

Tasks of Regulatory Bodies in monitoring of rail freight corridor 1

According to the EU-Regulation 913/2010, the regulatory bodies of each corridor shall collaborate in monitoring the competition in the rail freight corridor. They shall ensure non-discriminatory access to the corridors.

Monitoring of the corridors will be a key task for regulatory bodies. It can set direction for the stakeholders involved and can stimulate market players to improve their activities. The regulatory bodies in rail freight corridor 1 have jointly determined several aspects of the monitoring of rail freight corridor 1.

Depending on what is monitored and on the respective national legislations, regulatory bodies (RBs) may have stronger or weaker possibilities of intervention.

The RBs in corridor 1 proposes to focus as a priority on

1. monitoring of the Corridor Information Document (CID),
2. monitoring of the Corridor One Stop Shop (C-OSS)
3. monitoring of corridor traffic management in case of disturbance
4. monitoring of coordination of maintenance on corridor
5. Other subjects; for example connections with the network and to other corridors

1. Monitoring of Corridor Information Document (CID)

- According to Article 18 of the Regulation, the CID for corridor 1 must contain all information contained in the network statement for networks regarding the freight corridor. This includes the necessary information concerning the conditions of capacity allocation, planning and operation of the traffic.
- 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 it into consideration before they apply for train paths.
- 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.
- The CID of rail freight corridor 1 should provide a publication of the exact timetable for the implementation of ERTMS / ETCS. Such implementation is important to overcome existing barriers to competition.

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

- The CID should contain a detailed description of the functions and tasks of the C-OSS on corridor 1. 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.

- 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, and assuring the on-time publication at X-11 of PAPs. The CID should contain a detailed description of the IT-tools and other documents. The C-OSS should give regulatory bodies access rights to monitor the IT-tools, for instance in the case of a complaint or *ex officio* investigation.
- C-OSS rules should be harmonised in all rail freight corridors.

3. Monitoring of corridor traffic management in case of disturbance

- The CID for corridor 1 should contain common rules for corridor traffic and guidelines for traffic management on the corridor 1. 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.
- The railway undertakings should have the opportunity to take part in regular meetings of the national Operation Control Centre (OCC) in corridor 1 in-house or via teleconference. Where possible, the allocated PAPs or the ad hoc paths should not be modified in the case of disruption.
- 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) in corridor 1 should be provided to the railway undertakings.

4. Coordination of maintenance on corridor

- The CID should contain transparent and detailed information concerning coordination and implementation of maintenance on corridor 1, 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.
- The management board or the infrastructure managers in corridor 1 must inform 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.

5. Other subjects

- It is important that there is sufficient capacity on the corridor. The amount of capacity to be made available is based on the Transport Market Study (TMS) for corridor 1 as well as on the experience of the infrastructure managers and railway undertakings. The TMS should be updated regularly according to the market needs.
- Terminals are according EU Reg. 913/2010 Article 2 (c) part of the corridor. It is 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 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. IMs are recommended to start negotiations with terminals about this as soon as possible.
- The access conditions for the terminal have to be transparent and non-discriminatory and have to be published in the CID. Cooperation within the Terminal Advisory Group (TAG) must be open to all interested terminal operators.
- 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.

The regulatory bodies' activities in the field of monitoring will be determined by the needs of the market. In their activities the regulatory bodies will cooperate with the advisory group of managers and owners of the terminals of the freight corridor and the advisory group of railway undertakings interested in the use of the freight corridor.

Cooperation among responsible RBs of different rail freight corridors is another part of the cooperation activities as well as the corridor modifications (merge of TEN-T and rail freight corridors) and possible enlargement.

A more detailed description of monitoring tasks will be developed in 2014. The results of the monitoring activities will be published in an annual report.