

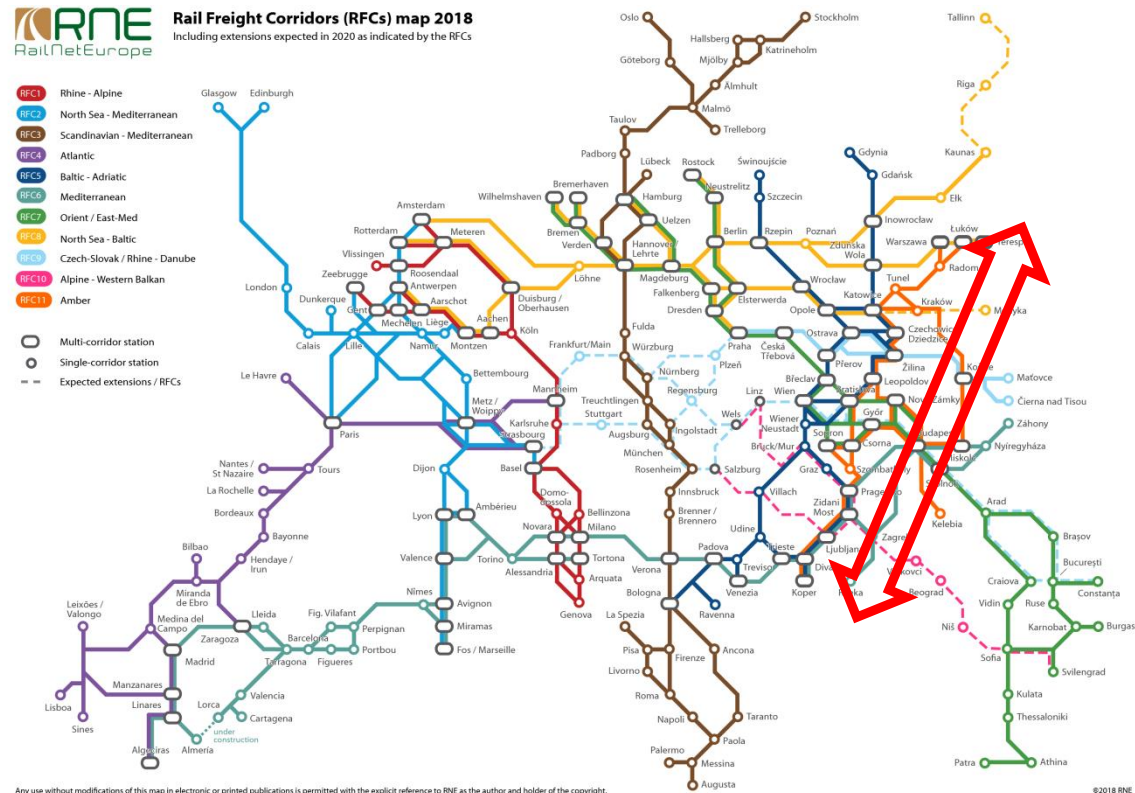
# RFC 11 Amber Corridor Opening Event

18th September 2019, Koper



**Rail Freight Corridors** are forming an extensive network of railway lines providing reliable and good-quality service throughout the European Union.

Each of the 9 corridors that were set up between 2010 and 2015 have proved their customers that they are able to ease the necessary procedures and enhance the productivity of the railway sector. This purpose was very important in 2010, but even more important today. In the autumn of 2019, a new corridor is joining the already existing ones: **RFC11 Amber corridor**.

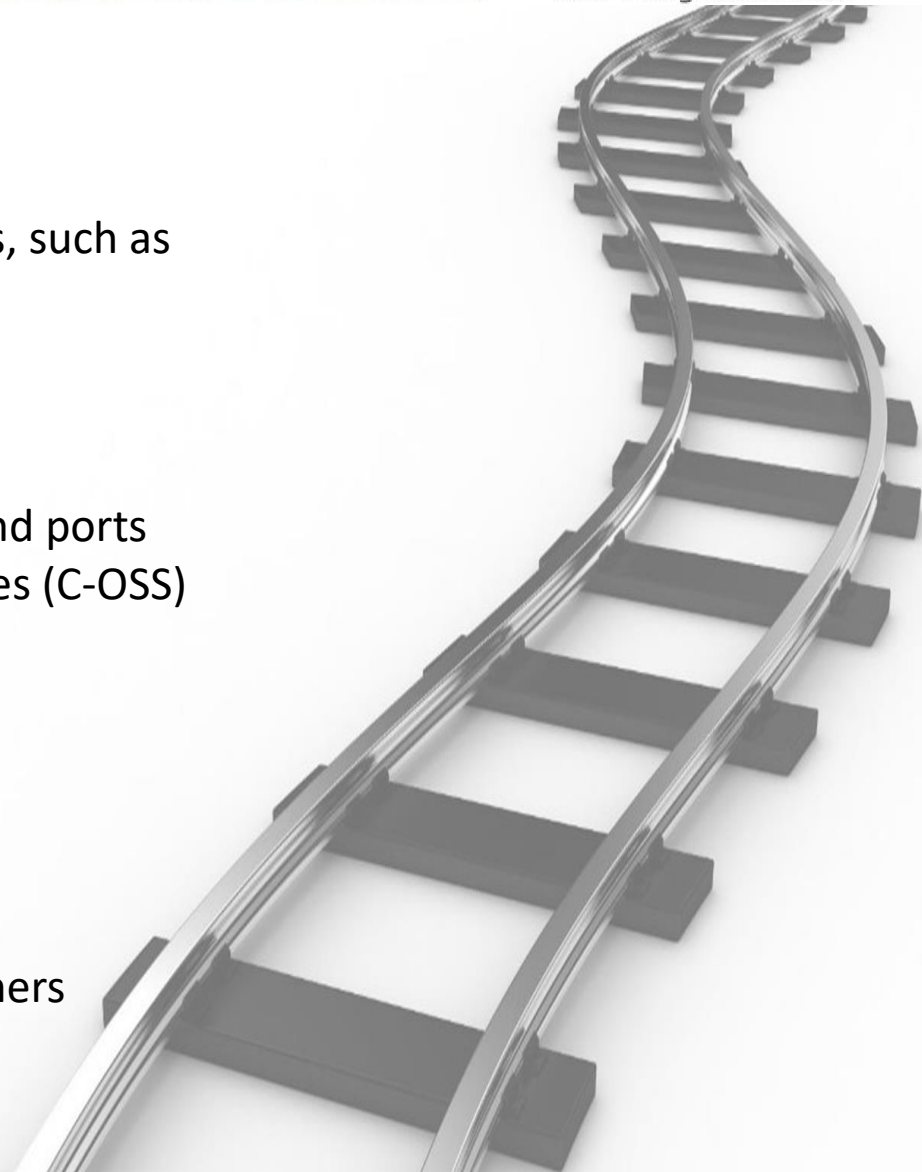


Rail Freight Corridors are providing

- Informative documents about railway lines, such as
  - Technical parameters
  - Track closures, construction works
  - Average utilization
  - Average transit times
- Informative documents about terminals and ports
- One competent contact person for all issues (C-OSS)
- Harmonised timetables

All of this makes the railway traffic

- easier to plan
- more effective to operate
- to provide better quality service for customers
- producing only  $\frac{1}{3}$  **amount of CO<sub>2</sub> emission** compared to road transportation

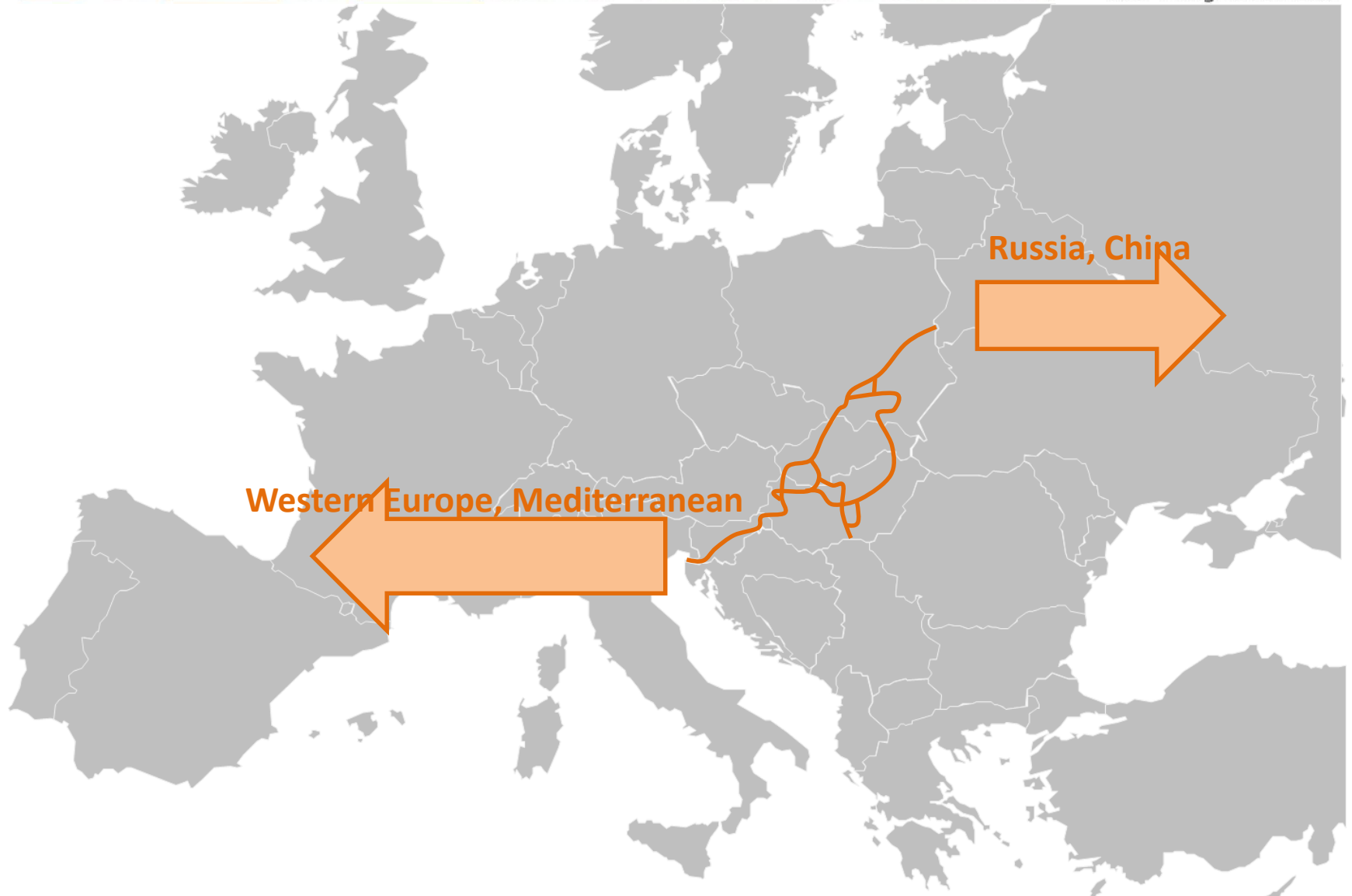




In 2019, the role of Rail Freight Corridors is more important than ever. Not only because of the environmental-friendliness of railway transportation, and harmonized modernization programs above national level but because of the **4th railway package of EU**.

In the near future, the 4th railway package has to be implemented in every EU-countries. The competent leaders and colleagues of Rail Freight Corridors can be a great help to all stakeholders in railway segment to ease all the necessary processes.





As the share of intermodal traffic is getting higher, **intermodal terminals** are becoming more and more significant participants in the forwarding chain. However, in East-Central Europe the number and geographical location of the terminals along the corridor is not satisfying – one of the most important purpose would be to help the traffic on the corridor with numerous well-operating, frequently located terminals.

These terminals have to provide high quality services as well, not only regarding opening hours and prices but technical parameters, too.



Next to the improvement of intermodal terminals, there are other requirements to be fulfilled, such as the so-called **TEN-T parameters**. Based on the Act 39. of **1315/2013** EU regulation, by 2030 all core network lines have to provide the possibility to be ran by trains with;

- **22.5 t axle load**
- **100 km/h speed**
- **740 m train length**
- **ETCS**
- **Lines have to be electrified**



The **Implementation Plan** has been prepared and published by the Management Board of the corridor, taking into consideration the viewpoints of Railway Undertakings as well. The document is containing the actual parameters of railway lines along the corridor as well as the list of the most necessary actions to reach the target of TEN-T requirements by the given timeframe.

Concerning the positive future of railway the improvements of the rail infrastructure are crucial but having the necessary human resources are also important. As we all know the sector is over aged and all of us suffering the lack of qualified and experienced employees. So I would like to encourage the decision makers to focus on not only the steel and stone but human resources also.





Besides all the added value that Rail Freight Corridors are presenting, there are some possibilities for further improvement.

Although all corridors are providing harmonized offers regarding train paths for freight trains which make the traffic easier to plan, the infrastructure expenses of the trains are varying country by country like a patchwork. These costs could also be harmonized by multilateral agreements among the participating states of the corridor in order to support to increase the market share of railways including corridor traffic.

In that case, a harmonized financial offer could form the part of the Corridor portfolio as well, in which all access charges and other costs were published in a user-friendly form. It would be a real benefit for the customers of Rail Freight Corridors.



- Documentation of RFC11 <https://rfc-amber.eu/>
- Corridor map of RailNetEurope [www.rne.eu](http://www.rne.eu)
- [https://www.ecta.com/resources/Documents/Best%20Practices%20Guidelines/guideline\\_for\\_measuring\\_and\\_managing\\_co2.pdf](https://www.ecta.com/resources/Documents/Best%20Practices%20Guidelines/guideline_for_measuring_and_managing_co2.pdf)



**Thank you for your attention!**

**Mr. András Nyíri**  
Spokesperson of Railway Advisory Group

