

IQ-C Action plan 2006-2014 for rail freight corridor Rotterdam-Genoa

July 2006 (Initial Document)
August 2008 (Update)

April 2010 (draft version)

The action plan has been decided upon by the Ministries of Transport from Germany, Italy, Netherlands and Switzerland in August 2008 and is an update from the May 2006 action plan for 2006-2010.. The action plan is based on the progress report 2008 on the Rotterdam-Genoa corridor. The progress report explains the renewed governance structure of the corridor with the executive board composed of representatives of the Ministries working together with the management committee composed of representatives of the Infrastructure Managers. The infrastructure Managers have set up a legal entity (EEIG) to organise the practical cooperation among infrastructure managers. The action plan has been discussed and accepted by the involved infrastructure managers, regulators, rolling stock & safety authorities. The action plan is based on the MOU "Lugano" for the Rotterdam-Milan corridor from 9 January 2003 which was extended to Genoa by decision of Ministers of 10 July 2004 at Rotterdam. The original action plan from 2003 is in this way amended. The current action plan takes into account the Letter of Intent for ERTMS deployment on corridor Rotterdam Genoa which was signed by Ministers 3 March 2006. On an annual basis the Ministries will report to the Ministers on the progress of the project.

Action plan highlights improvement actions. After implementation of improvement actions proper application and monitoring will be ensured by the appropriate bodies.

Harmonized with baseline of the Infrastructure Managers and updated in August 2008 and spring 2010.

OVERVIEW 2006-2014 ACTION PLAN IQC CORRIDOR A: ROTTERDAM – GENOA

MoT: cooperating ministries of transport
 IM: cooperating infrastructure managers
 RB: cooperating regulatory bodies
 SA: cooperating safety and rolling stock authorities
 S: to be started
 O: ongoing

#	Action	Body	Milestone	Year	Status
1	Digital coordination: Client access	IM	Ensure corridor wide application of Europtirails. Granting/admitting access to applications (e.g. Europtirails) for terminal operators and assessment of possibilities of granting access for other involved parties (e.g., intermodal operators)	2010-2011	new
	Digital coordination: Client needs	IM RU	Ensure fulfilling the needs of clients for functional applications (Pathfinder/COBRA, Europtirails and EPR)	2010-2014	new
	Digital coordination: implementation of telematics	IM	Enhance and monitor the implementation of TAF TSI in the EU and among the corridor partners	2008-2014 and later	O
2	Service quality	IM (RU)	Periodically check of the service quality: response time of OSS, , number and speed of train paths, punctuality of freight services (yearly), corridor coordinated customer satisfaction survey (biennial)	2010-2014	new
	Investigation on value added services	IM	Additional services with added value ('one face to the customer, predictability)		new
3	Improving punctuality: Performance monitoring with EPR	IM	Make a study about the feasibility of the European Performance Regime in the corridor (as a pilot) with decision about implementation Production supervision with monitoring and improvement using EPR on Rotterdam – Genoa for important traffic flows	2010-2014	O

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	Improving punctuality: Special instruments	IM	Installation, continuation and intensification of work of Performance Managers and Quality Circles	2010-2014	O
4	Improvement international capacity allocation process	IM	Corridor wide catalogue with harmonised international freight train paths or development of customer oriented overviews of harmonised international freight train paths. Evaluation of the need of further development of harmonised catalogue paths regarding ERTMS implementation	2010-2014	O
5	Update of infrastructure inventory	IM MoT	Update the corridor inventory on annual basis (all client relevant infrastructure parameters), assessment of essential developments on basis of the results of corridor-wide cost-benefit-analysis	2010-2014	ongoing
	Development of infrastructure inventory	IM RU	Check the client needs for the infrastructure parameters (train length, load/weight, axle/meter load, speed, gauge / profile) and define the future development for those values.	2010-2014	new
	Identification of infrastructure bottlenecks	IM	Combining traffic demand forecasts with capacity (actual and planned) to monitor the development of saturation degrees per line section and per five year planning steps (e.g., 2015 and 2020) .	2010-2014	ongoing
	Elimination of infrastructure bottlenecks	IM MoT	Yearly update of the planning scenarios based on action 'Identification of infrastructure bottlenecks' (IM). Make transparent the financing of bottleneck removal projects at national and EU levels (e.g. bilateral level between countries, EU-TEN-T financing)	2010-2014	ongoing
6	Mutual recognition of engine drivers	MoT SA	Corridor wide implementation in line with the new EU directive 2007/ 59 for engine drivers	2010-2012	ongoing
		MoT SA	Continue and extend the intermediate approach of bilateral agreements on acceptance of train drivers untill full implementation and application of driver licence directive (2012/2015 milestones in directive and EU-CH negotiations relevant here)		
	Mutual recognition of locomotives	MoT SA	Implement cross acceptance (international requirements list) of certification of locomotives in conformity with the EU directive 2008/57. Extension scope of application MOU cross acceptance June 2007 with with other countries like BE FR LU DK SE PL CZ with	2010	O

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			clarification of the role of ERA (writing and update application guide) according to the relevance for corridor A.		
	Cross Acceptance in border-zone areas	SA IM	Facilitation of acceptance of rolling stock and engine drivers in border-zone areas.		
7	Monitoring of market regulations	RB	Reporting on - recommendations for improvements of the allocation process of capacity (assessment of allocation for international freight train paths on the corridor), - analysis and relief of congested infrastructure with focus on legal application of priority rules - the access of the clients to terminals and other service facilities in line with EU-legislation - the non-discriminatory application of priority rules by the IM's in case of disturbance of traffic	2010-2014	ongoing
8	ETCS baseline 3	IM MoT	Ministries, EU and IMs steer the implementation of the baseline 3 (in accordance to the ERTMS MoU 2008 at European level) incl. budgets and the European version management	2010-2012	ongoing
	ETCS implementation	IM	Development and adoption corridor implementation plan. Realization of corridor implementation plan including the border transition procedures and installations	2010-2014 and later	new
	ETCS authorization	SA IM	Development and realization of implementation plan for ETCS authorization process based on an application of IM (with annual update)	2010-2012	new
9	Terminals	MoT IM Terminal operators	Corridor terminal platform (in collaboration with terminal operators) - update the corridor terminal inventory (capacity, equipment, ...) - monitor the traffic development including bottlenecks - ensure the coordinated national planning for long term development MoT and RB develop solutions for regulatory problems of the last mile IM and MoT assess the access lines regarding equipment with ETCS (decision about equipment)	2010-2014	ongoing
10	Operational Rules	IM	Harmonisation of essential operational rules in the corridor and presentation of an interim result to NSA and ERA. Make an inventory as input for ERA	2010-2012	O

#	Action	Body	Milestone	Year	Status
11	Railway noise	MoT	Implement Ministers conclusions June 2010 concerning railway noise source abatement and define next actions.	2010-2014	new
12	Customs	MoT/ customs / EC	implementation 1875/ 2006/ EC for rail freight transiting CH with the time horizon (foreseen now is 2013) monitor impact (possible) new customs regulations from EU and CH	2011	new
13	Development of the Regulatory Framework	MoT	Analysis of impacts of the draft regulation rail freight oriented networks: development of business plan, implementation plan, extension with Belgium, involvement Switzerland as non-EU member, impact on existing Actions.	Start after completion of regulation	new