

COMMON DECLARATION
of the Ministers of Transport
of The Netherlands, Germany, Switzerland and Italy

on the ERTMS corridor A between Rotterdam and Genoa,

Background

The co-operation on the development of the rail freight corridor Rotterdam-Genoa has matured. Based on the MoU, signed in Lugano on the 9th of January 2003 to improve the framework conditions for the rail freight corridor, progress has been made in several areas such as: customs, cross-acceptance of drivers and rolling stock, co-operation for capacity allocation and traffic management and co-ordination in solving infrastructure bottlenecks. This co-operation was working under the condition of considerable market growth in the past with a valuable long-term potential. The ongoing competition between railway undertakings has further supported this positive development trend.

Considering the deployment of the ERTMS system as a base for the future development of the corridor, the Ministers signed a Letter of Intent on the 3rd of March 2006. ERTMS, which is already in operation in new infrastructure links like the Betuweroute, Mattstetten- Rothrist and the Lötschberg Base Tunnel since 2007, will be deployed over the whole corridor by 2015.

The Letter of Intent has been followed by the structured cooperation of the infrastructure managers, who set up an IM management committee (December 2006) to steer the co-ordination, developed an Infrastructure Manager corridor business plan 2007-2025 for the corridor (April 2007), appointed dedicated staff for the corridor's development starting in 2007 and set up a Program Management Office in Frankfurt, supported by the foundation of an Economical legal entity (EEIG) among themselves to support the co-ordination activities of the Infrastructure Managers (August 2008). Based on these activities applications for TEN-T funding for the corridor in 2007 were granted during the course of 2008, for ERTMS deployment and infrastructure bottlenecks. The Infrastructure Managers have developed the ERTMS implementation plan for the corridor, also based on the agreement initiated by the European Commission from 4 July 2008 with European Railway Associations and the industry on the development of the new ERTMS baseline 3. These developments were carried out in a successful cooperation with the EU Coordinator for ERTMS, Mr. Karel Vinck.

The Ministers, in the presence of the Vice-president of the European Commission Mr Antonio Tajani

Considering that:

- Having regard for the Letter of Intent signed on the 3rd of March 2006 in Bregenz by the Dutch, German, Swiss and Italian Ministers of Transport on the deployment of ERTMS along rail freight Corridor A Rotterdam – Genoa.
- Having regard for the draft Commission Decision amending Decision 2006/679/EC as regards the implementation of the technical specification for interoperability relating to the control-command and signaling subsystem of the trans-European conventional rail

system (TSI CCS) with a new Chapter 7 and the European Deployment Plan (hereafter called ERTMS-EDP) which is expected to be published soon by the European Commission providing the obligation for implementation of ERTMS, with priority on European rail freight corridors as well as ports and major terminals by 2015 / 2020, thus paving the way for a European rail freight ERTMS network. Part of the present TSI CCS is the provision that Member States shall make every effort for the availability of an external Specific Transmission Module (hereinafter referred to as "the STM"), as defined in Chapter 7 of the Annex, for their legacy Class B command-and-control systems enumerated in Annex B of the TSI by 31 December 2007.

- Having regard for the Memorandum of Understanding, signed by the European Commission and the European Railway Associations on the 4th of July 2008 in Rome concerning the strengthening of cooperation for speeding up the deployment of ERTMS including the needed development of baseline 3.
- Taking note of the aim of the European Commission to create a European rail network for competitive freight, setting out rules for the selection, organisation and management of freight corridors, through a legislative Regulation proposal that Member States are actually discussing (COM (2008) 852 final).
- Having regard for the green paper (COM (2009) 44 final) on the revision of the Trans-European Networks for the 2014 2020 period;
- Recalling the efforts already undertaken in the corridor sector through:
 - the setting up of the Executive Board of Ministry representatives;
 - the setting up of the Management Committee representing the Infrastructure managers;
 - the foundation by 2008 of the EEIG of Infrastructure Managers of Corridor A Rotterdam–Genoa;
 - the preparations for the deployment of ERTMS supported by the Member States concerned and the European Union;
 - the co-ordinated planning in the form of a business plan from the Infrastructure Managers 2007 2025;
 - addressing capacity, quality and interoperability issues;
 - updating the overall corridor 2006 2008 2012 action plan in 2008 by the Ministries;
 - and having set up the railway undertakings advisory board and the terminal platform in the 1st quarter of 2009.
- The negotiations between the European Community and the Swiss Confederation on the simplification of inspections and formalities in respect of the carriage of goods and on customs security measures are in progress with the aim of finalising an agreement by 1 July 2009.
- Having regard for the sections already realised along the corridor:
 - In the Netherlands, the Betuweroute which was put into service in June 2007
 - In Germany, the additional high-speed tracks between Rastatt and Offenburg – in service since 2004 – increasing capacity on the existing tracks

- In Switzerland, the new line Mattstetten Rothrist, which was put into service in December 2004 and the Lötschberg Base Tunnel, which was put into service in June 2007.

Recognising:

- Important and continued growth of rail freight traffic on the Rotterdam-Genoa corridor in previous years and the urgent need to accommodate this existing market demand.
 - Despite current economic recession the prognosis of continued growth of corridor traffic over medium to long term is maintained, at least doubling of freight traffic is expected in the period 2006-2020.
 - The important progress reached by the infrastructure managers in their cooperation to improve the quality of the corridor, notably with capacity allocation including one-stop-shop, monitoring of traffic, punctuality and co-operation with terminals.
 - The impact of continued traffic increases on railway noise for the citizens living close by the railways and the need to co-operate among the corridor countries on reducing railway noise particularly from rail freight wagons.
 - The importance of common analyses of the Infrastructure Managers of infrastructure bottlenecks like such as the solutions elaborated and proposed to optimise the use of the existing railway capacity along the corridor and in this way make the impact of infrastructure decisions for the whole corridor transparent to all parties.
- Recalling the deadlines and activities for infrastructure development that were agreed upon or made public:
 - In Switzerland, the completion of the Gotthard Base Tunnel by 2017 and the Ceneri Base Tunnel by 2019.
 - In Germany, the aim to upgrade the entire line Emmerich Oberhausen to three tracks by 2013 (MoU between Ministers from 2007).
 - Working on the planning and financing of further infrastructure capacity improvements on the corridor:
 - Border section Netherlands – Germany: upgrade of the border section Zevenaar – Emmerich to three tracks (MOU between Ministers 2007);
 - In Germany, upgrade of the entire line Karlsruhe – Basel to four tracks
 - Supporting the working in a coordinated manner on a programme for further alleviating infrastructure bottlenecks, based on a structured corridor analysis of transport needs and infrastructure capacities for the period 2008 2015 2020 from the Infrastructure Managers.

Ask the European Commission for that purpose to

- Take into account the need for co-ordinated development of the freight corridors in the ongoing TEN-T revision process, giving due attention to improvements in the utilization of capacity, assessment of the infrastructure needs in the framework of corridor / networks with the effects of alleviating bottlenecks, improving cost-benefit analyses and ratios at EU level;

- Arrange communitarian co-funding, as enabled through the above-mentioned financial regulation Nr. 680/2007, taking into account the priorities set in the present declaration.
- Have the European Co-ordinator will support the full realisation of this railway axis according to the corridor programme proposed by the Infrastructure Managers as early as possible, taking into account the deadlines referred to therein.

Decide for the Rotterdam - Genoa corridor A to

1. Adopt the ERTMS implementation plan for the corridor by 2015 as proposed by the Infrastructure Management Committee to the executive board which is according to the ERTMS-EDP, in this way amending the previous deadlines contained in the Letter of Intent signed on the 3rd of March 2006 in Bregenz. The implementation of ERTMS on the corridor will be based on ERTMS baseline 3 for implementations in Germany, Switzerland and Italy. The Infrastructure Managers are requested to make public the ERTMS implementation plan on the corridor.
2. Support the solid implementation of decisions regarding the financial commitments from the national governments as stated in the ERTMS implementation plan with regard to the measures to eliminate infrastructure bottleneck while already the allocated TEN-T funding continues to be secured for the 2007-2013 period.
3. Continue to work in close co-operation towards the alleviation of bottlenecks on the corridor based on the periodic monitoring report by the Infrastructure Management Committee concerning the corridor project programme. Special focus will be given to further improving the utilisation of the capacity of existing infrastructure e.g. by harmonising infrastructure parameters for gauge, axle load, and train length to enable better production.
4. Cooperate closely with all parties concerned to ensure time planning of the development of the ERTMS baseline 3 agreed at the MOU of the 4th of July 2008 and signed in Rome between the European Commission and the railway sector, including appropriate risk management.
5. No longer require in the implementation strategy, to the benefit of railway undertakings, the development of intermediary interoperable solutions on the corridor for the rolling stock (STM) as was foreseen in the Letter of Intent signed on the 3rd of March 2006 in Bregenz. Rolling stock equipped with solely ERTMS (baseline 3) will be able to run over the whole corridor by 2015.
6. Have the Infrastructure Managers prepare for common procurement of ERTMS equipment where possible, based where applicable on the baseline 3 of ERTMS, and to make a proposal for this to the Executive Board by the end of 2009;
7. Ask National Safety Authorities together with EC/ERA, notified bodies, IM'-s and industry to develop by 2010 a common certification process for authorising the putting into service of ERTMS equipment on the corridor infrastructure and on rolling stock with the aim of making this efficient and transparent to all parties involved.
8. Ensure maximum support to the recommendations included in the annual report for the Corridor Rotterdam – Genoa (annexed to this declaration), which contain improvement actions concerning quality, capacity, interoperability aspects of infrastructure management, access to the market and safety procedures.
9. Reinforce the efforts to improve the quality of rail freight on the corridor by all parties concerned, which is even more necessary in the light of the ongoing economic

- situation. An agreement on this should be envisaged between the Management Committee of the corridor and its railway undertakings advisory board by mid 2010.
10. Arrange a proposal before the end of 2009 in order to share in the development of a common approach to the incentives, which does not produce high costs for implementation and administration, and for retrofitting freight wagons to obtain lower noise emissions.
 11. Steer and supervise the implementation of this declaration by the Executive Board constituted by delegates of the Transport Ministries on the Corridor.

Drafted in Genoa, 26 May 2009

Republic of Italy

Sen. Roberto Castelli,
Il Viceministro delle Infrastrutture e dei Trasporti,

Swiss Confederation

**Bundesrat Moritz Leuenberger, Vorsteher des Eidgenössischen Departements für
Umwelt, Verkehr, Energie und Kommunikation**

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