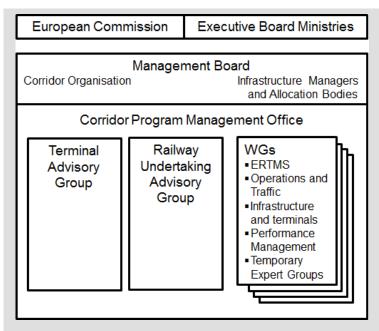


Rhine-Alpine Corridor Leaflet - Rotterdam/Zeebrugge/Antwerp – Genoa

Corridor bodies



- Executive Board
- Management organisation
- Management Board
- Management Board
- Railway undertaking advisory group
- Terminal advisory group

Ministries of transport of the Netherlands, Belgium, Germany, Switzerland and Italy

Legal status: European Economic Interest group (EEIG)

Members:

- NL: ProRailBE: InfrabelDE: DB-Netz
- CH: BLS, SBB, trasse.ch
- IT: RFI

Members: two railway undertakings per state, chosen by the ministries of transport

Terminals situated along the corridor with relevant flows of international traffic by rail

Key facts

Route length

Rotterdam – Genoa: 1 400 km Zeebrugge – Genoa: 1 500 km Total length of all the routes in the corridor 2 500 km

Track kilometres

4 900 km

Further statistics

Corridor with the densest flows of freight traffic by rail in Europe

4 deep-sea ports, 6 inland ports

About 50 intermodal terminals

Number of international freight trains:

Emmerich Gr. / Venlo Gr.: ~ 37'000
Aachen Süd Grenze: ~ 22'000
Basel Bad Bf: ~ 55'000
Chiasso: ~ 13'400
Luino: ~ 9'500
Domodossola: ~ 25'300

(Source: Figures 2016 «Quarter Report RFC RALP WG I&T», Sep. 2017; sum of all trains in both directions per year)

Corridor activities

Interoperability

Introduction of a standard automatic train protection system over the whole corridor

Infrastructure bottle-necks

Coordination in the elimination of bottle-necks, either by expanding over other routes or by upgrading existing routes, in both cases with the objective of increasing total capacity

Integrated service concept

Encouraging the infrastructure managers and capacity allocation bodies involved to standardise and to use compatible processes for capacity and performance management (including punctuality) with the objective of reinvigorating freight traffic on the corridor.

Corridor aspirations

- to offer capacity which meets market needs and which will satisfy future market requirements for international freight traffic by rail
- to facilitate trains running interoperably
- to improve quality and performance on the corridor in the short, medium and long term
- to act as a contact point for customers
- to coordinate all the processes in which corridor participants are involved in order to maximise performance, flexibility and reliability for railway undertakings and third party applicants

Contact

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