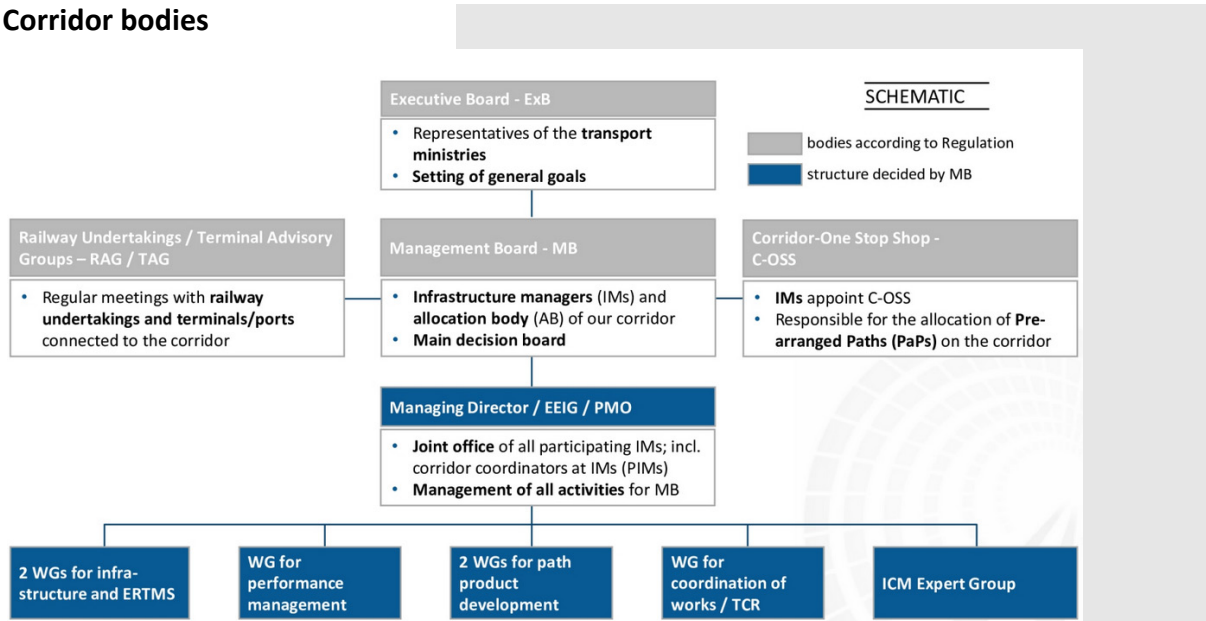


Fact Sheet – Rhine-Alpine Corridor

"Amsterdam/Rotterdam/Zeebrugge/Antwerp – Genoa"

Corridor bodies



Executive board

The transport ministries of the Netherlands, Belgium, Germany, Switzerland and Italy

Corridor organisation

Legal form: European Economic Interest Grouping (EEIG)

Board of directors (management board)

Members:

NL: ProRail
 BE: Infrabel
 DE: DB Netz
 CH: BLS Netz, SBB Infrastructure, Swiss Capacity Allocation Body
 IT: RFI

"Railway undertakings" advisory group

Members: train path applicants offering international freight transport services on the Corridor

"Terminals" advisory group

Terminals located along the Corridor with appropriate volumes of international rail freight traffic

Facts and figures

Route length

Rotterdam – Genoa: 1,400 km
Zeebrugge – Genoa: 1,500 km

- Total length of all Corridor lines
- Kilometres of track
- Other statistics

2,500 km

3,900 km

Corridor with largest volume of rail freight traffic in Europe

6 sea ports, 6 inland ports

Approx. 100 intermodal terminals

Number of freight trains travelling across borders:

- NL/DE border: ~ 45,400
- Aachen south border: ~ 23,200
- Basel Bad Stn.: ~ 52,000
- CH/IT border: ~ 47,200

(Source: 2019 figures from "Report freight trains crossing the RFC RALP borders 2019"; trains in both directions per year)

Corridor activities

- Interoperability:
- Infrastructure bottlenecks
- Integrated service concept

Implementation of a single European Train Control System throughout the Corridor

Coordination of efforts to eliminate bottlenecks, either by adding alternative routes or upgrading existing routes to increase total capacity

To promote the harmonisation and use of standardised processes for capacity/performance management and punctuality by the infrastructure managers and train path allocation bodies with the aim of boosting freight traffic volumes on the Corridor.

Corridor vision

- To offer capacity that is competitive and capable of satisfying future market demand for rail freight services
- To enable interoperable rail traffic
- Short, medium and long-term improvement of quality and performance on the Corridor
- To be a point of contact for customers

- To coordinate all the processes between Corridor stakeholders to deliver maximum performance, flexibility and reliability to the railway undertakings and third-party orderers

Contact

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