



Implementation plan – Annex 8

General Objectives

Rail Freight being one of the greenest transport modes – able to move large amounts of cargo in an efficient manner, typically with zero emission electric locomotives – Rail Freight Corridor Orient/East-Med seeks ways to enhance the use of rail freight by market operators, within the framework set in the regulation (EU) No 913/2010 of the European Parliament and of the Council (the RFC regulation).

With the TEN-T Core Network Corridors focusing on hard „infrastructure” measures, the Rail Freight Corridors are focusing on “operational” measures. Taking into account the objectives of:

- The European Green Deal which gave a clear direction and based on that, the „Sustainable and Smart Mobility Strategy – putting European transport on track for the future” of the European Commission gave a specific strategic objective of increasing rail freight by 50% until 2030 and doubling until 2050),
- The Ministerial Declaration regarding Rail Freight Corridors signed in Berlin, 21 September 2020, on further strengthening and developing the Rail Freight Corridors, enhancing rail freight transport as one of the most environmentally friendly ways of moving freight.
- The Joint Ministerial Declaration On effective improvements eliminating the bottlenecks and facilitating international traffic on the Orient/East-Med Rail Freight Corridor signed in Rotterdam, 21 June 2016 reiterating the need for national action and cross-border coordination procedures in the field of railway transport, while respecting the principle of subsidiarity.

The Executive Board of the Rail Freight Corridor Orient/East-Med sets the following general objectives to contribute to reach the ambitious goals of the strategies above.

1. Increasing the modal share of rail freight by concentrating on enhancing rail freight transport as one of the most environmentally friendly ways of moving goods by:
 - a. Improving procedures and facilitating accessibility of railways, meaning all international freight trains that use the alignment of the corridor. Providing better, more reliable services with emphasis on:
 - i. Attracting customers with the services of the Corridor-One-Stop-Shop – as it is one of the most useful services of the Rail Freight Corridors, providing easier access for customers in order to reduce the drawback of different national systems.
 - ii. Facilitating solving issues that need higher level attention especially when out of the transport sector.

- iii. Continuous improvement of processes concerning the operation of the railway infrastructure.
 - b. Promoting the sector and its services.
- 2. Support the improvement of the corridor and enabling better adaptation to market needs by enhancing communication and dialogue between relevant stakeholders. The inputs of market actors are one of the most important indicators of how the railway system as a whole is performing. For this reason, the Executive Board monitors closely by ensuring the voice of market actors is heard. To do so the following interactions are to be ensured on the corridor:
 - a. Providing a platform for the spokespersons of the Railway Undertaking and Terminal Advisory Groups to give their inputs directly to the Executive Board together with the Management Board representatives – also helps transport policy administration to better understand the day-to-day work of the market actors;
 - b. Providing Executive Board representation on the Railway Advisory Group / Terminal Advisory Group meetings organised by the Management Board. This gives a chance for member states' ministry representatives to receive detailed direct feedback from several market actors while it shows the interest and commitment of ministries to customers.
 - c. Providing Executive Board presence on the Management Board meetings if requested.
- 3. Close cooperation between the Core Network Corridor and the Rail Freight Corridor Orient/East-Med to support each other's work and take advantage of synergies.

Ensuring good communication between the Coordinator and his team and the RFC OEM governance, especially the chair and ExBo but also the rail infrastructure managers and the customer representative RAG. Organise regular workshops and high level meetings.
- 4. Monitoring and measuring these objectives in a transparent way by using Key Performance Indicators and target values– to ensure a continuous, measurable follow up of the progress made by the corridor.
 - a. Use the appropriate KPIs and their measuring intervals for each objective (RNE KPIs and if necessary beyond those) together with the Management Board.
 - b. Adjust the implementation plan to make progress in the targeted areas.
 - c. Set target values for each KPI. Develop, operate and improve the monitoring system of the corridor.