

2009

Annual Report



TABLE

Page 03

1. COMMENT BY THE EEIG PRESIDENT MR. MICHELE ELIA

Page 04

2. CORRIDOR D PROJECT AND ITS GOVERNANCE

2.1 WHAT IS AN ERTMS CORRIDOR?

2.2 CORRIDOR D DESCRIPTION

2.3 CORRIDOR D GOVERNANCE

2.4 COOPERATION

2.5 EUROPEAN GRANTS

Page 09

3. CORRIDOR TRAFFIC AND CLIENTS IN 2009

Page 11

4. THE ACHIEVEMENTS IN 2009

4.1 ERTMS

4.2 QUALITY AND INTEROPERABILITY

Page 15

5. COMMUNICATION ON CORRIDOR D ACTIVITIES

1. COMMENT BY THE EEIG PRESIDENT Mr. Michele ELIA



Year 2009 has witnessed a new level of activity in Corridor D, gaining in importance and influence. As time advances, we observe the increase in the intensity of the efforts required to satisfy the raising needs of rail operators and clients. To this respect, after a preliminary stage of analysis and foundations, the Corridor D has now launched its activity, with only one goal in mind: a truly interoperable rail freight network.

As a consequence, together with the evolution of the works on the corridor, we face more and more specific problems that require a fast and accurate response in order to move forward. Throughout the year, we have made substantial progress by the activities of the various working groups involved. This effort is being focused on three main topics: ERTMS, Infrastructure and operations. We have already seen how the ERTMS deployment advances at a good pace in Spain; in France the supplier has now been selected and our Italian and Slovenian colleagues are in the way of testing the system on pilot lines.

“Our objective is to stay permanently connected to our clients (to be able to deliver the solutions that best fit their needs).”

2010 is expected to be an important year for the growth of the Corridor: we will have to improve its visibility and we must take crucial decisions for its evolution. Within this context, it is also important to mention the future Workshop Corridor D planned in Milan, with rail operators and terminals. Here we will have the opportunity to share opinions with all the parties involved in the development of the corridor and its use. It will be an opportunity to discuss about the directions to take, but above all it will be a time to carefully listen to the needs of those who could potentially be interested in the services offered by Corridor D. The communication with clients is a crucial issue, and a major point of focus for the EEIG management.

This dialogue will be even more important in the next couple of years, when we will have to face more concrete and operational decisions. Our objective is to stay permanently connected to our clients to be able to deliver the solutions that best fit their needs. Together we will build the success of Corridor D.

2. CORRIDOR D PROJECT AND ITS GOVERNANCE

“The objective is to provide a freely moving freight service all along the Corridor D.”

2.1 WHAT IS AN ERTMS CORRIDOR?

Over the past fifteen years the European Commission has promoted diverse initiatives aimed at revitalising the rail freight sector.

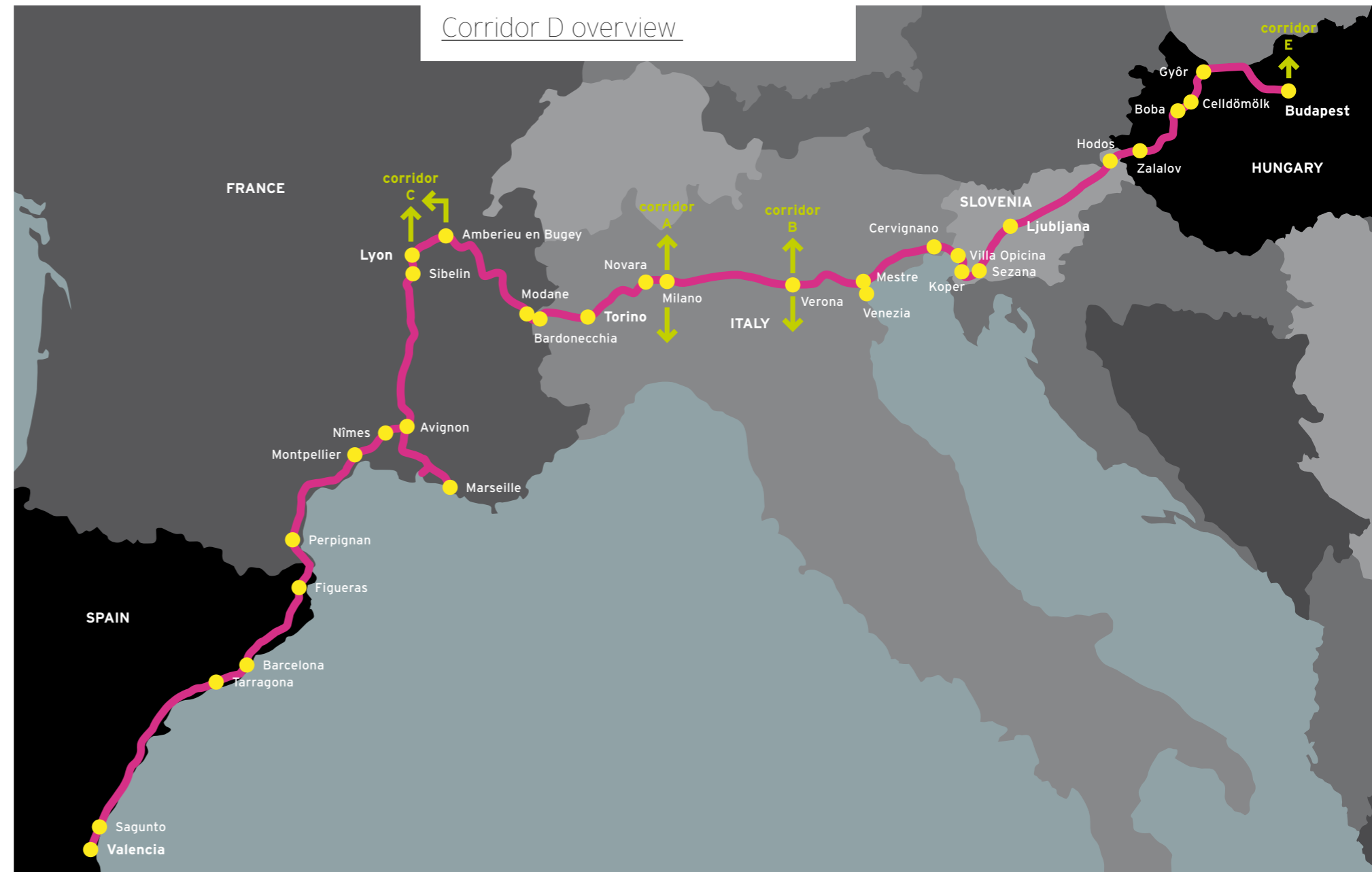
In 2005, determined to improve the interoperability of the rail networks, the European Commission launched a series of studies to analyse six European freight corridors named «A» to «F», to specify the technical and financial conditions required for a faster deployment of ERTMS (the new European interoperable signalling system). These corridors were defined in terms of existing and future volumes of traffic.

2.2 CORRIDOR D DESCRIPTION

The Corridor D runs across five countries, going from Valencia in Spain to Budapest in Hungary, for a total length of 2961 km: 705 km in Spain, 911 km in France, 642 km in Italy, 408 km in Slovenia, and 295 km in Hungary.

Corridor D crosses Europe from West to East and is interconnected with Corridors C (Antwerp-Basel-Lyon) in France; A (Rotterdam-Genoa), B (Stockholm-Naples) in Italy; and E (Dresden-Budapest) in Hungary. This international axis is linked with ports of decisive relevance for freight such as Valencia, Barcelona, Marseille, Trieste and Koper, and goes through main industrial areas as Barcelona, Lyon, Torino, Milano and Ljubljana.

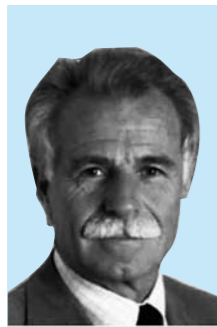
The project aims at developing technical interoperability, particularly through the deployment of a common European signalling and train management system and through the removal of infrastructure and operational barriers along the 3000 kilometres route. The objective is to provide a freely moving freight service all along the Corridor D.





2.3 CORRIDOR D GOVERNANCE

José Capel
Director
of the EEIG



Paul Mazataud
Co-director
of the EEIG



Sylvain Mosmann
leader of the
ERTMS group



Umberto Foschi
leader of the Quality and
Interoperability group



The States involved in the corridor - Spain, France, Italy, Slovenia and Hungary expressed their interest in the harmonised implementation of interoperability on the corridor by signing two Letters of Intent in 2006 and 2007.

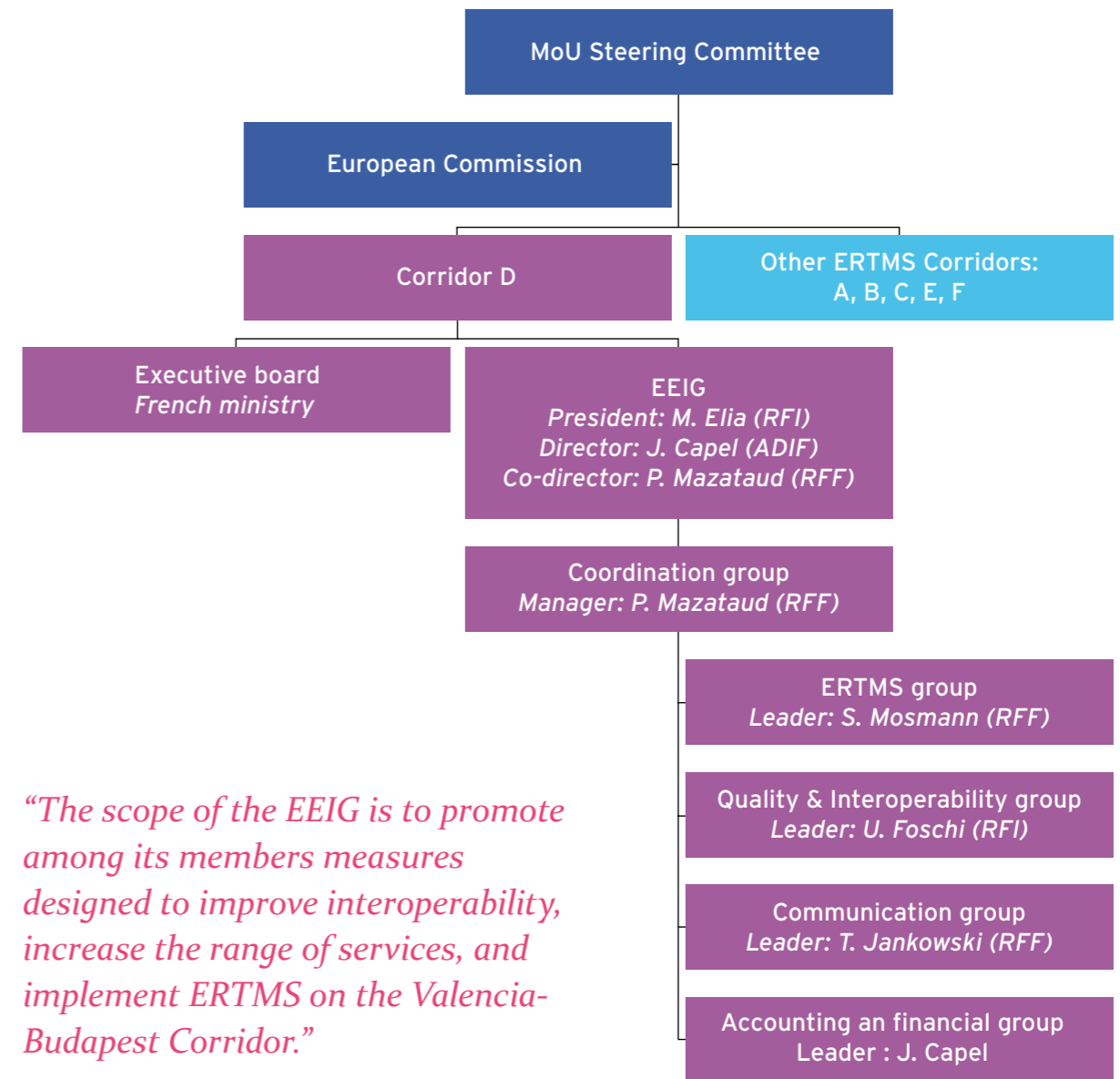
In order to grant a legal form to the cooperation of the parties, the European Economic Interest Grouping for Corridor D (EEIG Corridor D) was established on July 19th 2007 by the Railway Infrastructure Managers of Spain (ADIF), France (RFF), Italy (RFI) and Slovenia (SZ). The scope of the EEIG is to promote among its members measures designed to improve interoperability, increase the range of services, and implement ERTMS on the Valencia-Budapest Corridor.

Since the founding of the EEIG, Michele Mario Elia (RFI) has been the appointed president, and José Capel Ferrer (ADIF), director. During 2009, Paul Mazataud (RFF) has replaced Patrick Castan (RFF) as co-director. The actual execution and management is under the responsibility of the infrastructure managers. The activities are coordinated by the coordination group managed by Paul Mazataud.

The EEIG is composed of two working groups, the ERTMS and the Quality and Interoperability (Q&I) groups, in charge of the development of technical interoperability by the deployment of ERTMS, and the improvement of quality by the standardisation of infrastructure parameters, harmonisation of operational rules, and coordination of infrastructure investments. It also has two supporting units responsible for the communication and accounting functions.

The EEIG regularly reports on its activities to the Executive Committee, composed of the representatives of the five transport ministries concerned who regularly meet and to the European Commission Corridor group, chaired by the European Coordinator for ERTMS projects, Karel Vinck.

EEIG organisation chart



“The scope of the EEIG is to promote among its members measures designed to improve interoperability, increase the range of services, and implement ERTMS on the Valencia-Budapest Corridor.”

2.4 COOPERATION

Other parties are invited to take part in the works according to their involvement and interest in the project:

- The Hungarian rail infrastructure manager. MAV is not a member of the EEIG as it has recently joined the EU and is intended to apply for structural funds;
- TP Ferro, the concessionaire of the high-speed line Perpignan-Figueres;
- Railway Undertakings;
- Rail Net Europe, the organisation set up by European infrastructure managers to manage and coordinate international rail traffic.

Corridor D members are also working in close cooperation with two bilateral working groups: the Franco-Italian High Level Contact Group, chaired by Mr Brinkhorst, European coordinator for the PP6 and the Italo-slovenian Intergovernmental Commission.

2.5 EUROPEAN GRANTS

Under the multi annual programme TEN-T 2007-2013, 500 M€ were set aside to the deployment of ERTMS in Europe.

Following the first call, in 2007, 21 M€ were allocated to the corridor D project for the equipment of this European signalling system on the new high speed line between Barcelona and the French border, on the pilot lines in Slovenia and Italy and the funding of the rolling stock in Slovenia.

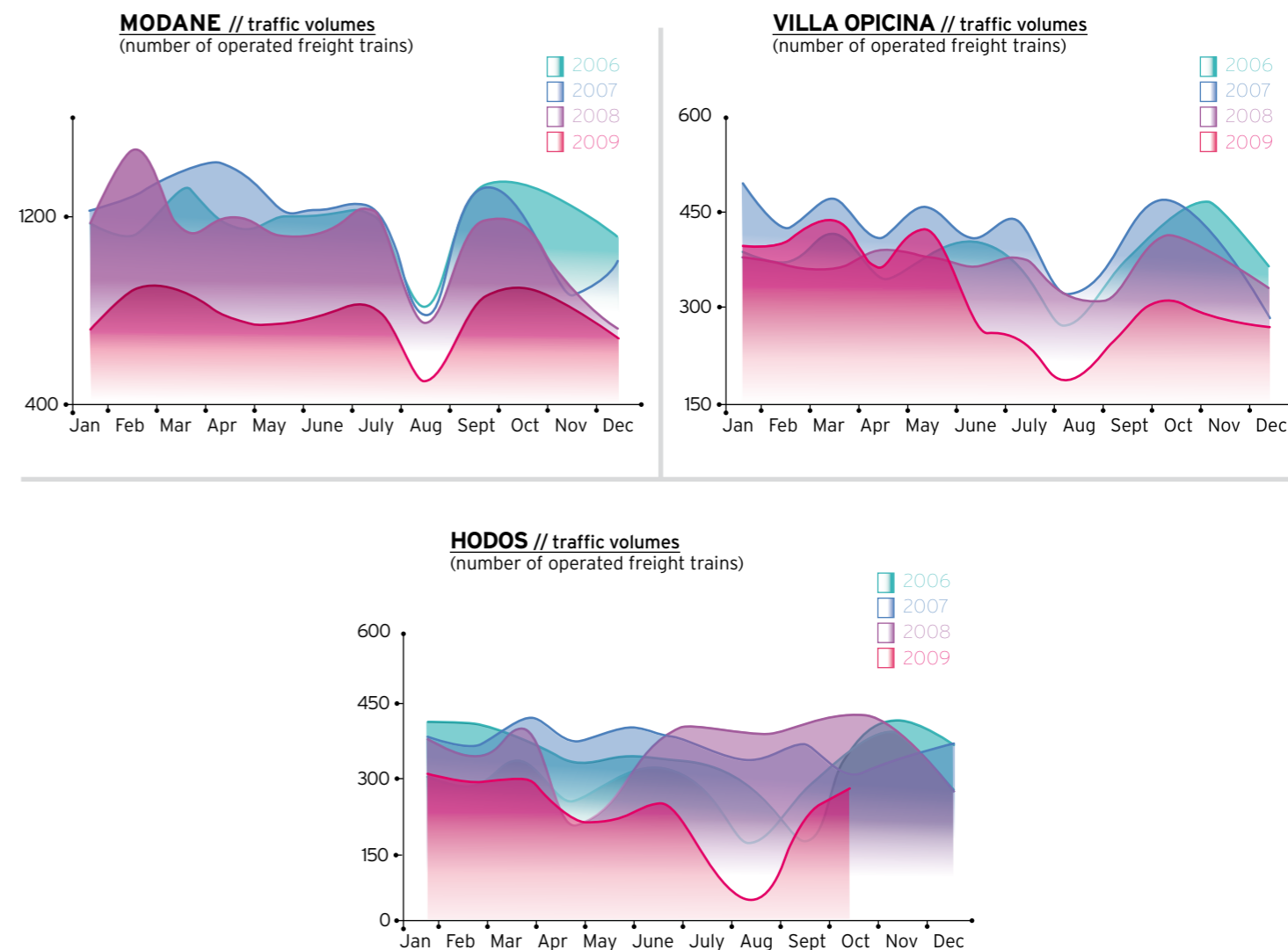
In May 2009, the EEIG corridor D answered to the second call. The Commission decided to support the project up to 75 M€. The grants should co-finance the deployment of ERTMS on the track side:

- in Spain: on the conventional line between Barcelona and Portbou;
 - in France: on the existing line between Montpellier and Perpignan;
 - in Italy: on the existing lines between Torino and Villa Opicina (Slovenian border);
 - in Slovenia: on the existing lines between the Italian and the Hungarian borders.
- The grants will also finance the ERTMS equipment of locomotives in Slovenia.

3. CORRIDOR TRAFFIC AND CLIENTS IN 2009

In the course of the year, due to the persisting world economic crisis and the slow down of the industrial activity, Corridor D has witnessed a general reduction of its international traffic. The number of freight trains operated in Villa-Opicina (Italian-slovenian border) decreased by 30%; in Cerbère-Portbou (French-Spanish border) the drop was up to 40%; and the traffic in Hodoss (Slovenian-Hungarian border) suffered a 35% decline.

Traffic volumes on Corridor D (2007 - 2009)



3. CORRIDOR TRAFFIC AND CLIENTS IN 2009

Nevertheless, for the coming two year period, some investments are expected to have a positive impact on the trend. By December 2010, with the completion of the extraordinary re-profiling maintenance works on the Fréjus tunnel, also known as Mont-Cenis tunnel, that traverses the Alps between France and Italy, the infrastructure capacity will be fully available again on this crucial section. The enhancement of suitable international paths should also stimulate an un-expressed demand with a pull-effect.

In Spain, important investments are currently being made for the installation of a third rail, and the construction of a high speed mixed traffic line, between Barcelona and Figueres. By the end of 2010, beginning of 2011, part of the new mixed traffic line and sections of the conventional line equipped with the third rail will enter into service, allowing UIC gauge trains to run between the Barcelona port and the French border. The new mixed traffic line will be operational in its entirety in 2012. These works will create new opportunities and services for the clients."

Moreover, the recent opening of the rail freight market to competition resulted in the entrance of new freight operators, revitalising the freight traffic in the EU. On Corridor D, we expect more trains operated by new railway undertakings, such as SNCF freight Italia or Linea. We also expect that these new railway undertakings will stimulate the sector, offering new services to end users, adapting their service to client's needs and contributing to the achievement of an integrated European rail area.

4. THE ACHIEVEMENTS IN 2009

4.1 ERTMS

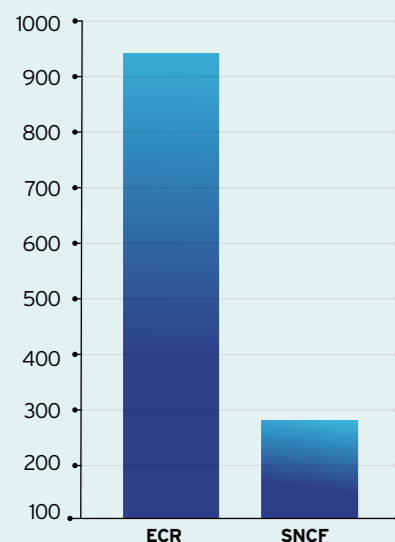
For the Infrastructure managers involved in the corridor, 2009 was a watershed year in the preparation and finalisation of the tendering process for ERTMS deployment.

On 31st December 2008, ADIF awarded the contract for the construction and maintenance of the signalling installations (including ERTMS), fixed communications, and related elements on the new high speed mixed traffic line Barcelona - Figueres. With this contract that amounts to almost 188 M€, ADIF gave a major boost to the new high speed mixed traffic Barcelona - French border line. The contract, granted to the Dimetronic and Thales Rail Signalling Solutions joint venture, includes among many other works, the installation of ERTMS Level 2, as the main operation system, and Level 1 as secondary one. The installation of the ETCS equipment has since started. Part of the line will be put into service end of 2010, beginning of 2011. The entire line is planned to be put into service at the end of 2012.

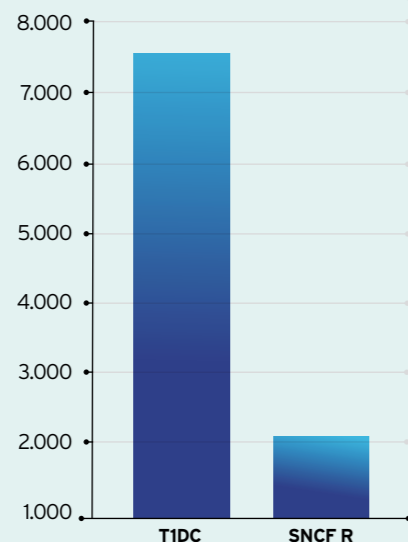
In France, the tendering process, initialised in 2007, came to an end with the signature of the contract between RFF and Alstom Transport, in September 2009. The work started in December of the same year, with the first phase dealing with the definition of the general principles to implement ETCS over the legacy KVB system. In Slovenia, SZ launched in 2009 both the trackside and onboard equipment tender, while on the Italian side, RFI project incorporates a first tender dealing with pilot sites. The results of tests completed on the pilot sites will then be used to launch the main offer on the overall Italian section of the Corridor.

Operators market share in 2009 at the borders

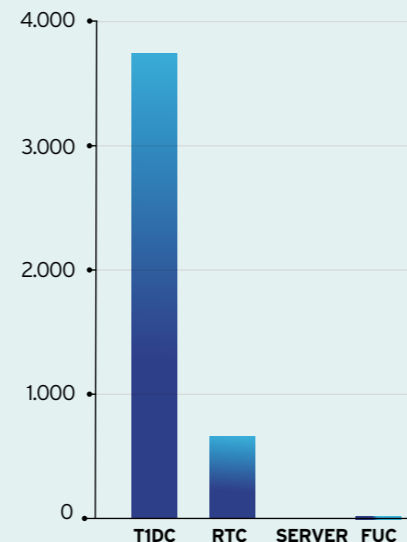
PORTBOU // market share 2009
(number of operated freight trains)



MODANE // market share 2009
(number of operated freight trains)



VILLA OPICINA // market share 2009
(number of operated freight trains)



ERTMS deployment planning by 2013

- Spain: new high speed mixed traffic line between Barcelona and Figueres, and sections of the conventional line between Barcelona and Portbou;
- France: line between Perpignan and Montpellier;
- Italy: section between Torino and the Slovenian border;
- Slovenia: sections Gornje - Lezece -Pragersko and Divaca - Koper.

Train Categories working group

The EEIG is currently working on the definition of relevant train categories for the purpose of segmenting the rolling stock. This will ultimately enable the members to allocate authorised categories to each section of the Corridor D. The EEIG is working in close contact with the European Railway Agency, to whom a proposal has been forwarded. In the future we will continue seeking an agreement with ERA to achieve an optimised definition. Works have also been done in cooperation with Corridor C, Corridor A, and the ERTMS users group.

“The objective is to investigate and coordinate effective quality improvement measures along the corridor, encouraging technical, operational and safety coordination.”

National Values working group

The ERTMS specifications call for the definition of a set of parameters so-called “National Values”, mainly used to define several types of speed limits in various modes. These values may by nature be different for each network. In 2009 the Corridor D first collected the values from every network on the corridor, to then checked whether the differences between these values may lead to safety problems. During this year we finally issued the table containing the values and the relevant safety analysis, and we will soon share the results of this analysis with each national safety agency (NSA).

Braking Curves & Safety Margins working group

The specifications of the 2.3.od version to be installed on corridor D define neither the way to implement the on-board braking curves to be followed by a train, nor the in-track related engineering rules. Therefore, Corridor stakeholders have to coordinate and check the interoperability of their implementations, and agree on some common technical basis to ease the circulation of trains with the same level of safety on each network.

The future downward compatibility between version 3.0.0 on-board systems and version 2.3.od in-track equipment has also led to the definition by ERA of an early implementation guide for 2.3.od infrastructures.

The working group is in charge of assessing the conditions that must be satisfied to comply with the guidelines defined in this document.

ETCS Harmonisation Rules working group

The installation of ETCS in-track and on-board equipment will automatically lead to the creation of some new operational rules to be followed by train drivers. The EEIG is active in this sense, and is working to harmonise as much as possible these new ETCS related procedures.

4.2 QUALITY AND INTEROPERABILITY

The initiatives already taken show that the establishment of international rail corridors is a precondition for ensuring a well organised transport system in strengthening the cooperation between networks. To optimise the use of the network and improve the quality of service and its reliability, the infrastructure managers of corridor D strongly believe that additional measures are useful.

In line with European targets, the EEIG is promoting the idea of a total service concept including capacity management, traffic control, performance monitoring with the objectives to:

- Offer a fully interoperable infrastructure from Valencia to Budapest;
- Harmonise operational procedures along the Corridor D;
- Offer a consistent catalogue of high quality paths, according to market needs;
- Improve service performance, including train punctuality, on the basis of regular performance monitoring.

The EEIG Corridor D has been cooperating with RailNetEurope, to achieve the harmonisation of the procedures related to timetable planning, IT technologies and quality assessment.

In 2009, the EEIG focused on issues that are already generally known to be important for a smooth and efficient organisation of the rail transport, as they can produce improvements both in the medium and long term. The objective is to investigate and coordinate effective quality improvement measures along the corridor, encouraging technical, operational and safety coordination.

Infrastructure

The overall management of the corridor goes through the knowledge of its technical characteristics and their planned investments since these are the first basis for the capacity offer.

During 2009 the data about the most significant infrastructure parameters (speed, gradients...) were gathered, producing the as-is picture along the corridor. Its evolution will be monitored and complemented with the produced report about future investments in the Corridor.

Capacity

Another important factor that is being analysed is the capacity and current line utilisation of the Corridor. A deliverable showing the current traffic and bottlenecks in Corridor D has been issued this year (see figure p.14). This takes into account the demand over the theoretical line capacity.

4. THE ACHIEVEMENTS IN 2009

Corridor D utilisation in 2009



Operational rules

The EEIG also focused on all topics related to operational rules along the Corridor and their harmonisation across all countries, paying a special attention to cross-border issues. Some of them have been already brought up, such as:

- Clarification of operational rules for trains transporting dangerous goods in the Frejus tunnel (French-Italian border);
- Inefficiencies in the manual transfer of goods at Portbou (Spanish-French border);
- Unified management of the operation of the push-pull locos;
- Management of the convoys' composition due to different national standard trains lengths.

On these issues, the EEIG has been in contact with bilateral committees such as the Franco-Italian High Level Contact Group on the existing line between Lyon and Torino created in late 2007, and the Italo-Slovenian Intergovernmental Commission for the cross border section between Trieste and Divaca which met for the first time in December 2007.

RailNetEurope corridor managers have been involved as well to report and tackle the issues of ensuring a reliable One-Stop-Shop (OSS) service for all rail users, both for the annual planning and during the running timetable period, working pragmatically towards a common daily management of the line.

Reporting and monitoring

Corridor D developed important reporting and monitoring functions. Coordination is needed both at corridor and national level so the representatives of the Infrastructure Managers work assuring the overall consistency of the national information flowing into the corridor activities. In year 2009, with the support of RNE, the individuation of corridor performance indicators was approached with a corridor quality model, to be used for positioning the Key Performance Indicators (KPIs) in a structured system.

5. COMMUNICATION ON CORRIDOR D ACTIVITIES

The aim of the communication activity is to raise awareness about the corridor D project, its results and achievements. The other objective is to convince the key stakeholders and clients that the project creates value. To bring support to the project and provide a framework and a strategy for the EEIG external communication-related activities, a communication working group was set up in 2008 and, every year, an annual budget is devoted to communication activities.

Communication channels

— Internet

Since its launch in 2008, the external website is the main communication channel of the corridor. The web provides information on the project itself: geographical position, technical characteristics, progress of the ERTMS deployment, governance, planning. It also informs about the European Union policy, in particular the new regulations linked to freight corridors. We regularly enhance and update the content of our website to make it attractive to existing and future clients.

— Publications

The EEIG printed publications for both internal meetings and external events. These publications include a complete set of project booklets and an "overview" flyer.

In addition, twice a year, newsletters come out. They are sent to clients and final users, European Commission services, Member States, railway organisations. Newsletters are also available on the web for the general public.

— Events

Participation and organisation in external events offer the possibility to communicate on the project and to exchange views with the stakeholders.

In 2009, the EEIG participated at the ERTMS conference held under the Czech Presidency of the Council of the European Union.

In 2010, the EEIG will organise a workshop

The purpose of the event is to promote the corridor and exchange views with the strategic partners as ports, terminals, railway undertakings, European Commission, members of the executive board, other corridors representatives and economic players.

— In particular, the workshop will:

- push the partners forward to cooperate with corridor D infrastructure managers;
- set up an advisory group made up of managers and owners of the terminals of the corridor and/or invite them to participate to the coordination group meetings;
- prepare signature of strategic partnerships.

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