the necessary information concerning the conditions of capacity allocation, planning and operation of the traffic.
8. IRG-Rail recommends therefore that the CID should be published sufficiently well in advance of the publication of pre arranged paths (PAPs) for the annual timetable so that railway undertakings are able to take into consideration the conditions that are important for the planning of their services, before they apply for train paths.
9. In accordance with legislation, the implementation plan drawn up by the Management Board should also be part of the CID or should be mentioned in the CID with a link in order to support the development of traffic on the corridor. Infrastructure managers must aim to provide sufficient capacity on the corridor (for PAPs, reserve capacity, slots in terminals) with good quality.

### B. Monitoring of Corridor One Stop Shop (C-OSS)

10. IRG-Rail believes that the CID should contain a detailed description of the functions and tasks of the C-OSS on the corridor. The CID should include a description of the organisation of the C-OSS, the accessibility (communication tools) and contact persons. Furthermore all processes relevant for the capacity allocation for the railway undertakings have to be explained. The C-OSS must publish the available infrastructure capacity on the corridor and the corresponding characteristics at the time of application (according to the details in the CID) and must supply the railway undertakings with this information.
11. The whole allocation process for PAPs for the annual timetable and the reserve capacity for ad-hoc traffic must be documented with the respective IT-tools and other proofs to make it reviewable. The C-OSS has to make sure that the tools and documents are available to all parties involved. The CID should contain a detailed description of the IT-tools and other documents.
12. IRG-Rail notes that the regulatory body's monitoring of these documents, operations and processes can be made *ex officio*. The C-OSS should give at least the responsible regulatory body the access rights to monitor the IT-tools, for instance in the case of a complaint or *ex officio* investigation.

### C. Monitoring of corridor traffic management in case of disturbance

13. The CID should contain common regulations for corridor traffic and guidelines for traffic management on the corridor. According to the provisions for capacity management of the Regulation the interests of all kinds of traffic have to be respected. The rules of traffic management in case of unforeseen disturbance on the corridor have to be transparent and non-discriminatory.
14. The railway undertakings should have the opportunity to take part in regular meetings of the national Operation Control Centre (OCC) in-house or via teleconference. Where possible, the allocated PAPs or the ad hoc paths should not be modified in the case of disruption.

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15. The railway undertakings should be able to trace their own trains on the corridor at any time and to locate them in real time via appropriate IT-tools. In the rules for traffic management the national contact persons for each domestic OCC of the infrastructure manager (IM) should be provided to the railway undertakings.

**D. Coordination of maintenance on corridor**

16. IRG-Rail believes that the CID should contain transparent and detailed information concerning coordination and implementation of maintenance on corridor lines, and cover any maintenance works that may have financial or other impact on the railway undertaking's traffic. The railway undertakings should be consulted in the planning of maintenance as early as possible, and in any case before the publication of the PAPs. Railway undertakings should have enough time before the allocation of PAPs in order to evaluate the consequences of maintenance on the planned traffic. They should have the possibility to give their opinion which the infrastructure manager has to consider prior to making a decision. Maintenance has to be realised in the way that the interests of the railway undertaking are taken into account as far as possible.
17. The management board / the infrastructure manager must inform in a clear way the railway undertakings about all planned maintenance and the consequences on the traffic on corridor lines via appropriate IT-tools when possible. The regulatory bodies should be given access rights to the IT-tools.

**E. Capacity, Transport market study (TMS)**

18. It is important that there is sufficient capacity on the corridor to accommodate traffic as necessary. The amount of capacity to be made available is based on the Transport Market Study (TMS) as well as the experience of the infrastructure managers and railway undertakings.
19. The TMS should be updated regularly according to the market needs. It should also contain measures to improve the quality and quantity of capacity on the corridor. All facts and figures relating to the development of the corridor should be taken into account.
20. For the assessment of how much capacity of good quality has to be made available on the corridors, it is important that the TMS is not viewed in isolation but is supported and supplemented by the infrastructure manager's experience and knowledge of the market. Thereby the needs and plans of the railway undertakings must be taken into account (advisory groups). The work in the advisory groups must be open to all interested railway undertakings.
21. Capacity needed for PAPs and ad-hoc traffic on the corridor may be affected by capacity constraints under domestic framework agreements. It will be necessary to recognise the different legal constraints existing on the corridors.

## **F. Terminals**

22. Terminals<sup>1</sup> are part of the corridors. It will be very important for the success of the corridor that train paths fit with the operational turnaround times in freight terminals. Therefore an effective coordination between IMs and terminal operators is necessary. The legal problem in several member states is that PAPs generally do not go as far as into the terminals, but only end at the transport interchanges (main lines). The connecting lines from the transport interchange to the terminal are not prearranged. Where terminals are part of the corridor, we would recommend that PAPs ought to be planned to the terminals.
23. The access conditions for the terminal have to be transparent and non-discriminatory and have to be published in the CID.
24. Cooperation within the Terminal Advisory Group (TAG) must be open to all interested terminal operators. All terminals along the corridors can be part of the corridor (Art. 2 2 c of the Regulation). This implies no exact borderline. All terminals near the corridor and with economic importance should be consulted and given the opportunity to be involved.

## **G. Performance regime**

25. The infrastructure managers must develop an appropriate performance regime which meets the interests of cross-border freight traffic by end of 2016. Based on the Regulation the aims are to improve the freight services by encouraging competition on the corridor lines.

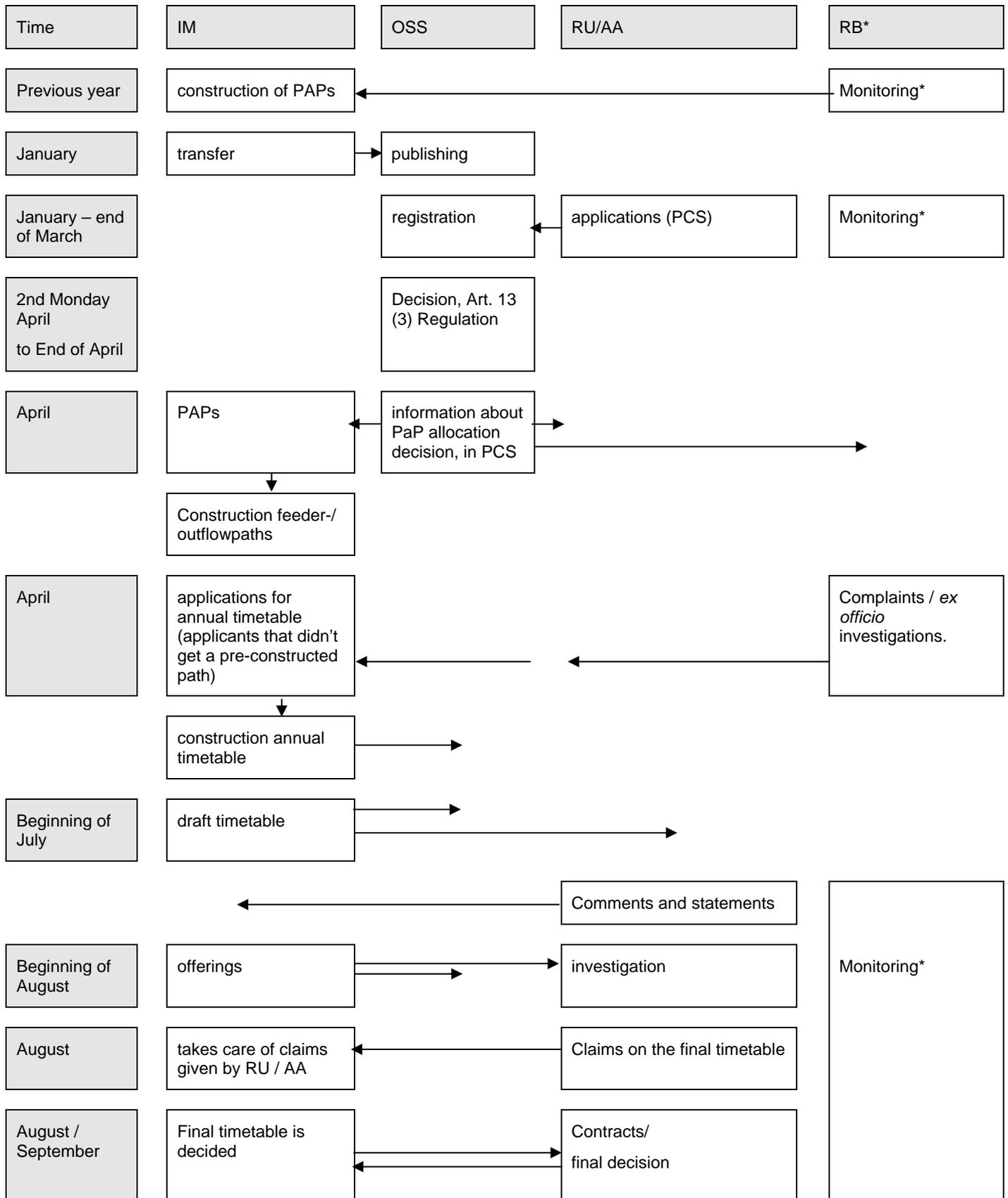
## **H. Technical access conditions**

26. In order to encourage competition on the corridor lines and increase rail freight traffic, the infrastructure managers should use approved technical specifications for interoperability in coordination with the railway undertakings (advisory groups) in order to make yearly proposals for the implementation plan.
27. The railway undertakings should have the possibility to make its own proposals to the boards of the corridor to improve interoperability. In these suggestions for technical developments on the corridors the competition with other traffic types has to be considered.

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<sup>1</sup> Regulation EU 91/2010 Article 2 (c)

**Annex: Allocation Process for Corridor PAPs, according to regulation EU 91/2010.**



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\* Monitoring by the regulatory body may result in further investigations and/or regulatory decisions

This flow-chart is an initial attempt to provide a high-level overview of the capacity allocation process. IRG-Rail intends to elaborate this further in due course. We invite interested stakeholders to provide feedback on this initial outline.