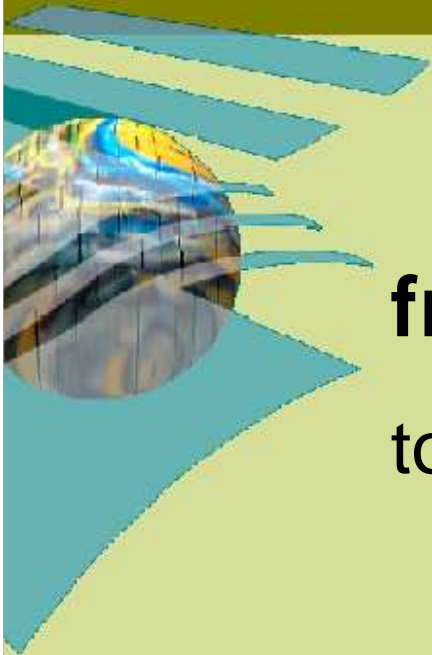
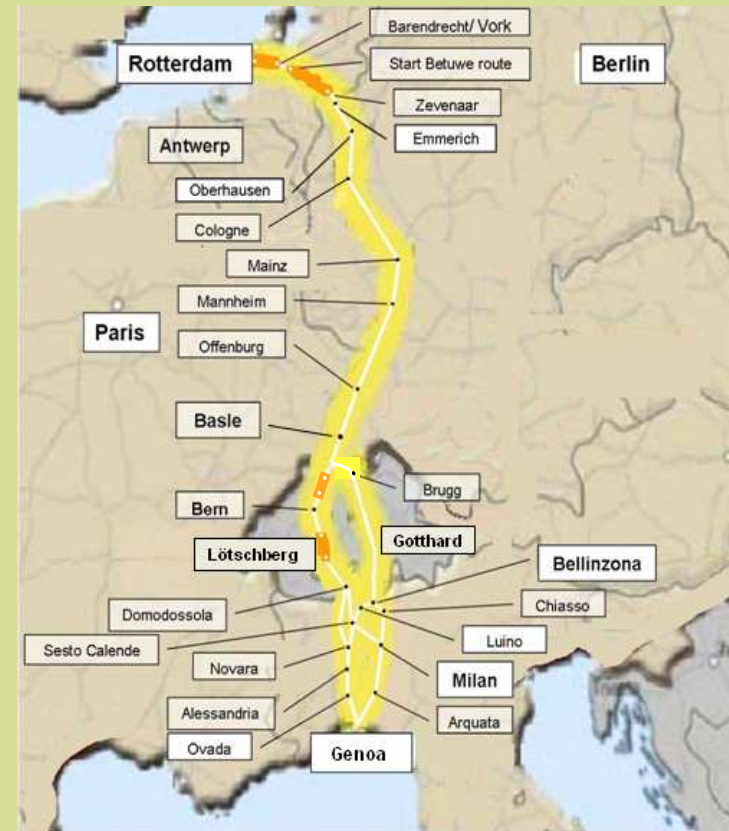


Rail freight corridor Rotterdam - Genoa



from sea to sea
together for success



Agenda



1

Background and objectives

2

Organisation of programme

3

goals achieved so far

4

Work programme

Agenda



1

Background and objectives

Corridor Rotterdam-Genoa



5 IM's

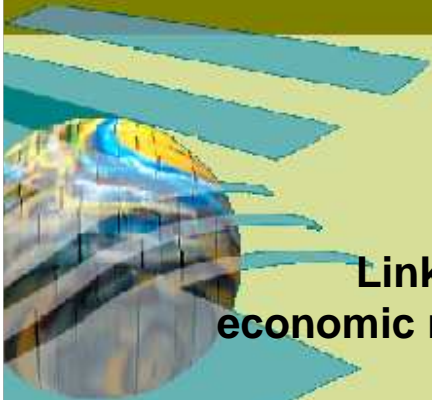


Transport volume in
2005: 28.5 bn tkm
2020e: 56,6 bn tkm

Corridor length
Geography: 1.400 km
Total: 2.100 km

40 Intermodal terminals
2 Sea ports
6 Inland ports

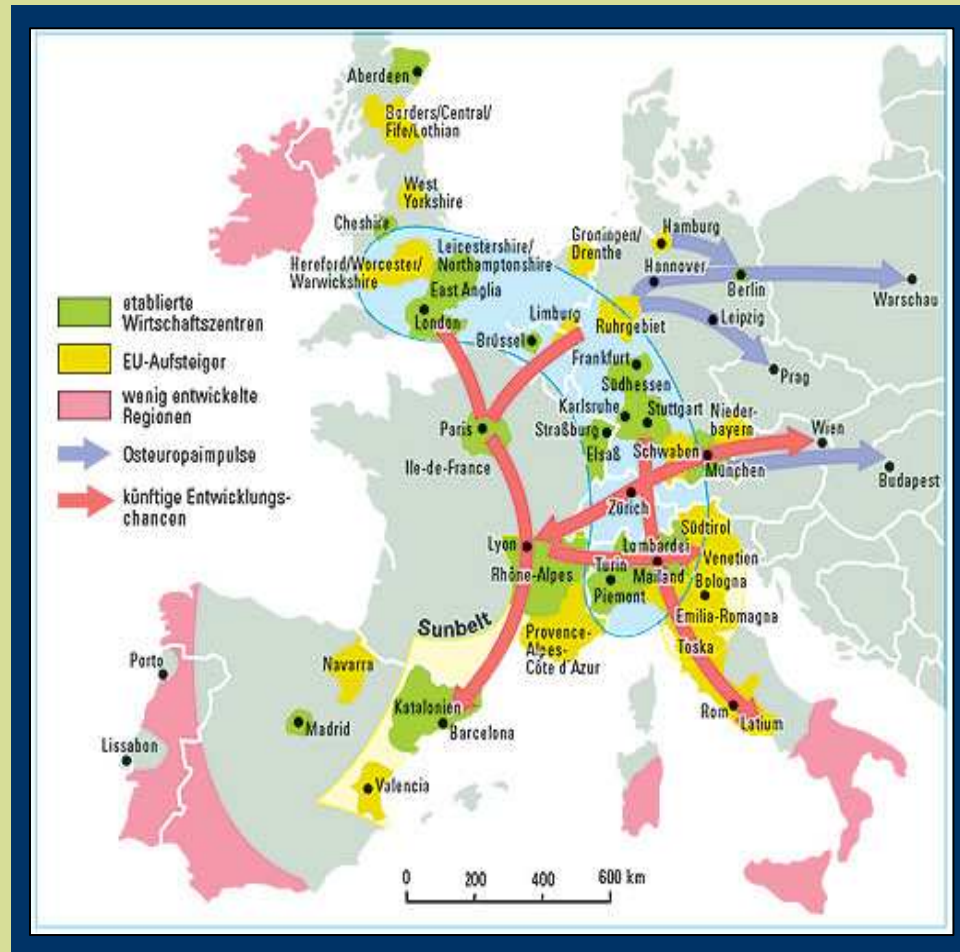
Freight Corridor links economic regions



Links the most active economic regions in Europe

Densely populated
Highly urbanised London,
Amsterdam, Brussels, Frankfurt,
Basle, Zurich and Milan

Major industries



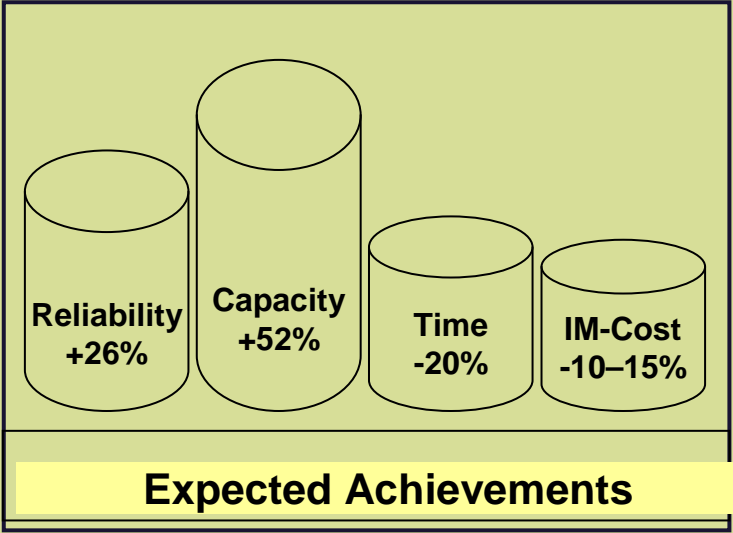
Strategic objectives



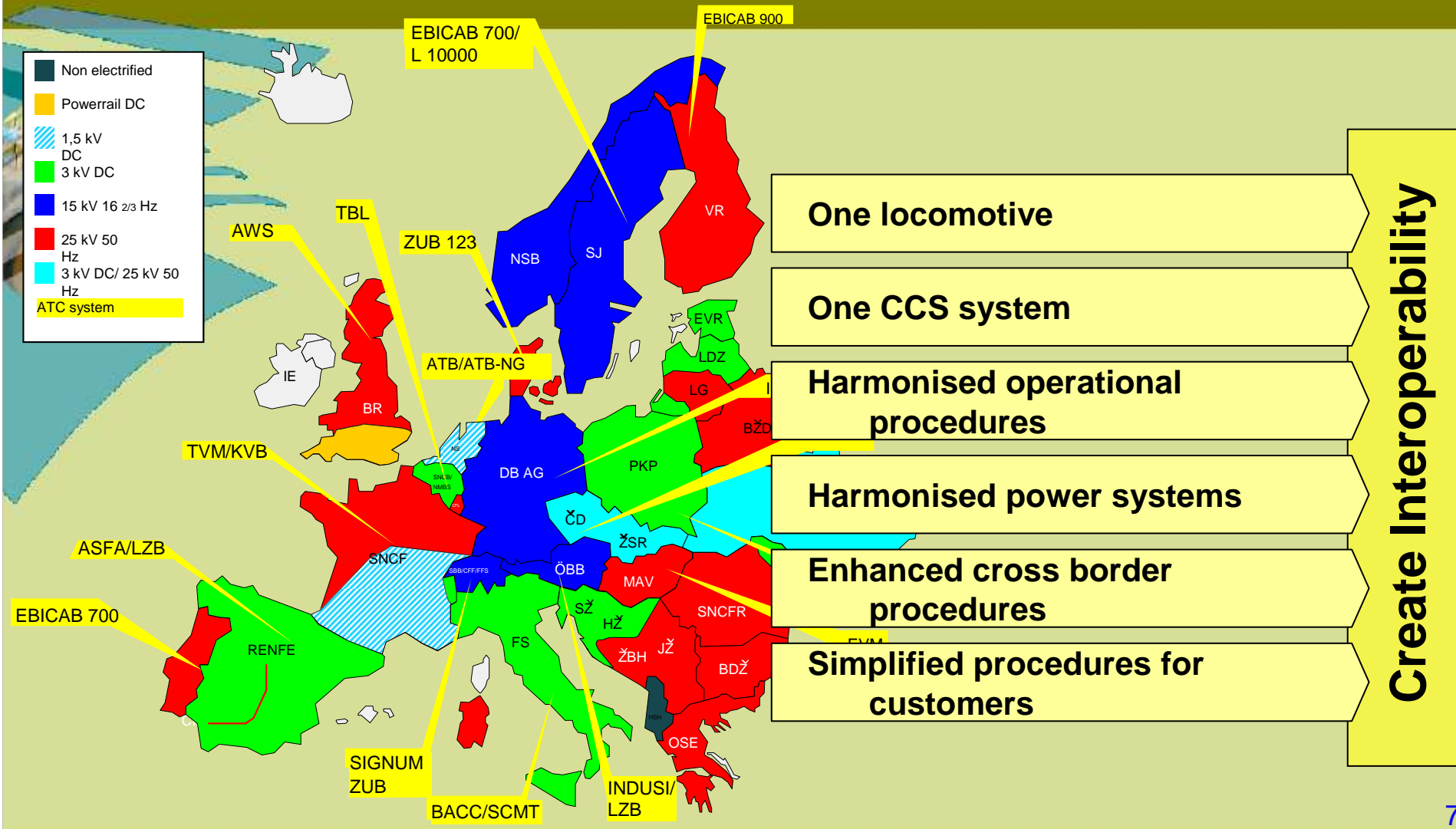
Shift traffic from road to rail

Meet market requirements

Develop European rail freight services



Create interoperability



Multicourante E-locs crossing borders



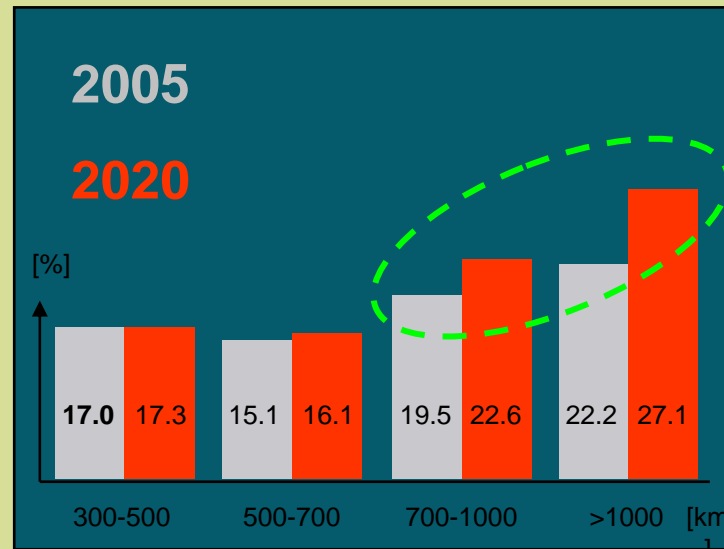
increase competitiveness of rail freight



Throughput sea ports

Rotterdam 376 Mio. t in 2005

Genoa 50 Mio. t in 2005



Source: ERIM interim report, pp. 9, 13, based on TEN-STAC data

Traffic increase rail

28.5 bn tkm in 2005

56.6 bn tkm in 2020e

Modal split rail

19.6% in 2005

23.1% in 2020e

Agenda



2

Organisation of programme

Political commitments: LOI

Ministries of
NL, DE, CH, IT
Lugano 2003

Memorandum of understanding

Schaffung einer internationalen Arbeitsgruppe zur Analyse der Probleme im Nord-Süd-Güterverkehrskorridor und zur Lösung derselben.

Der Staatssekretär im Bundesministerium für Verkehr, Bau- und Wohnungswesen der Bundesrepublik Deutschland, Herr Ralf Nagel, der Minister für Infrastruktur und Transport der Republik Italien, Herr Pietro Lunardi, der Minister für Verkehr, Wasserwirtschaft und öffentliche Arbeiten der Niederlande, Herr Roelf H. de Boer und der Vorsteher des Eidgenössischen Departements für Umwelt, Verkehr, Energie und Kommunikation, Herr Bundesrat Moritz Leuenberger bekräftigen

im Bewusstsein,

- dass der Güteraustausch wesentlich zum Wachstum der europäischen Wirtschaft beiträgt,
- dass der Güterverkehr nach den Kriterien der Nachhaltigkeit erfolgen soll,
- dass eine Optimierung des Modal-splits zwischen Schiene und Strasse im Güterverkehr mit Hilfe geeigneter Infrastrukturen und marktkonformer Anreize, ohne Diskriminierung und gemäss dem Prinzip der freien Wahl des Verkehrsmittels anzustreben ist,
- dass durch eine Stärkung des Güterverkehrs auf der Schiene die Funktionsfähigkeit der Strasse verbessert wird,

sowie aufgrund der Tatsache, dass

- der Güteraustausch zwischen den vier Ländern sowie im Transit durch dieselben ein stetiges Wachstum aufweist,
- die Güterverkehrsverbindungen auf der Schiene im Nord-Süd-Korridor ausgebaut und gestärkt werden sollen, um sie gegenüber der Strasse konkurrenzfähig zu erhalten,
- der Grenzübergang im Schienengüterverkehr besondere Schwierigkeiten aufweist,
- die Bestrebungen zur Verwirklichung des freien Netzzugangs im grenzüberschreitenden Schienengüterverkehr unterstützt und gefördert werden müssen,
- zu diesem Zweck eine Harmonisierung der technischen Bestimmungen im internationalen Schienengüterverkehr anzustreben ist

Ihren grundsätzlichen Willen zur Schaffung einer internationalen Arbeitsgruppe zur Analyse der Probleme im Nord-Süd-Güterverkehrskorridor und zur Lösung derselben, Folgende Rahmenbedingungen werden gesetzt:



EC, CER, UIC,
EIM, UINIFE,
Brussels 2005

Memorandum of Understanding (MOU)
between the European Commission
and the European Railway Associations
(CER – UIC – UNIFE – EIM)
establishing the basic principles
for the definition of an EU deployment
strategy for ERTMS



Ministries of
NL, DE, CH, IT
Bregenz 2006

LETTER OF INTENT ERTMS deployment on Rotterdam – Genoa corridor

Mr Moritz Leuenberger
Head of the Federal Department of Environment, Transport, Energy and Communications of Switzerland
Mr Pietro Lunardi
Minister of Infrastructure and Transport of Italy
Mr Karla M.H. Peijs
Minister of Transport, Public Works and Water Management of the Netherlands
Mr Wolfgang Tiefensee
Minister of Transport, Building and Urban Affairs of Germany

In agreement with the EU Trans-European Network - Transport ERTMS coordinator Karel Vinck

Background

The Rotterdam-Genoa rail freight corridor is continuing to develop rapidly and is one of the main rail freight axes in Europe. The Ministers signed a Memorandum of Understanding on 9 January 2005 to improve framework conditions for the development of rail freight services (the "IG-C project"). Following that Memorandum of Understanding the Ministers agreed in July 2004 to study the deployment of ERTMS on the corridor. A deployment strategy where ERTMS is implemented with priority on the main European rail corridors will improve the cost-benefit scenario considerably and can create a breakthrough for rail interoperability in Europe, which would facilitate integrated cross-border traffic. A cost-benefit analysis has been carried out, at the request of the Ministers, which showed, on the assumption of an annual 1.5-2.0% cost decrease of ERTMS equipment in the 2005-2015 period, a positive cost-benefit ratio in the medium-long term could be realised whereas the cost-benefit ratio would improve after more widespread ERTMS implementation on European corridors. Well targeted support can be justified to accelerate the roll out of the system. The cost-benefit ratio of ERTMS deployment on the corridor can improve considerably if ERTMS deployment is combined with a targeted programme of investments in infrastructure and of innovations in traffic management.

The Ministers,

Considering that:

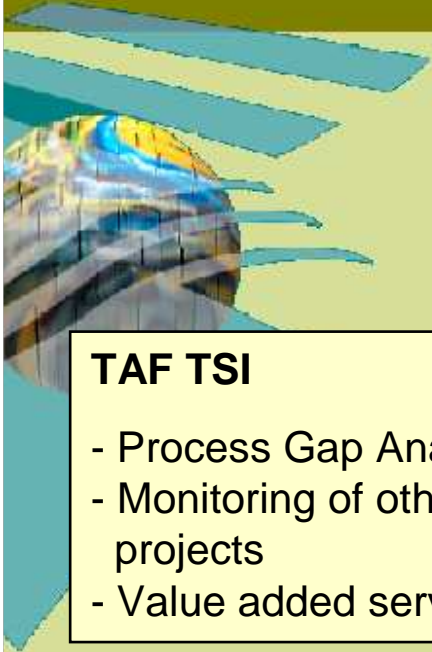
A working group will improve the quality of railtraffic on the Corridor

Establish an EU deployment plan for ERTMS

Implement the ERTMS freight corridor

EEIG Corridor Rotterdam – Genoa

Working Programme of EEIG



TAF TSI

- Process Gap Analysis
- Monitoring of other TAF projects
- Value added services

ERTMS

- Technical Interoperability
- Tendering & Rollout
- Homologation & Cross Acc.

Operations

- Operational Rules
- Traffic Management
- Training of Personnel

Capacity

- Corridor Traffic Forecast
- Elimination of Bottlenecks
- Infrastructure Parameters

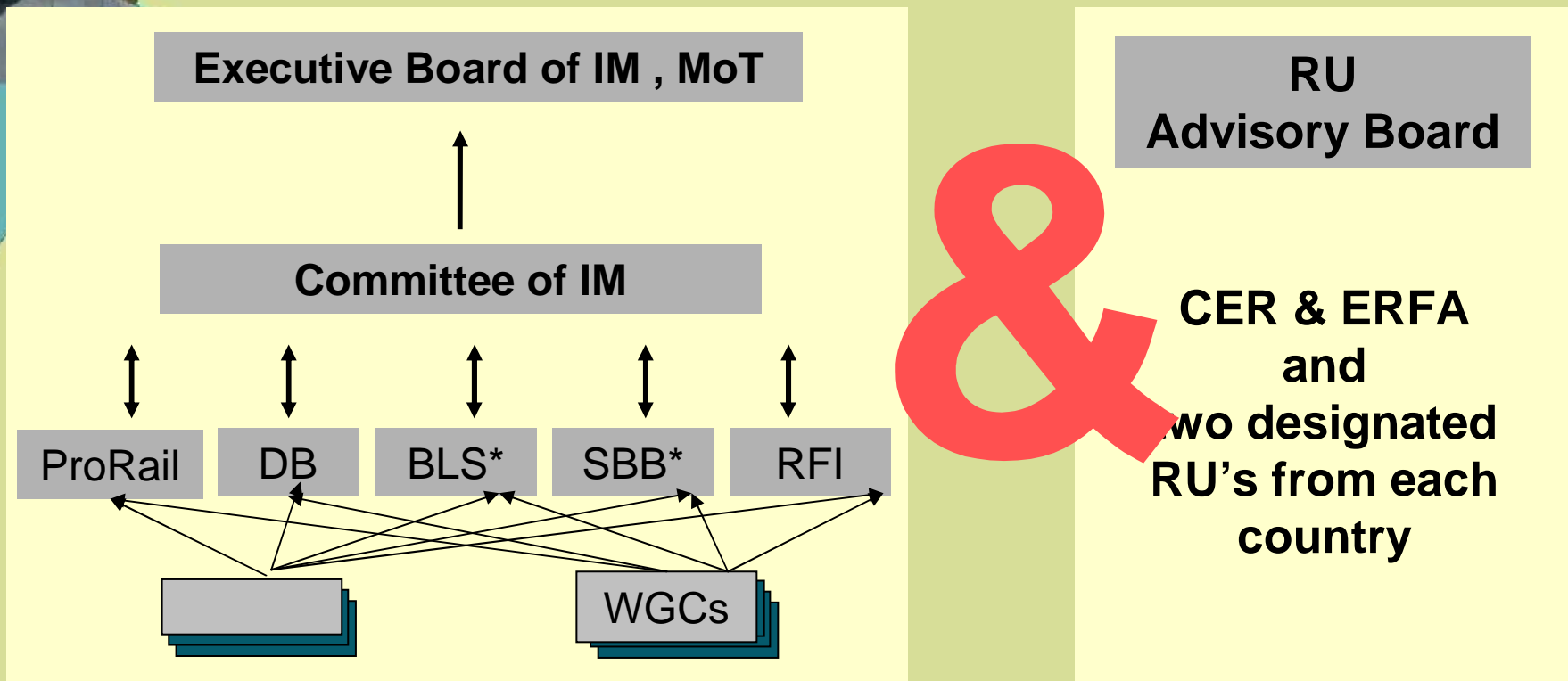
Traffic Quality

- OSS Optimization
- Traffic Performance
- Improving Quality
- Int. Capacity Allocation

Terminal Studies

- Performance Parameters
- Criteria of Terminals
- Criteria of Ports
- Improvement Options

Cooperation of Infra Managers & RU's



Agenda



3

goals achieved so far

Organisational results



- **Integrated working organisation set up for the corridor**
- **Strategic business plan developed as the starting point of all activities**
- **Corridor working groups established**
- **Implementation plan which contains all actions and measures**
- **Monitoring and reporting process**

Quality of services has been improved: by reducing response time

time for international ad hoc train path

- April 2007



- May 2008



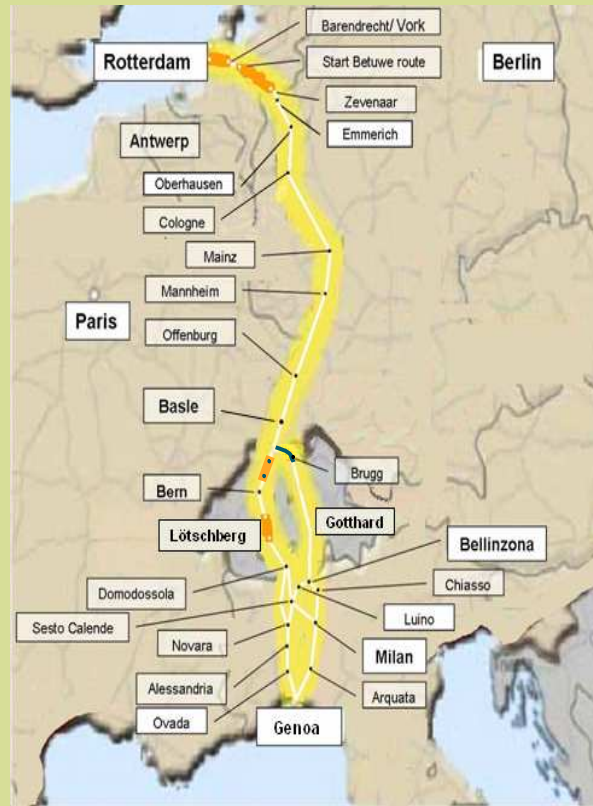
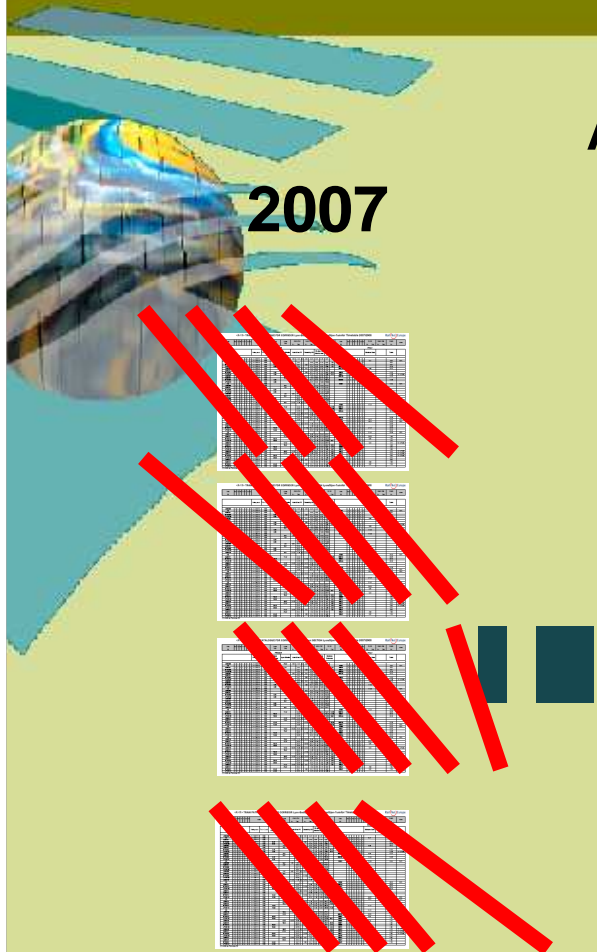
3. Work programme and goals achieved so far

by streamlining train paths

Annual time table process

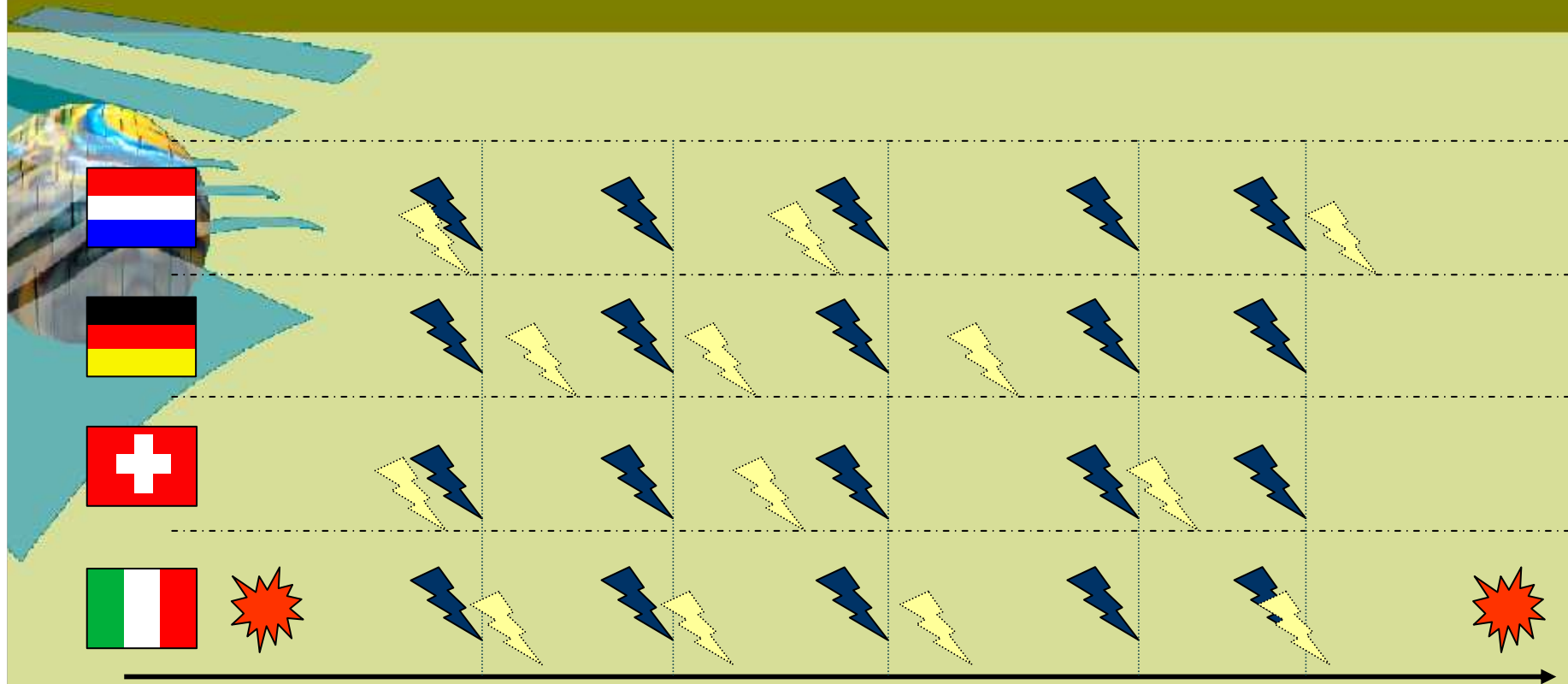
2007

2009



3. goals achieved so far

by harmonising the timetable adjustments



Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov



Annual
Time table change



2006
12 intermediate adjustm



2007
5 intermediate adjustments

Betuweline in NL: 2007



4.8 b €

Lötchberg base tunnel in CH: 2007



4.7 b €

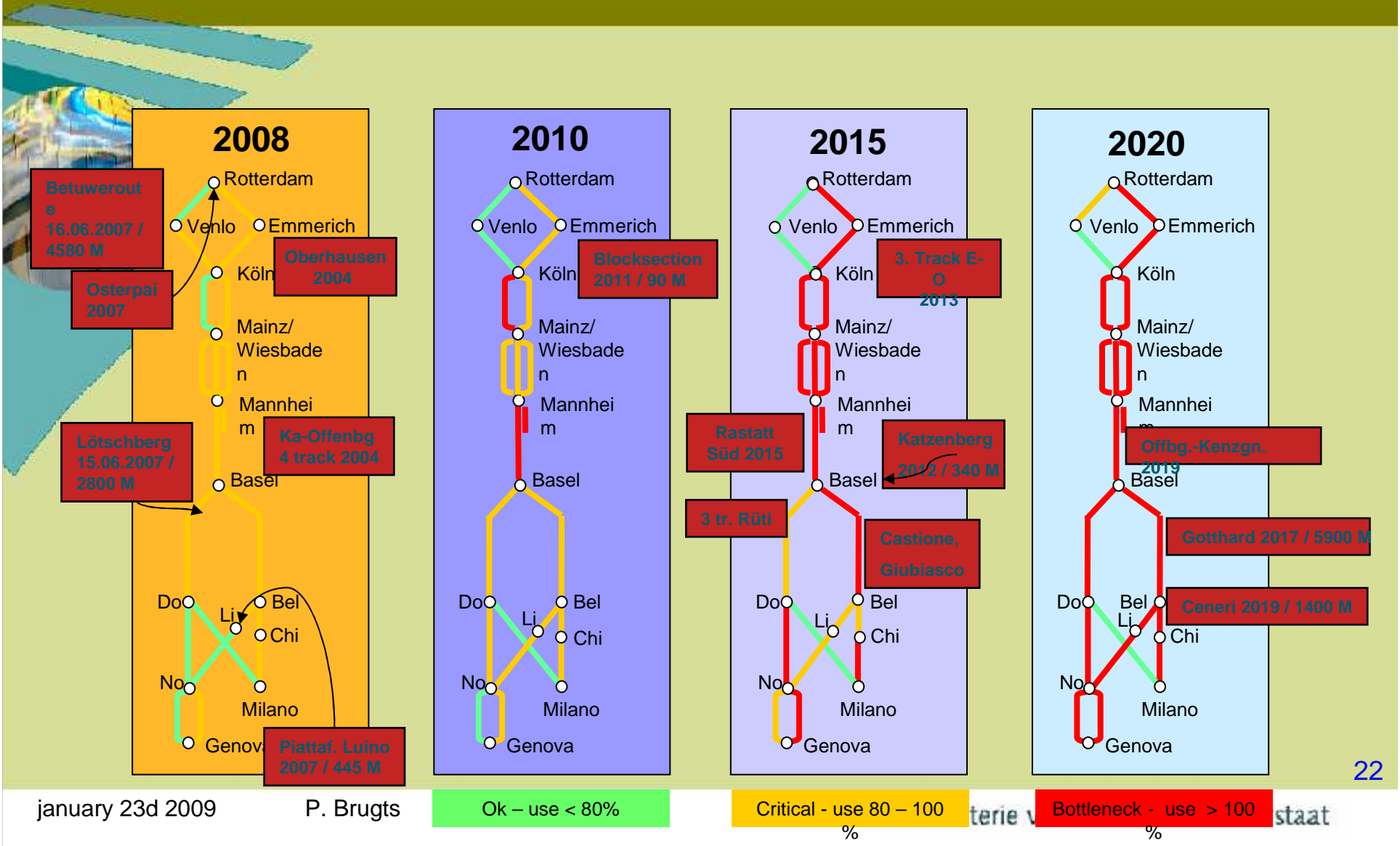
Agenda



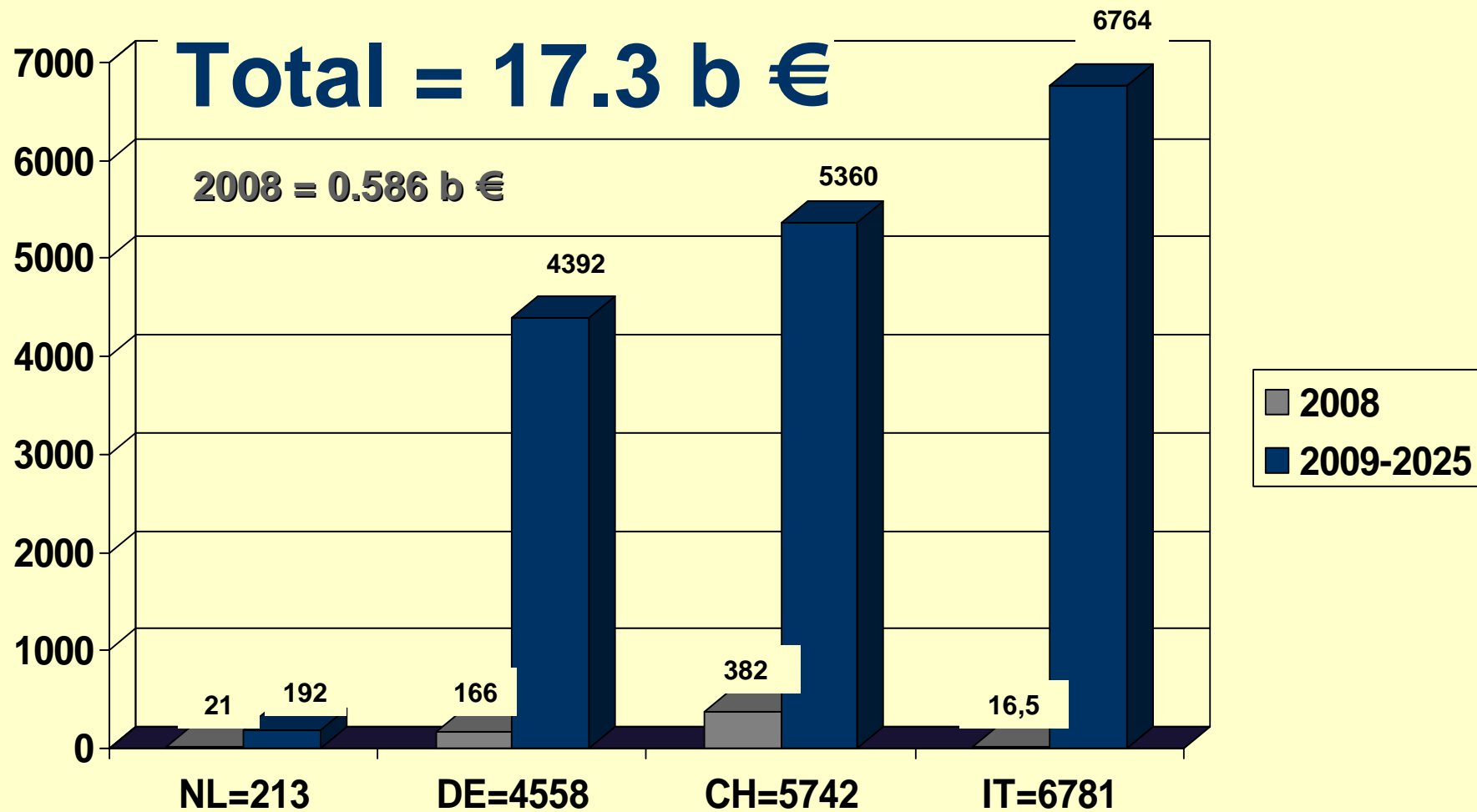
4

Work programme

Debottleneck capacity to meet future demands



Total future investments



Figures in [Mio. €]

Capacity enlargements in near future



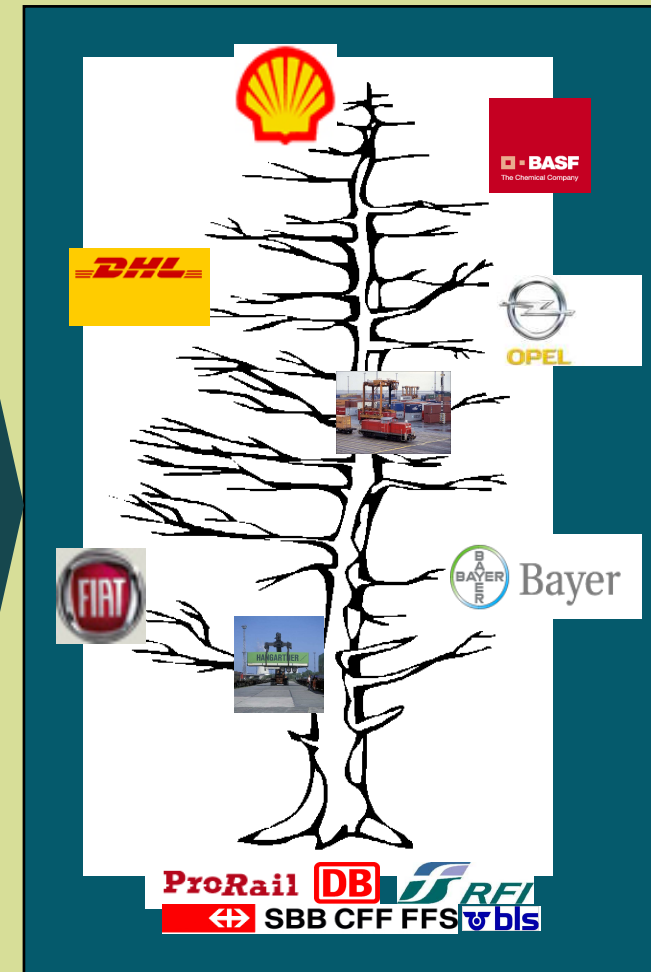
Karlsruhe - Basel



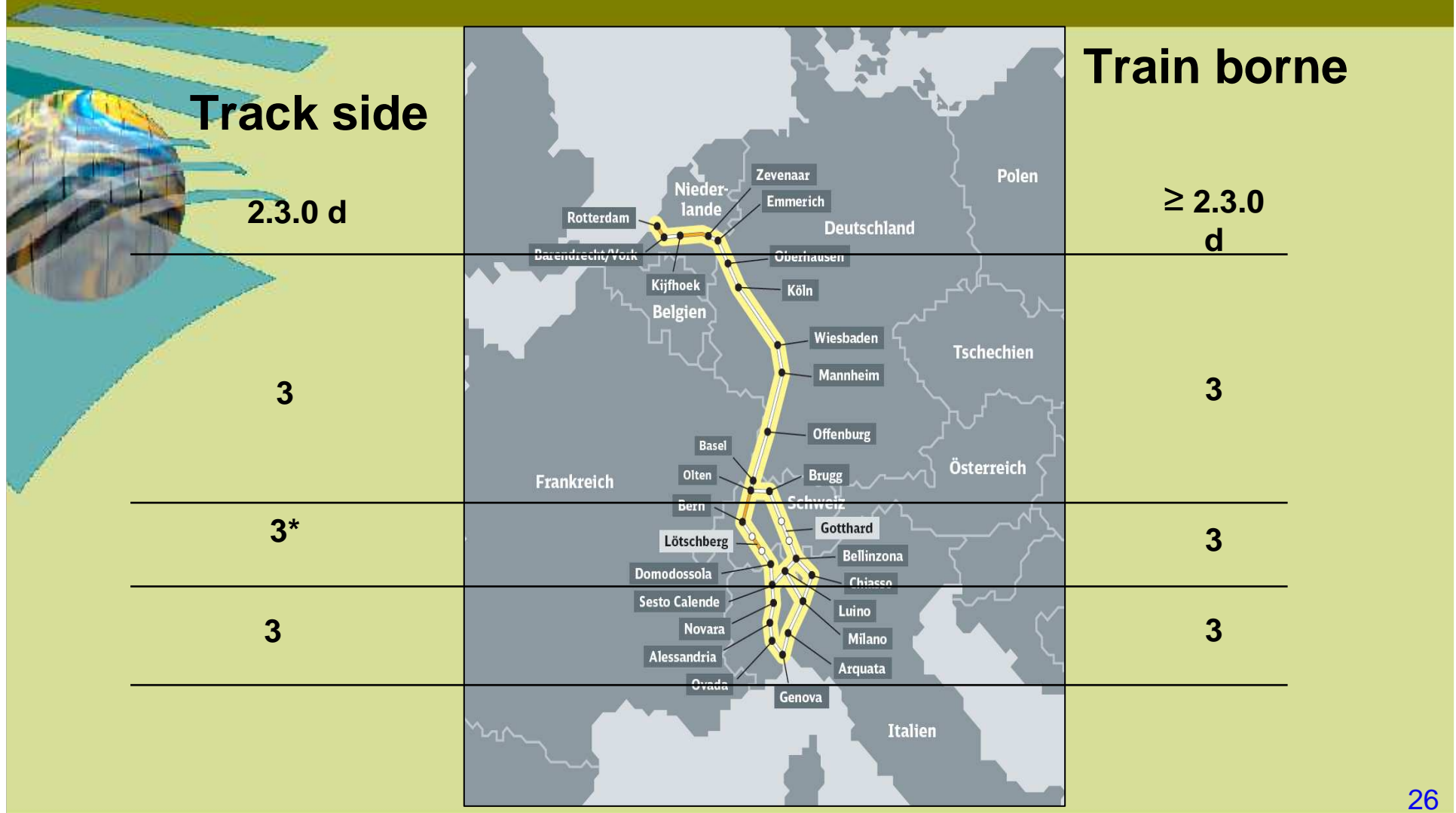
Gotthard base tunnel

4. Work programme

scope includes terminals and end-customers



ETCS operations on the corridor in 2015



Corridor: part of EU masterplan freight



Thank you for your attention



Peter Brugts

Ministry of Transport Netherlands

Peter.brugts@minvenw.nl

+31(0)652596045

**EEIG CORRIDOR
ROTTERDAM-GENOA**



Stefan Wendel

Managing Director

Phone +49-(0)69-265-45440

Fax +49-(0)69-265-45442

Mobil +49-(0)160-97404757

stefan.wendel@bahn.de