



Co-financed by the European Union
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2014

Annual Report



adif



SNCF
RÉSEAU



RFI
RETE FERROVIARIA ITALIANA
GRUPPO FERROVIE DELLO STATO ITALIANE



Slovenske železnice



ažp



MÁV

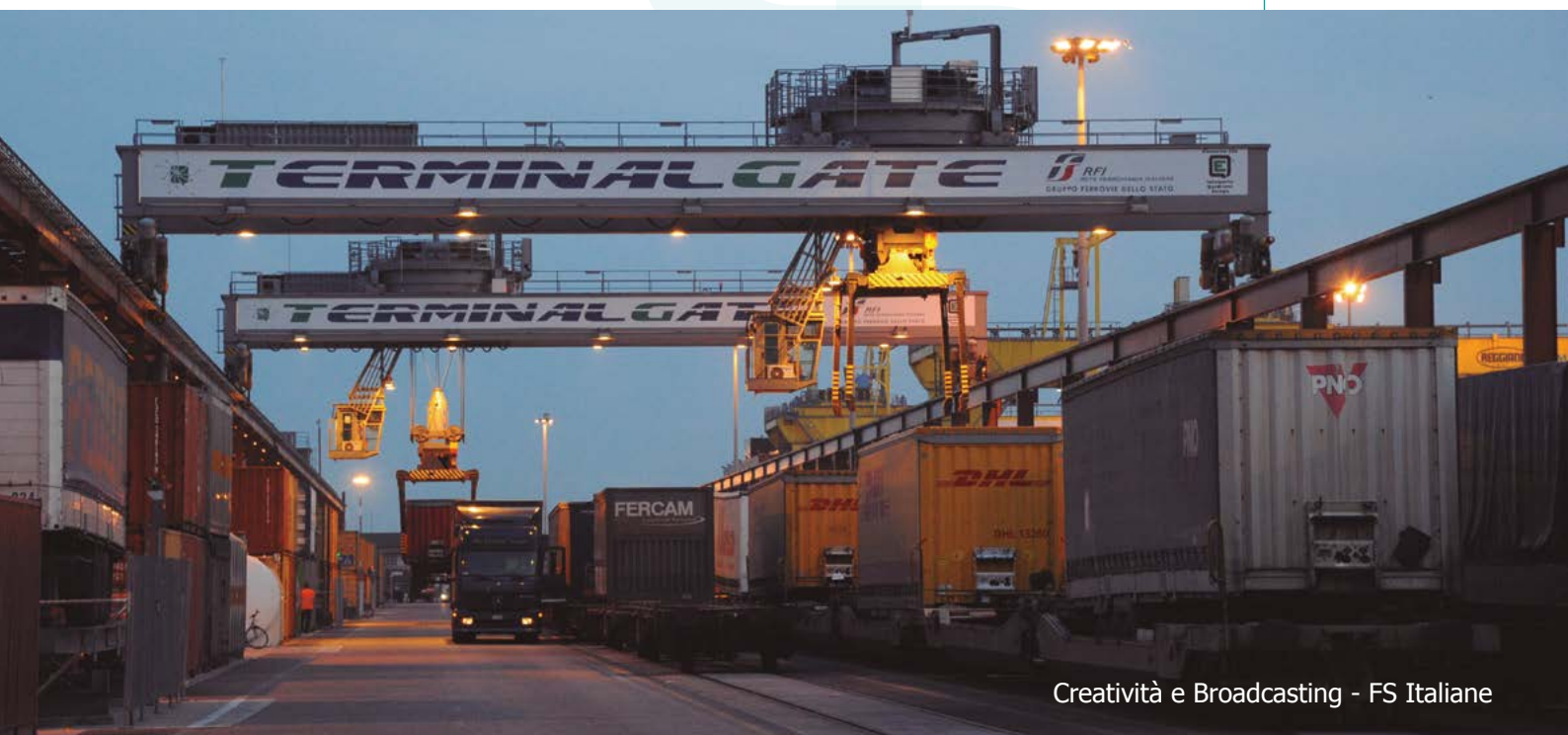


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GLOSSARY

AB	Allocation Body is the body or undertaking responsible for allocating railway capacity on the infrastructure
ADIF	Administrador de Infraestructuras Ferroviarias is the Spanish Infrastructure Manager
AŽP	Javna agencija za železniški promet Republike Slovenije is the Slovenian Railway Capacity Allocation Body, which is responsible for nationwide capacity allocation on the rail network and for determining charges and collection of users fees
CEF	Connecting Europe Facility Regulation (Reg. (EU) 1316/2013) established a financial envelope to accelerate investment in the field of trans-European networks. This funding has been programmed according to annual or multi-annual work programmes specifying a set of priorities and the funding available for each priority. CEF Call refers to the call for proposals for which RFC 6 – Mediterranean Corridor submitted his project to be co-founded by the EU
CID	Corridor Information Document (art. 18 Reg. EU 913/2010)
EB	Executive Board of RFC 6 – Mediterranean Corridor (art. 8.1 Reg. EU 913/2010)
EC	European Commission
EEIG	European Economic Interest Grouping (Reg. EEC 2137/85)
ERTMS	European Rail Traffic Management System
FCA	Framework for Capacity Allocation
GA	General Assembly, the decision making body of the EEIG for RFC 6 – Mediterranean Corridor
HŽI	Hrvatske Željeznice Infrastruktura d.o.o. is the Croatian Infrastructure Manager
IM	Infrastructure Manager means any body or undertaking that is responsible for establishing and maintaining railway infrastructure. The functions of the Infrastructure Manager on a network may be allocated to different bodies (see Directive 2012/34/EU)
IP	Implementation Plan (art. 9 Reg. EU 913/2010)
MÁV	MÁV Magyar Államvasutak Zártkörűen Működő Részvénytársaság is one of the Hungarian Infrastructure Managers

GLOSSARY

MB	Management Board of RFC 6 - Mediterranean Corridor (art. 8.2 Reg. EU 913/2010) the General Assembly of the EEIG acts also as MB of RFC 6 - Mediterranean Corridor
C-OSS or OSS	Corridor One-Stop-Shop or One-Stop-Shop
PaP(s)	A pre-constructed path on a Rail Freight Corridor according to the Regulation. A PaP may be offered either on a whole RFC or on sections of the RFC forming an international path request crossing one or more international borders
PaP Network PR	Priority Rules for Network PaP. The designation of Network PaP may be decided by the Management Board of one RFC to assure the best use of corridor capacity, or especially in the case of capacity requests involving more than one RFC. The designation of Network PaP must be justified under certain conditions (art 5.2 FCA). A specific formula to calculate the priority value is available in Annex 3 of the FCA. The Management Board of RFC 6 – Mediterranean Corridor did not deem necessary to designate Network PaP on its route for TT 2016
PaP Standard PR	Priority rules for Standard PaPs. The priority is calculated according to a formula that takes into account: the total length of a request + the total length of the feeder/outflow requested multiplied by the number of running days requested. The dossier which is requesting more capacity wins and the C-OSS will offer alternative PaPs to the applicant with the lower priority ratings
PMO	Permanent Management Office
PR	Priority rules in allocation are priority criteria to be defined by the MB and applied by the C-OSS for the allocation of PaPs in case of conflicting requests which cannot be solved through consultation. The aim of priority rules is to allocate the requested PaP to an applicant and to find alternative solution for the other. The two types of priority rules defined in the FCA, applied by RFC 6 - Mediterranean Corridor, are Standard PR (art. 14) and Network PR (art. 5)
RAG	Railway Undertakings Advisory Group (art. 8.8 Reg. EU 913/2010)

GLOSSARY

RC	Reserve Capacity
Regulation	Whenever you will find "Regulation" in this document it will refer to Regulation (EU) no 913/2010 of the European Parliament and the Council of the 22 nd of September 2010 concerning a European rail network for competitive freight
RFCs	Rail Freight Corridors. The Corridors identified, set up and organized in compliance with the Regulation
RFC 6	Rail Freight Corridor 6
SNCF Réseau (formerly RFF)	Réseau Ferré de France was the name of the French IM; RFF and the infrastructure division of SNCF merged to create SNCF Réseau. SNCF Réseau is therefore the new name of the French IM
RFI	Rete Ferroviaria Italiana is the Italian Infrastructure Manager
RNE	RailNetEurope
SŽ-Infra	Slovenske železnice - Infrastruktura d.o.o. is the Slovenian Infrastructure Manager
TAG	Terminal Managers/Owners Advisory Group (art. 8.7 Reg. EU 913/2010)
TM	Traffic Management
TP Ferro	TP Ferro Concesionaria is the concessionaire for the high-speed railway line between Spain and France
TPM	Train Performance Management
TT	Timetable
VPE	Vasúti Pályakapacitás-elosztó Korlátolt Felelősségű Társaság is the Hungarian Railway Capacity Allocation Body, which is responsible for nationwide capacity allocation on the rail network and for determining network access charges
WG	Working group





2014 Annual Report

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RFC 6 - Mediterranean Corridor Foreword

The year 2014 brought significant developments for the European Network of Rail Freight Corridors, as six of them, including Rail Freight Corridor 6 – Mediterranean Corridor, began functioning in November 2013, according to Regulation EU 913/2010 concerning the European rail network for competitive freight.

Therefore, 2014 has been the first round-year fully in operation for the Corridor, and many challenges have been overcome.

The Corridor Information Document, and the Implementation Plan have been published on-time and updated. A reliable and client-oriented C-OSS (the Corridor One Stop Shop) was set up and over 10 million train-kilometers in Pre-arranged Paths have been offered to the market. As a result, eight rail operators are currently running their freight trains along the Corridor.

We also made an effort to adjust the offer to the requirements from the clients by increasing, for Timetable 2016, the volume and quality of Pre-arranged Paths available to the rail companies.

However, there are still many other challenges that we will face in the near future. Our Corridor is still under construction and our task is not even close to be finished. Our duty is to keep advancing gradually, but firmly, towards an even more accessible and customer friendly Corridor.

And from an institutional point of view, in the coming months we will take the necessary steps to fully adapt the Corridor to Regulation EU 1316/2013, with the extension to Croatia and the incorporation of HZinfra as a new member of the EEIG.

RFC 6 - Mediterranean Corridor intends to provide solutions for a common approach for investments, the removal of bottlenecks and the implementation of interoperable solutions. Only in such a way, the European freight rail industry will benefit from a useful Corridor structure, closer to the international freight market, and therefore, able to operate more efficiently.

Jorge SEGRELLES GARCÍA

EEIG RFC 6 - Mediterranean Corridor President

A large, stylized handwritten signature in black ink, consisting of several loops and a long horizontal stroke.



After two years of operations I'm very proud to present the results achieved by RFC 6 – Mediterranean Corridor from its opening.

The first important achievement is a strong governance structure, where every single component of the organization is working for a common goal. The governance of the corridor has constantly been improved and now RFC 6-Mediterranean Corridor can rely on a robust and flexible organization.

All the provisions foreseen by the Regulation 913/2010 became reality

thanks to the strong efforts made by the staff of the Permanent Management Office and thanks to the support of all the Members. Dialogue and commitment have always been the most important characteristics of our Corridor, notably as far as the relationship with stakeholders and customers is concerned.

This report will present very interesting figures related to the first operational year, showing a strong interest of the stakeholders in the use of the Corridor.

Nevertheless, even if strong foundations have been laid, we are aware that there is still room for improvement, therefore we are working to put in place upgrading measures in order to fulfil all the customers' needs and recommendations.

For the next timetable year (2016 - not in the scope of this report) the positive trend has been supported by a stronger commitment of our members, who decided to increase the capacity to be dedicated to the Corridor in line with a general request coming from our customers.

In the near future RFC 6 – Mediterranean Corridor will deal with many challenges, like the extension to Croatia, but our main focus will always be the improvement of the services delivered to our customers with a view to support the competitiveness of the international freight transport.

Andrea GALLUZZI

EEIG RFC 6 - Mediterranean Corridor Managing Director

Effective transport is fundamental for maintaining the EU's prosperity. It is also a key to a well-functioning internal market and the ability of all of our regions to remain part of a fully integrated world economy. Transport is important for our economy and society, because it enables economic growth and job creation: it must be sustainable because of the challenges we are facing. Transport is global, that is why successful actions require constructive international cooperation. And the rail freight corridors are a good practice of that. Rail, especially for freight, is sometimes seen as an unattractive

mode. But examples in some member states prove that it can offer a quality service. The challenge is to ensure structural change to enable rail to compete effectively and take a significantly greater proportion of a medium and long-distance freight.

Regulation (EU) 913/2010 concerning an European rail network for competitive freight entered into force on the 9th of November 2010. As a result, our RFC6 was launched on the 10th of November 2013.

In the existence of the RFC 6 - Mediterranean Corridor, 2014 was an important year, because it was the first year after our corridor was established. In the last year a significant progress has been made in the development of RFC 6 - Mediterranean Corridor. In this annual report you will find an overview of the RFC 6 - Mediterranean Corridor management structure and the achievements we've reached in the past year.

We would like to express our gratitude for the efforts and great dedication of all members of the Executive Board, the Management Board, the PMO, the Terminal Advisory Group and Railway Undertaking Advisory Group, along with the national experts contributing to the Working Groups. The reaching of this goal would not have been possible without them.

I am convinced that rail freight traffic will be more and more attractive and its competitiveness is more relevant in comparison to road traffic. So let us again work together in the future in order to achieve this goal.

Bojan KEKEC

EEIG RFC 6 - Mediterranean Corridor GA Chairman

1. Introduction

This report has two main objectives:

- Providing Corridor Stakeholders with general information related to the activities carried out by RFC 6 – Mediterranean Corridor in 2014;
- Showing the fulfilment of the regulatory obligations provided by Regulation 913/2010, hereinafter referred to as the Regulation.

As far as this second objective is concerned RFC 6 – Mediterranean Corridor gathered within this report the following information:

- Monitoring the Quality of Service on the freight corridor, which is composed of:
 - Performance Monitoring Report (art. 19.2 of the Regulation);
 - Customer Satisfaction Survey (art. 19.3 of the Regulation).

This report also presents an overview of the corridor activities carried out in 2014 including those performed in the second half of 2013 for the setting up and opening of the Corridor.

2. Corridor Main Characteristics

- 5 Countries: Spain, France, Italy, Slovenia and Hungary (Enlargement to Croatia is foreseen by November 2016);
- 6 Infrastructure Managers and 2 Allocation Bodies: ADIF, TP Ferro, SNCF Réseau, RFI, SŽ – INFRA, AŽP, MÁV and VPE. (enlargement to HŽI-Croatian Infrastructure manager is foreseen by November 2016);
- Line distance: over more than 7.000 km from Algeciras (ES) to Záhony (HU);
- Diversionary routes: 550 km;
- 9 sea ports;
- About 90 terminals.



3. Background

RFC 6 – Mediterranean Corridor is one of the pillars of the European Commission general strategy to foster internal transport market enabling market growth and job creation. As a matter of fact, one of the major EC priorities is the establishment of international rail corridors for a European-wide rail network for competitive freight. This specific objective is justified both in terms of strengthening competition with other modes of transport and in terms of tackling pollution by enhancing sustainable mobility.

According to the deadline set in the Regulation, RFC 6 - Mediterranean Corridor was made operational by the 10th of November 2013. RFC 6 - Mediterranean Corridor crosses five Countries of the European Union: Spain, France, Italy, Slovenia and Hungary (six by 2016 with the inclusion of Croatia).

RFC 6 - Mediterranean Corridor line covers a distance of more than 7.000 km through the route Almería – Valencia/Algeciras/Madrid - Zaragoza/Barcelona - Marseille – Lyon – Turin – Milano – Verona – Padova/ Venezia –Trieste/Koper – Ljubljana – Budapest – Záhony (Hungarian-Ukrainian border).

The RFC 6 - Mediterranean Corridor connects the most important ports of southern Europe: Algeciras, Cartagena, Valencia, Tarragona, Barcelona, Marseille, Venezia, Trieste, Koper and soon also Rijeka (HR).

Rail Freight Corridor 6 Mediterranean Corridor

is one of the nine corridors enlisted in the Regulation. The Regulation, entered into force on the 9th of November 2010. For further information visit:

http://ec.europa.eu/transport/modes/rail/infrastructures/rail_freight_oriented_network_en.htm



Pursuant to the Regulation 1316/2013 amending the Regulation, RFC 6 was renamed Mediterranean Corridor and its route was modified as it will be explained in the following chapters.

Rail Freight Corridor 6 Mediterranean Corridor

is the most interconnected corridor in Europe, being crossed by six freight corridors (1,2,3,4,5,7). Given its nature of transversal corridor, the Mediterranean Corridor has been strongly committed to find adequate inter-corridors standardized interfaces and procedures to meet customers' expectations.

RFC 6 – Mediterranean Corridor is a major European freight corridor, linking South-Western and Eastern EU Countries. It represents also a key access gateway to Ukraine.

RFC 6 – Mediterranean Corridor reconciles existing corridors, such as ERTMS Corridor D, which main aim was the deployment of the European Train Control system and the promotion of interoperability - and some RNE-corridors, which addressed timetabling and capacity allocation issues.

Rail Freight Corridors (RFCs) map 2015

Including extensions expected in 2016 as indicated by the RFCs



Based on Regulation (EU) No 913/2010, this map was created by RNE and agreed with all RFCs. Any use without modifications of this map in electronic or printed publications is permitted with the explicit reference to the RNE as author and holder of the copyright.

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The European Traffic Management System (ERTMS)

is a major industrial project being implemented in the European Union. The main goals of the project are the enhancement of cross-border interoperability and the implementation of common signaling and speed-control equipment.

Setting up of RFC 6 – Mediterranean Corridor

In order to comply with the Regulation the IMs and ABs participating in RFC 6 – Mediterranean Corridor created the MB through the signature of a Memorandum of Understanding that entered into force on the 11th of April 2012.

In order to strengthen cooperation, as it was suggested by the EC, all the Members agreed that RFC 6 – Mediterranean Corridor governance structure would take the form of a European Economic Interest Grouping (EEIG).

The European Economic Interest Grouping

is a legal instrument developed at European level supporting business cooperation among companies located in different Member States of the European Union. The EEIG is a form of association between companies or other legal bodies, which have their central administration in different Member States. Its aim is to facilitate the economic activities of its members, but it cannot make profits for itself. See Council Reg. (EEC) No 2137/85 of the 25th of July 1985.

For this purpose on the 7th of June 2012 in Rome, RFC 6 – Mediterranean Corridor MB decided to extend the mission and the membership of Corridor D EEIG for the establishment of RFC 6 – Mediterranean Corridor EEIG. This solution was considered the most reasonable since the greatest part of RFC 6 – Mediterranean Corridor principal route overlaps with the ERTMS Corridor D line.

Corridor D was established in 2007 by four of the eight companies involved in RFC 6 – Mediterranean Corridor:

- Administrador de Infraestructuras Ferroviarias (ADIF);
- Réseau Ferré de France (RFF);
- Rete Ferroviaria Italiana (RFI) and
- Slovenske železnice - Infrastruktura d.o.o. (SŽ – INFRA).

The main objective of Corridor D was the promotion of measures for improving interoperability, increasing the range of services and implementing ERTMS on the Valencia-Budapest line.

On the 18th of December 2013 the already existing structure of ERTMS Corridor D was enlarged with the inclusion of MÁV, TP Ferro, AŽP and VPE. On the 19th of December 2013 the EEIG was renamed EEIG for RFC 6, with the addition in the statute of all the new tasks and competences attributed to RFCs by the Regulation.

On the 31st of March 2014 the MB appointed three new managers of the EEIG for RFC 6 - Mediterranean Corridor.

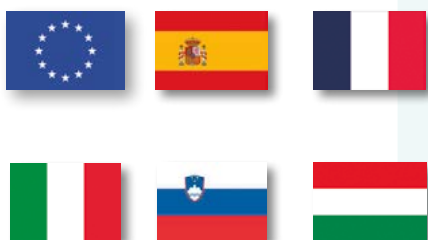
President - EEIG Manager:
Jorge Segrelles García

Managing director-EEIG Manager:
Andrea Galluzzi

Deputy managing director-EEIG Manager:
István Pákozdi

4. Governance

➤ Executive Board



The EB of RFC 6 – Mediterranean Corridor is composed of the authorities of the Member States belonging to the Corridor. It was established through an administrative agreement signed in Brussels on the 11th of March 2013 by the Ministries of Transport of Spain, France, Italy, Slovenia and Hungary.

The Ministry of Transport of France chairs the EB of RFC 6 -Mediterranean Corridor.

According to the Regulation the EB is responsible for defining the general objectives and supervising the activities of the Corridor.

On the 15th of December 2014 the EB approved the Framework for Capacity Allocation for the forthcoming timetable period (art. 14(1) of the Regulation).

The most important decisions made by the EB can be summarized as follows:

- 2007 establishment of the Executive Board of the ERTMS Corridor D;
- March 2013 establishment of the EB of RFC 6 - Mediterranean Corridor;
- July 2013 approval of the Framework for Capacity Allocation;
- December 2013 approval of the IP;
- December 2014 agreement on the new Framework for Capacity Allocation.

➤ Management Board

In line with the Regulation the MB is composed of the IMs and ABs participating in the Corridor. The MB is responsible for all the Corridor tasks provided for in the Regulation.



➤ The EEIG

As already anticipated in the previous chapters, the MB set up the EEIG for RFC 6 – Mediterranean Corridor to deal with all the administrative issues related to the activities of the Corridor. The governing body of the EEIG is the GA, which acts also as Corridor MB. Mr. Bojan Kekec (SŽ – INFRA) chairs the GA.

In 2014 the GA rounded up on six occasions.

Dates	Main Decisions
31.03.2014	Approval of the EEIG Financial statements; Appointment of new EEIG managers, Delivery of information on the state of play of the Transport Market Study and the Capacity Study .
28.04.2014	Preparation of Executive Board meeting and SERAC meeting, first discussion on the enlargement to the Croatian Infrastructure Manager (HŽI) , OSS booking results, update of the Capacity Study, decision on Late Path Request.
12.06.2014	Appointment of the new EEIG Auditor; Approval of the Capacity Study, approval of the final report of the Transport Market Study, approval of the work plan for the inclusion of the Croatian Infrastructure Manager (HŽI) , Report on the C-OSS activities, Corridor Forum information.
10.10.2014	C-OSS Report on results and RC 2015, discussion on TT 2016, RailNetEurope projects, discussion on the new Framework for Capacity Allocation, TAG-RAG Agenda, Extension to Croatia.
12.11.2014	Overview of the CEF Call 2014, Implementation Plan and Corridor Information Document update action plan, Report on Traffic Management and Performance Management, OSS state of play (RC and TT 2016).
18.12.2014	Introduction of HŽI representative, state of play of RC 2015, TT 2016, General Terms and Conditions and Cooperation Agreement discussion, Report on IP and CID update, CEF Call discussion and finalization, Proposal for re-launching ERTMS along the Corridor.

The MB decided to delegate all its operative functions to a PMO located in Milan and the administrative functions to the EEIG managers.

➤ The Permanent Management Office

The PMO of RFC 6 – Mediterranean Corridor was set up in Milan (Italy) in June 2013 in a RFI area.

The MB decided that the PMO would be composed of 3 full time personnel: one **Managing Director** from RFI, one **Deputy Director/Infrastructure Advisor** from MÁV and one **C-OSS Leader** from RFF. In late 2014, the EEIG GA decided to hire a full time **Office Assistant** to support the work of the PMO.

The international composition of the team is considered to be a key requirement to ensure a fair balance of representation among the partners and a corridor oriented perspective overcoming national views.

Who we are / the staff of RFC 6 - Mediterranean Corridor



Managing Director/EEIG Manager:
Andrea GALLUZZI

He is a full time manager dedicated to the EEIG and RFC 6 - Mediterranean Corridor.
He is the head of the PMO and the main coordinator of all corridor related activities. He is responsible for the correct implementation of all tasks and obligations ensuing from the Regulation.



**Deputy Director/Infrastructure
Advisor/EEIG Manager:**
István PÁKOZDI

He is a full time manager dedicated to the EEIG and RFC 6 - Mediterranean Corridor.
As Infrastructure Advisor, he also has the responsibility to constantly update and collect the technical parameters of the corridor, control and draft the geographical description of the network and complete the CID.



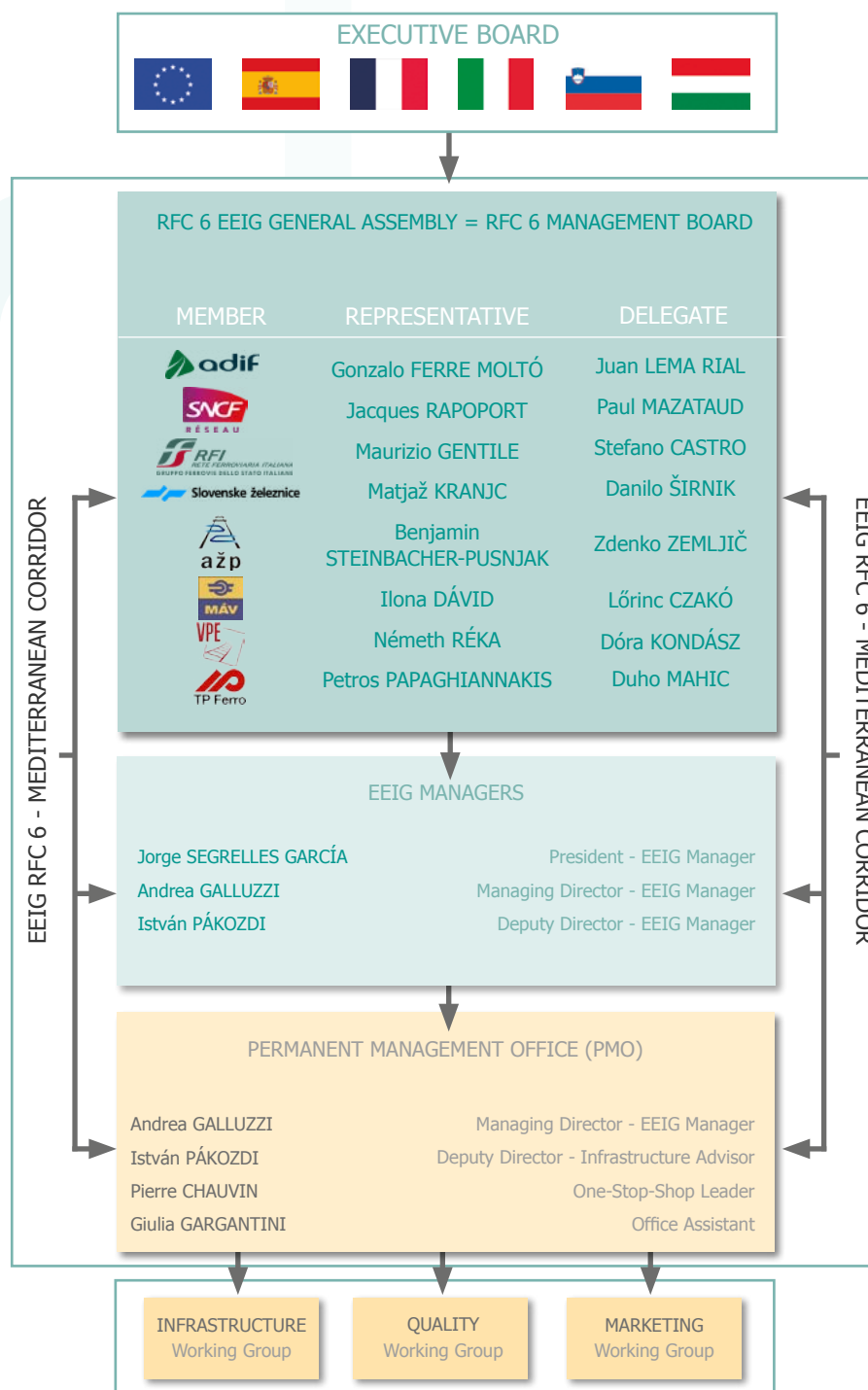
C-OSS Leader:
Pierre CHAUVIN

The C-OSS Leader is the manager of the single contact point for applicants to request and receive rail infrastructure capacity for freight trains (Time Table 201X and RC) crossing at least one border along the corridor.
The C-OSS Leader handles communication processes with and between IMs/ABs, other C-OSSs and Terminals linked to the Corridor.



PMO Administrative Assistant:
Giulia GARGANTINI

According to the decision of the GA, one Administrative Assistant joined the PMO at the end of November 2014. Under the supervision of the Managing Director, she is responsible for the administrative management of the EEIG and she supports the PMO staff in all the operational and administrative issues.



➤ The European Commission

The EC promotes the development of a **Single European Transport Area**. In line with this objective railways are considered to be a key factor towards achieving **sustainable mobility**. This implies also investments to upgrade and improve railway networks across Europe.

In the last 20 years the EC has undertaken many measures to strengthen railways as compared to other transport modes. The main areas of intervention have been: the **opening of the market** to competition; the improvement of **interoperability** and safety on railway networks and the development of the **infrastructures**.

In line with the Regulation the EC is responsible for examining the application of the Regulation and presenting a report to the European Parliament (art. 23).

RFC 6 – Mediterranean Corridor is undertaking a continuous and fruitful dialogue with the European Commission:

1. **EC Corridor Group meetings:** specific platform organized for RFCs to have an exchange with EC representatives on corridor practices and experiences.
2. **Single European Railway Area Committee (SERAC WG):** platform composed of representatives of the Member States, Regulatory Bodies, IMs and RFCs dealing, amongst other things, with the implementation of RFCs.
3. The cooperation with the EC is also assured by DG Move representative attendance to the RFC 6 – Mediterranean Corridor EB meetings.

➤ Regulatory Body

According to art. 20 of the Regulation, national Regulatory Bodies shall cooperate in **monitoring competition** in RFCs. In particular their role consists in ensuring non-discriminatory access to the corridors. Moreover, the Regulatory Bodies are responsible for receiving possible appeals from applicants.

As for RFC 6 – Mediterranean Corridor, the competent Regulatory Body is the Italian **Autorità di Regolazione dei Trasporti**, located in Turin.

Cooperation among national Regulatory Bodies is mandated by the Regulation and Directive 2012/34/EU.

Autorità di Regolazione dei Trasporti (ART)

Via Nizza 230, 10126 Torino
Phone: +39 (0)11 0908500
E-mail: art@autorita-trasporti.it



5. Documents

➤ Corridor Information Document

The CID is the document providing to all interested stakeholders the information related to the corridor and the conditions to get access to and use it. The CID Common Structure, in line with RNE guidelines, is composed of 5 Books:

- Book 1 Generalities;
- Book 2 Network Statement Excerpts;
- Book 3 Terminals Descriptions;
- Book 4 Procedure for Capacity and Traffic Management + General Terms and Conditions + Framework for Capacity Allocation;
- Book 5 Implementation Plan.

The CID is a single document, even if it is presented in 5 different books, so they should be considered integrated. This structure responds to different updating needs.

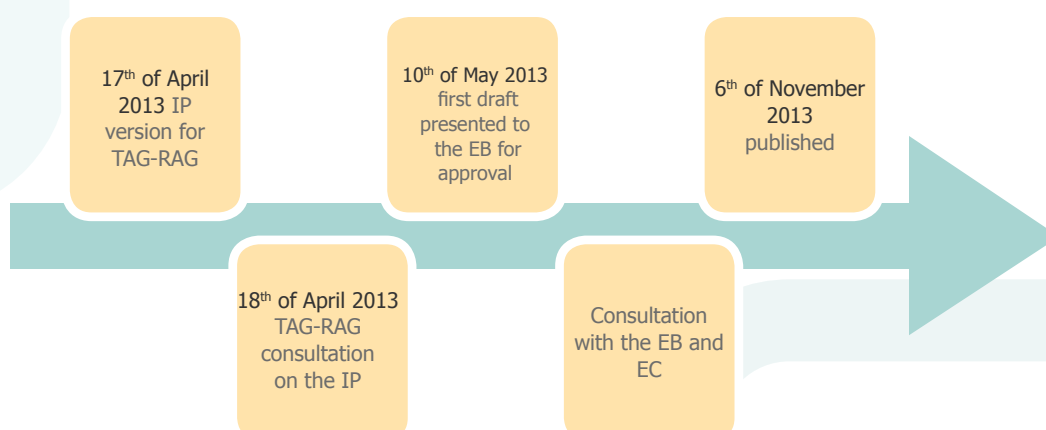
➤ Implementation Plan

The documents listed under this section (IP and CID) are compulsory as requested by the Regulation, both are available on the corridor website (www.railfreightcorridor6.eu)

The IP is the document to be drafted in order to establish and run a freight corridor, especially in terms of measures and strategies. The main information contained in the IP is:

- The description of the characteristics of the freight corridor, including bottlenecks;
- The essential elements of the Transport Market Study;
- The identification of the performance objectives of the freight corridor, especially in terms of quality of the service and capacity of the freight corridor;
- The Investments Plan;
- Measures to implement articles from 12 to 19 of the Regulation.

RFC 6 – Mediterranean Corridor succeeded in drafting the IP on time, according to the deadline of the 10th of November 2013 set by the Regulation. Here below are shown the most important steps for reaching a complete and exhaustive publication.



6. Corridor Activities 2013-2014

➤ The Corridor One-Stop-Shop

The C-OSS is a single contact point for applicants to request and receive dedicated corridor capacity in the form of two different main products: Time Table offer 201X and Reserve Capacity. The C-OSS strongly simplifies access to international rail freight capacity along the corridor. Behind the finalized offer presented to the customers there is a long work of coordination between national IMs and ABs lead by the C-OSS Leader aiming at providing the best cross-border harmonized Pre-arranged train Paths (PaPs) for freight trains. Train paths shall facilitate journey times, frequencies, times of departure suitable for freight transport services. The PaPs managed by the C-OSS are dedicated to RFC 6 – Mediterranean Corridor and are protected against unilateral decision of modification by IMs/ABs.

During the preparation of the offer, the RFC 6 – Mediterranean Corridor OSS Leader duly takes into account:

- Transport Market Study outcomes;
- Customer feedbacks concerning previous years;
- Customers' expectations and needs (e.g. received from the Railway Undertakings Advisory Group);
- Results of the customer satisfaction survey.

The three main products offered by RFC 6 – Mediterranean Corridor are:

- **TT offer 201X:** Focused on medium/long-term capacity needs. TT 201X PaPs are published (at X-11) on the 2nd Monday of January of each year for the allocation of the capacity of the following year.
- **TT 201X PaPs Offer for Late Request:** capacity offer for late requests placed after the deadline for TT 201X.
- **RC** – addresses ad hoc capacity needs at rather short notice. Ad hoc requests for individual train path can be requested until 21 days before the train runs. The RC offered by RFC 6 – Mediterranean Corridor is provided in form of PaPs and it is published at X-2, that is two months before the starting of TT 201X.

The general principles related to the functioning of the C-OSS are published in CID Book 4. For capacity allocation RFC 6 – Mediterranean Corridor uses

International Timetabling Process

International Tting process for international train path request is essential to improve coordination of international rail traffic in Europe. The promotion of the harmonization process is part of RailNetEurope mission. The major deadlines concerning the annual international TT are, for example: deadline for ordering paths for the annual TT; deadline for drafting the international TT and deadline for final answers to customers. In the context of the international timetabling process for the annual timetable the X-n abbreviation is used to identify the most important deadlines referring to the month of the annual timetable change (X) and the number of months (n) in advance of this deadline.

a standardized process and the European tool for requesting capacity called Path Coordination System (PCS) developed by RailNetEurope (RNE).

RFC 6 - Mediterranean Corridor C-OSS works together with the C-OSSs of other RFCs to enable multi-corridor capacity allocation in one operation.

RailNetEurope

is a trans-European association of railway Infrastructure Managers, which mainly deals with coordination and harmonization of international rail infrastructure products, services, tools and processes and provides legal and technical information on the European railway infrastructure. Additionally, it serves as support provider for the Freight Corridors established under the Regulation providing the IMs participating to the Corridors and the C-OSS with its tools, services and organizing technical working groups. For further information visit:

<http://www.rne.eu>

- Updating of the CID Book 4 and the Internal Rules of Procedures;
- Coordination during the paths ordering phase.

The role of the C-OSS is also to follow and contribute to the RNE projects dealing with RFCs:

- International coordination/publication of works and possessions;
- Definition of Flex PaP concept;
- Review of International Timetabling Process;
- PCS Next Generation;
- PCS Developments;
- Capacity management in areas with overlapping RFCs;
- Harmonised way of handling Authorized Applicants.

RFC 6 One-Stop-Shop Structure

The C-OSS of RFC 6 - Mediterranean Corridor, works in continuous cooperation with experts appointed by each member of the corridor.

The main topics dealt with in 2014 were:

- Planning RUs consultation for preparing PaPs offer;
- Planning and action plan for the construction of PaPs;
- Drafting of the work plan for the publication and coordination of possessions;
- Planning for the preparation of RC offer;



➤ C-OSS 2013-2014 achievements

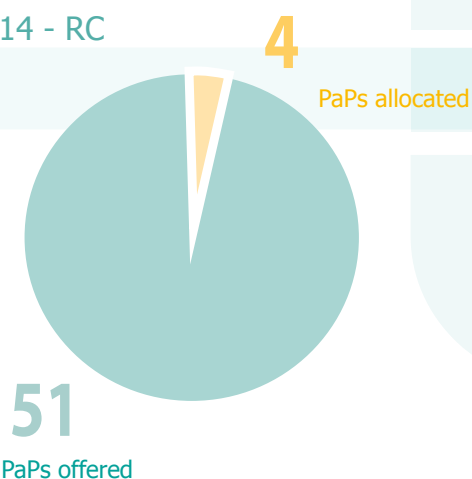
RFC 6 – Mediterranean Corridor became operational on the 10th of November 2013. The following obligations were successfully accomplished on time:

- C-OSS opening;
- Publication of CID Book 4;
- Publication of RC offer 2014;
- Publication of TT 2015;

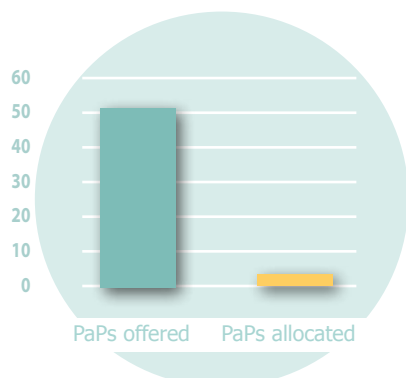
Corridor Results TT 2014 (RC)

At the end of October 2013, in line with the international TT deadline for RC publication, the C-OSS published RC offer 2014 composed of **51 PaPs** sections for 4.300 days. The C-OSS allocated a total amount of 200 days for 4 sections of PaPs on the eastern part of the corridor.

TT 2014 - RC



TT 2014 RC



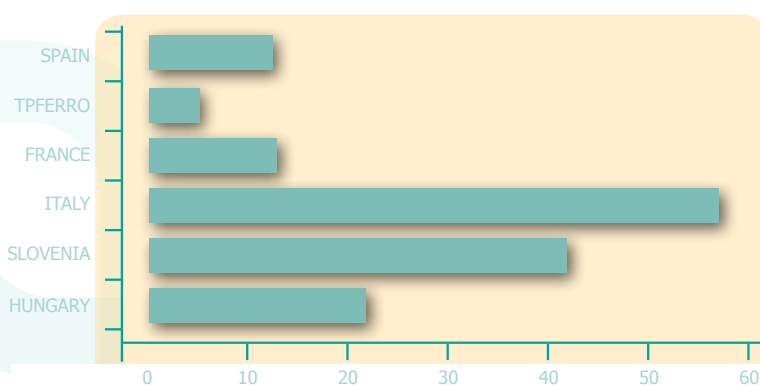
Corridor Results TT 2015

In January 2014 the C-OSS published the new Time Table offer for 2015: 140 sections of PaPs for 49.700 days along the corridor.

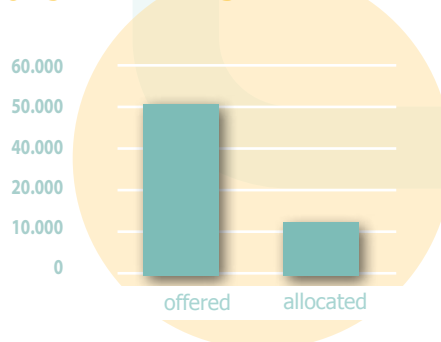
On the 14th of April 2014 (final International Time table deadline for requesting capacity), 42% of the PaPs sections were requested (60 PaP sections) for a total of 37 requests. Out of the 60 PaPs requested 56 were finally allocated for a total number of 10.800 days (22% of the offer). This result showed a real interest of the applicants in the use of the corridor; 8 different applicants requested capacity.

According to the International Time Table deadline for providing the final Time Table, fixed at the end of August, the C-OSS was in the position to provide on time all applicants with the final offer.

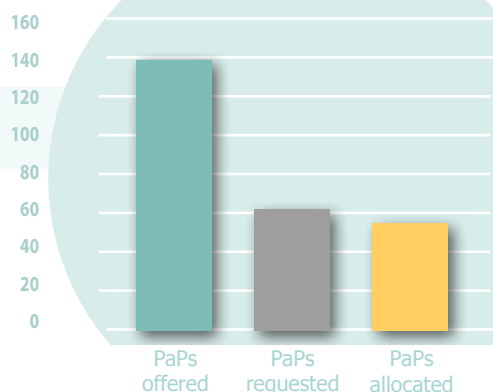
N. OF PAPS OFFERED
FOR TT 2015



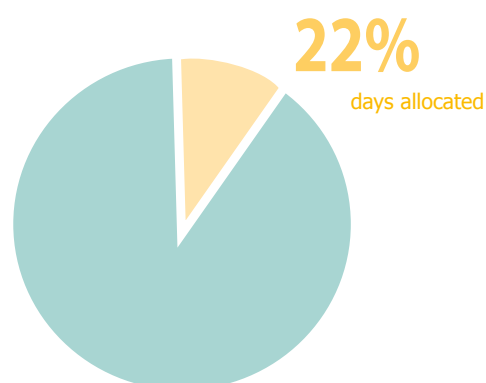
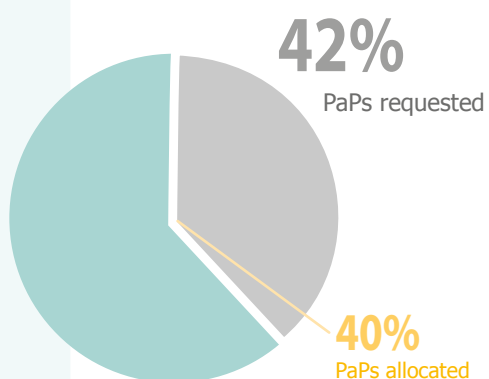
TT 2015 - N. DAYS



TT 2015



TT 2015 - Results

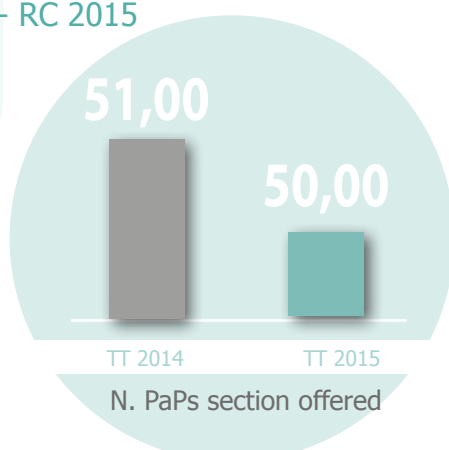


Publication RC 2015

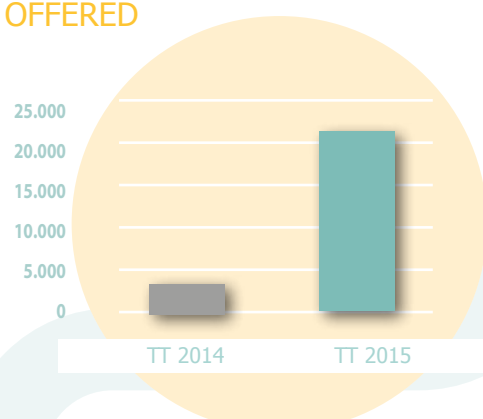
At the end of October 2014, in line with the international Time Table deadline for RC publication, the C-OSS published the RC offer 2015 composed

of 50 PaPs sections for 22.000 days, with a strong improvement in the number of days offered compared to RC 2014.

PAPS SECTION OFFERED RC 2014 - RC 2015



N. DAYS OFFERED



➤ ERTMS

The Regulation envisages among the responsibilities of RFC 6 – Mediterranean Corridor the development and harmonization of ERTMS along the corridor. As it was explained in the background section, the EEIG Corridor D has been transformed into EEIG for RFC 6 – Mediterranean Corridor and all the pre-existing responsibilities related to the implementation and harmonization of ERTMS have been incorporated in the new EEIG.

The deployment of the ERTMS along the corridor clearly depends on National decisions and negotiations with the EC. RFC 6 - Mediterranean Corridor EEIG is responsible for supporting a harmonious and compatible deployment of ERTMS and defining technical and operational rules at Corridor level.

RFC 6 – Mediterranean Corridor re-launched a new working group which will be fully operational in 2015 dealing with the duties envisaged in the EC Breakthrough program aimed at speeding up a reliable ERTMS implementation plan.

The corridor is also dealing with the implementation of the following EC Decisions:

- Project ERTMS Implementation on the Railway Corridor D (Valencia-Budapest) 2007-EU-60120-P determined by EC decision C(2008) 7888 of the 10th of November 2008, modified by EC decision C (2011) 3250 of the 6th of May 2011 which extended the initial completion date from end 2010 to end 2013 and modified by EC Decision C(2014) 2858 of the 24th of April 2014 which extended the initial completion date from end 2013 to end 2015.
 - ✓ Period of the action: 01/01/2007 – 31/12/2015
 - ✓ Global objective: Deployment of ERTMS (level 1 or level 1 and 2 depending on the country and the section) on Corridor D: Valencia - Budapest in the period 2007-2015

for both trackside and onboard equipment.

- ✓ Status: the activity is ongoing.
- Project ERTMS Implementation on the Railway Corridor D (Valencia-Budapest) 2009-EU-60122-P determined by EC Decision C(2010) 5873 of the 20th of August 2010.
 - ✓ Period of the action: 01/01/2009 – 31/12/2013
 - ✓ Global objective: Deployment of ERTMS (level 1 or level 1 and 2 depending on the country and the section) on Corridor D: Valencia - Budapest in the period 2007-2013 for both trackside and onboard equipment
 - ✓ Status: the final report was sent to the EC in 2014.

➤ Corridor Working Groups

Coordination working group

The Coordination WG is composed of representatives of the Corridor members and up to now it has been coordinated by the Managing Director. The main task of the Coordination WG is to prepare the agenda of the GA and to support the Corridor's activities, according to the "Internal Regulations of Rail Freight Corridor 6 EEIG".

In 2013 the GA created three different WGs coordinated by the PMO. These WGs are responsible for fostering cooperation between the IMs and ABs participating in the Corridor and also to set up common procedures, guidelines or specific action plans for different aspects of the Corridor business.

Each Working group is composed of experts appointed by the members of the EEIG.

Infrastructure working group

The Infrastructure Advisor coordinates the Infrastructure WG.

This WG mainly deals with the following activities:

- Review and update of the Investment Plan;
- Identification of Corridor bottlenecks;
- Review and update of the Capacity Study;
- Review and update of the CID;
- Review and update of the infrastructure parameters (lines and terminals) constituting the RFC 6 –Mediterranean Corridor.
- Proposal for re-launching ERTMS along the Corridor.

In 2014 three meetings of the Infrastructure WG took place. The main activities carried out were:

- The preparation of a Capacity Study, which identified capacity profiles along the different sections of the corridor in order to assess the level of saturation of the different line sections;

- CID compilation and publication in line with the deadlines.

In order to fulfil the requirements provided for in art. 19.2 of the Regulation, a TPM/TM sub-group was identified at the end of 2014 under the framework of the Infrastructure WG in order to deal with the following activities:

- Drafting a Train Performance Management Manual (based on the Guidelines for Freight Corridor Punctuality Monitoring defined by RNE);
- Drafting a Train Performance Report.

The ultimate aim of this process is to identify actions for improving the performance of trains running along the corridor.



Quality working group

The Quality working group is composed of experts working for the different IMs TT departments. It is coordinated by the C-OSS and it was created to support this latter in the preparation of the Corridor offer (TT and RC). Moreover, it is in charge of:

- Defining Priority Rules in allocation;
- Dealing with the outcomes of the Customer Satisfaction Survey;
- Dealing with the outcomes of Transport Market Study in order to improve the quality of the Corridor offer;
- Proposing Corridor objectives;
- Ensuring the coordination of works along the Corridor with the aim to minimize traffic disruptions.

The Quality working group met up on three occasions in 2014, twice for the preparation of TT 2016. The C-OSS is taking a special care in analysing customers' needs from previous experiences and adapting the Corridor offer together with the Corridor members.

Marketing working group

The Marketing WG is mainly dealing with all the communication aspects of the Corridor. Each year it agrees on a **strategic communication plan** to be deployed along the year to promote RFC 6 – Mediterranean Corridor commercial offer and reach all possible clients.

Customer Related Initiatives

Since its opening RFC 6 – Mediterranean Corridor focused its attention on communication activities. The Marketing WG together with the C-OSS undertook many initiatives in this respect:

- Communication on the commercial offer to all customers and *ad hoc* training sessions on the use of PCS;
- TAG/RAG meetings to inform all Corridor applicants on the developments of the Corridor (particularly focused on capacity allocation issues) and to collect inputs from all stakeholders;
- National Information Days, organized by IMs with the support of the Marketing WG and the participation of the C-OSS, for the presentation of the TT offer. These meetings aim at providing information and support on the new products and services offered by the Corridor;
- Initiative to collect customers' needs for the preparation of the TT. This initiative, started in spring 2014, takes the form of meetings or e-mail contacts focused on **better understanding customers' operational needs**. The role of the C-OSS is to gather and analyse these needs, in coordination with IMs/ABs, for the construction of the paths in order to provide a commercial offer that is as close as possible to customers' preferences. In this way the corridor is offering international capacity allowing customers to plan activities either in the long term or in the short term;
- Involvement of the C-OSS in the Forum Train Europe (FTE) conferences and any other bilateral consultation that customers may need during the path request preparation period.

In 2014 five National Info Days took place, one for each Country. National Info Days are open to all interested Railway Undertakings and Authorized Applicants.

DATE	COUNTRY / PLACE	N. OF PARTICIPANTS
4.04.2014	Madrid, Spain	24
29.01.2014	Paris, France	26
4.03.2014	Milano, Italy	13
6.03.2014	Ljubljana, Slovenia	7
24.03.2014	Budapest, Hungary	27

7. Advisory Groups

The TAG-RAGs are meetings organized by the management of RFC 6 – Mediterranean Corridor in order to establish a regular dialogue with customers.

According to art. 8.7 of the Regulation the TAG is composed of all the Managers/Owners of the Terminals of the freight corridor. The RAG is composed of all the Railway Undertakings interested in the use of the Freight corridor (art. 8.8 Reg.). Advisory Group participation is free and on a voluntary basis.

These meetings alternatively take place in the eastern or in the western part of the corridor.

Advisory Groups

information concerning the Advisory Groups is always available and updated on RFC 6 – Mediterranean Corridor website :

<https://www.railfreightcorridor6.eu>

The RFC 6 – Mediterranean Corridor TAG and RAG were created in 2012, the kick off meeting for the setting up of the Advisory Groups was held in Budapest at MÁV headquarters on the 30th of November 2012.

In order to facilitate communication with local operators a national contact point was made available for each Country.

Company	Country	Contact person	E-mail	Telephone
ADIF	Spain	Eduardo Martínez	emmart@adif.es	+34 913006195
TP FERRO	ES / FR	Petros Papaghiannakis	ppapaghiannakis@tpferro.com	+34 972678800
SNCF Réseau	France	Eulalie Rodrigues	eulalie.rodrigues@rff.fr	+33(0)153943503
RFI	Italy	Simona Garbuglia	s.garbuglia@rfi.it	+39 0644103987
SŽ- INFRA	Slovenia	Danilo Širnik	danilo.sirnik@slo-zeleznice.si	+386 41608951
MÁV Co.	Hungary	Zoltán Nagy	nagy11z@mav.hu	+36 15113799





In 2014 RFC 6 – Mediterranean Corridor organized the following TAG/RAG meetings:

- The fourth TAG/RAG meeting held in Milan on the 12th of March 2014 to provide a general overview concerning the new update of the IP. Thirty participants attended the meeting.

The major topics addressed during the meeting were:

- ✓ The new TEN-T policy and the Connecting Europe Facility (CEF) instrument;
- ✓ Transport Market Study on the RFC 6 – Mediterranean Corridor;
- ✓ General overview of the state of play of RFC 6 – Mediterranean Corridor:
 - TT 2015 Offer;
 - Booking and deadlines;
 - Path Coordination System;
 - Methodology for the preparation of PaPs 2016;
- ✓ Information on the IP and the CID.

- The fifth TAG/RAG meeting held in Koper on the 30th of October 2014. The main aim of the meeting was the reporting of the operational achievements of RFC 6 - Mediterranean Corridor in 2014, the presentation of RC offer 2015 and the TT offer 2016. Thirty-five participants attended the meeting.

The major topics addressed during the meeting were:

- ✓ RFC 6 - Mediterranean Corridor 2015 Achievements;
- ✓ RFC 6 - Mediterranean Corridor C-OSS:
 - TT 2015 RC offer;
 - TT 2016 – PaPs offer (preview);
- ✓ RFC 6 - Mediterranean Corridor extension to Croatia and new section in Spain:
 - Deadlines;
 - CID.

Main Issues Raised during TAG-RAG meetings in 2014

Here below are shown, as an example, the main issues identified in the past TAG-RAG meetings.

ISSUE N°	ISSUE Content	MB Answer	On going actions
1	Interoperability issues: lack of interoperability along the corridor	Some delays in ERTMS deployment along the Corridor have been communicated to the EC. RFC 6 – Mediterranean Corridor is willing to promote harmonization and an ad hoc WG has been created to address these topics.	A new ERTMS WG has been proposed at the end of 2014 with the aim to deal with the ERTMS Breakthrough Program launched by the EC.
2	Train length: need to increase train length along the corridor	The new TEN-T Regulation (Regulation EU 1315/2013) provides as a target system a train length of 740 m to be implemented by 2030 on the core network (art. 38 (ii)). Corridor IMs are committed to respect this legal obligation.	In order to reach this objective, RFC 6 – Mediterranean Corridor has submitted a proposal under the CEF call for proposals that includes, among other, a specific study on train length actual needs along the Corridor.
3	Path construction and allocation process: lack of RUs Involvement	The TAG-RAG meetings assure the consultative role of the RUs. Nevertheless, RFC 6 - Mediterranean Corridor is working to find additional procedures to better involve RUs in the paths construction phase.	Starting from the preparation of TT 2016 RFC 6 - Mediterranean Corridor C-OSS put in place a specific procedure in order to collect and analyse business needs of the interested applicants. In this way RUs are more involved in the Paths construction and they can express their needs during the construction of the offer.
4	Traffic Management: need of harmonization	A specific working group was set up in order to define proper procedures. A set of harmonized procedures was already defined and available in CID Book n. 4.	The TM/TPM WG is working to improve the monitoring of the actual use of PaPs and, in cooperation with RNE, to improve harmonized Priority rules in operation.

8. Quality of Service on the Freight Corridor (art. 19)

➤ Monitoring of Corridor Performance (art. 19.2)

Train Performance Management

The performance of the Corridor is composed of two pillars:

1. Capacity Performance, which is under the management of the C-OSS and it is assessed through the indicators defined in the FCA;
2. Operational Performance (punctuality), which is under the management of the TPM WG.

Starting from the opening of the corridor by the end of 2013 and over 2014, RFC 6 – Mediterranean Corridor has been committed, in cooperation with its members and RNE, to define procedures and tools to be used in order to start the Performance Monitoring activity. In the first quarter of 2015 the activity will be fully operational.

The Train Performance Management is composed of the Performance Monitoring and Follow-up. The Performance Monitoring is managed in line with the provisions of Train Performance Management Manual of RFC 6 – Mediterranean Corridor. The Performance Monitoring of RFC 6 – Mediterranean Corridor will be carried out in two steps:

1. Monitoring the performance of trains running on PaPs allocated by the C-OSS;
2. Monitoring of selected international freight trains passing through the corridor lines and borders.

The trains will be monitored on the basis of information provided by TIS (Train Information System – IT tool managed by RNE providing information on the performance of trains running on the corridors).

➤ Performance Indicators

Here below are described the Corridor indicators (Key Performance Indicators) for Capacity and Punctuality as identified in the IP in line with the Framework for Capacity Allocation.

As far as punctuality indicators are concerned, the objectives have been identified in the following table. On the other hand, the MB is working in cooperation with the EB for the definition of a first set of suitable capacity objectives after this first operational phase.

Capacity Objectives

The MB is working in cooperation with the EB for the definition of a first set of suitable capacity objectives after this first operational phase

Punctuality Objectives

At least 60% of trains with a delay between 0-30 min. at the measuring point

KPIs INDICATORS
CAPACITY
N. of PaPs Standard PR (TT2015)
N. of PaPs Network PR (TT2015)
Tot. N. Requests (TT2015)
Standard Requests
Network Requests
Tot. N. of PaPs allocated
Standard PaPs allocated
Network PaPs allocated
N. of PaPs in active TT phase
Double booking at X-8
Solved by consultation
Decided by standard PR
Decided by network PR
RC Paths offered
RC Path allocated
RC Path reaching active TT status

KPIs INDICATORS
PUNCTUALITY
% of trains with a delay between 0'-30' min. at the measuring point

CAPACITY PERFORMANCE VALUES 2014	FIGURES
N. of PaPs Standard PR (TT2015)	140
N. of PaPs Network PR (TT2015)	N/A
Tot. N. Requests (TT2015)	37
Standard Requests (TT2015)	37
Network Requests (TT2015)	N/A
Tot. N. of PaPs allocated (TT2015)	56
Standard PaPs allocated (TT2015)	56
Network PaPs allocated (TT2015)	N/A
N. of PaPs in active TT phase (TT2015)	46
Double booking at X-8 (TT2015)	2
Solved by consultation (TT2015)	2
Decided by standard PR (TT2015)	N/A
Decided by network PR (TT2015)	N/A
RC Paths offered (2014)	51
RC Path allocated (2014)	4
RC Path reaching active TT status (2014)	4

* The OSS Community is working to study an alternative set of indicators that take into account also the length of sections. A specific proposal will be discussed in 2016.



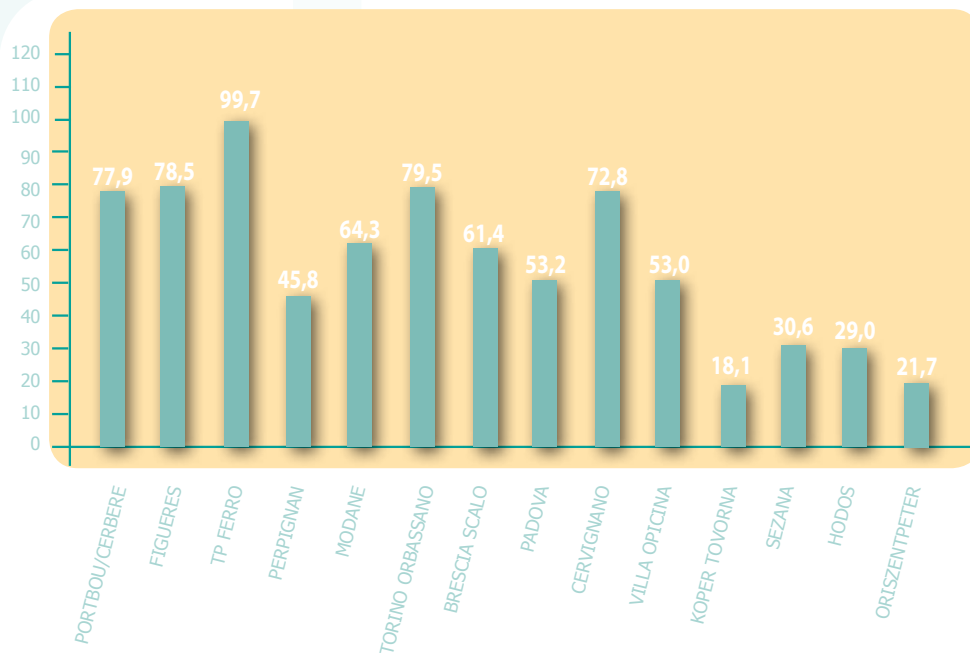
Pending the full implementation of TIS along the corridor, as far as 2014 data are concerned RFC 6 – Mediterranean Corridor TPM WG decided to define a measuring procedure based on the national measuring systems. According to these procedures RFC 6 – Mediterranean Corridor has been able to produce a first set of data that provides a first snapshot of the initial performance of the corridor before the full utilization of PaPs allocated by the C-OSS. The main assumptions on which this calculation for 2014 has been established are the followings:

- period of measuring: 1st of January 2014 – 31st of December 2014;
- trains: all international freight trains (national freight trains, service trains, isolated locomotives and empty wagon trains haven't been considered);
- these figures are not representing the performance of the so-called corridor train (pending the definition of corridor train at RNE level);
- these figures represent the average punctuality performance of international freight trains as monitored in some basic points that have been chosen according to national criteria defined by each IM (they don't represent therefore punctuality neither at their origin nor at their final destination);
- the performances of the RUs are considered all together;

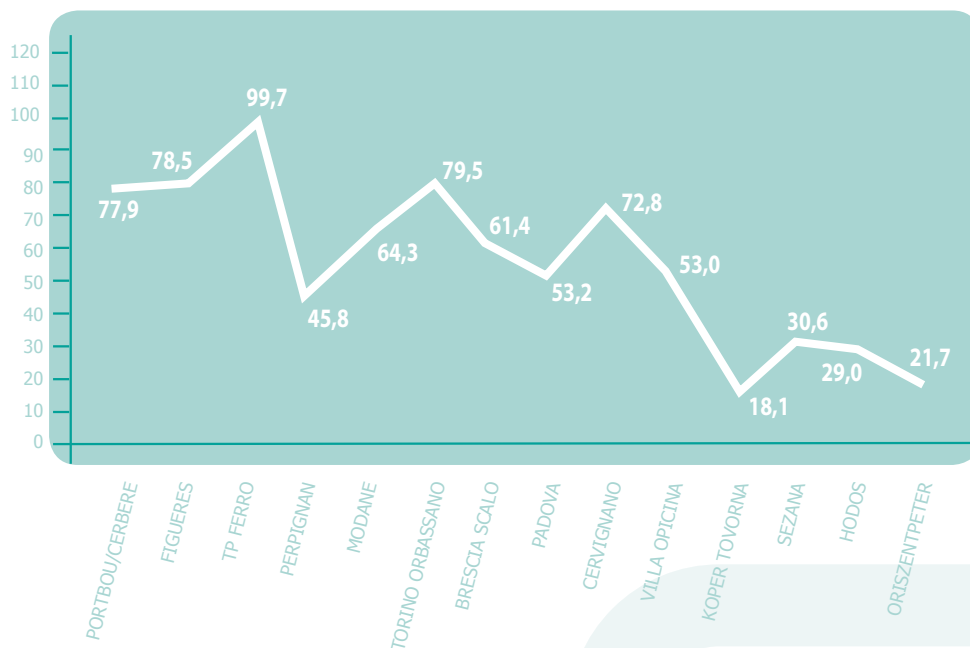
In the future the TPM system will be much more structured in line with the organization described in the approved TPM manual, not based any longer on national systems but relying on TIS which is the international monitoring system. The new process will envisage a different approach, like for instance:

- different monitoring points;
- different sample of monitored train;
- focus on origins destinations too;
- report based on TIS data.

% of trains with a delay between 0-30 min



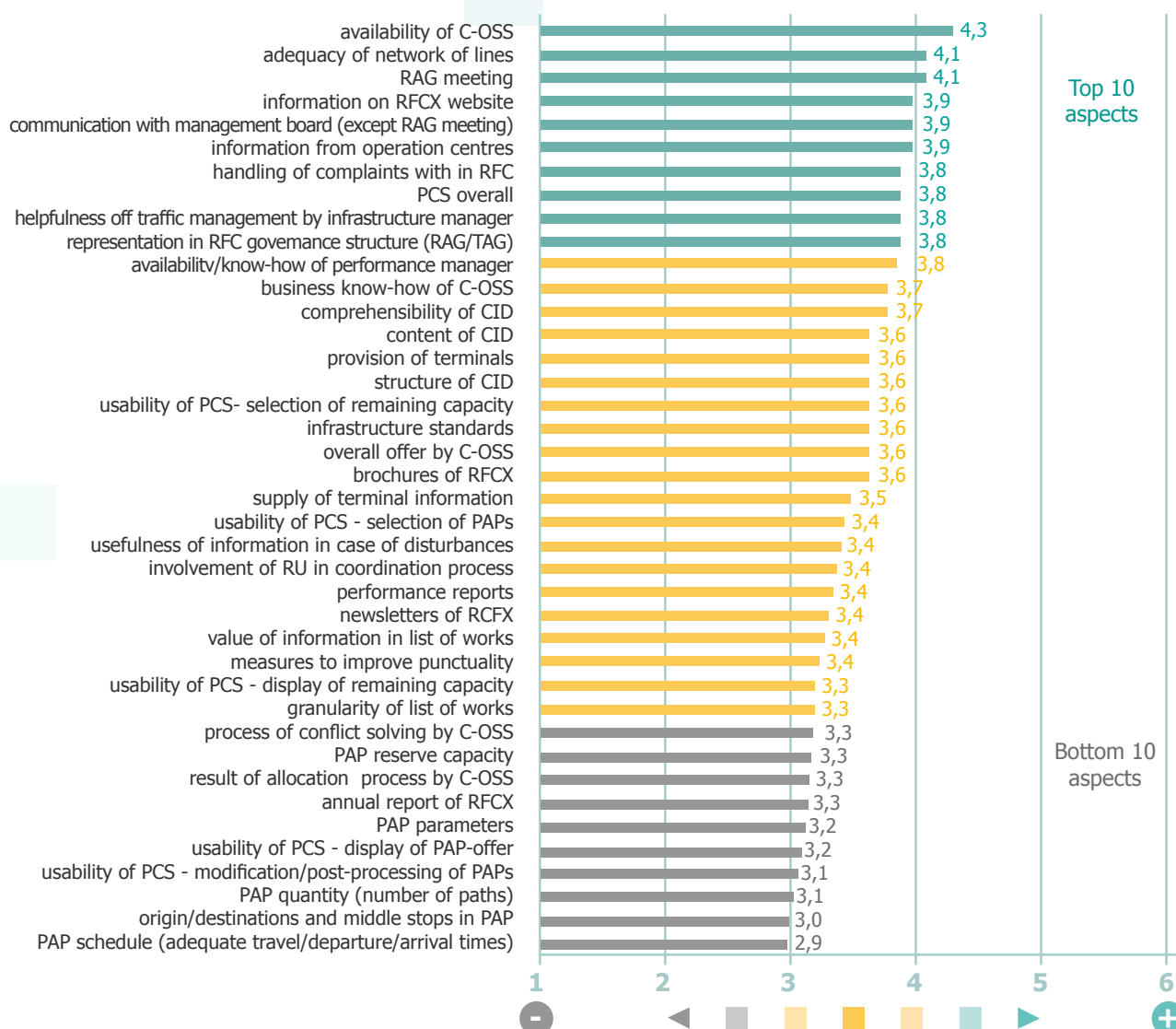
% of trains with a delay between 0-30 min.



➤ Customer Satisfaction Survey (art. 19.3)

Under RNE coordination a Customer Satisfaction Survey was carried out in 2014 for all RFCs. The aim of this common survey was to have a harmonized and standardized set of questionnaires to be delivered to corridors clients to avoid asking similar questions to

the same clients running on more corridors. For RFC 6 – Mediterranean Corridor the study was conducted on nineteen possible users of the corridor. Here below is presented an overview of the results of the survey related to RFC 6 – Mediterranean Corridor.



RFC User Satisfaction Survey 2014 || RFC6 || 28

The results are confirming the perception that users are interested in the use of the corridor. It is recognized the big effort made by the corridor management, IMs and ABs to build a customer oriented working governance. On the other hand, the strong message coming from the corridor clients (or potential clients) is that it is important to increase

the quality and quantity of the capacity offered by RFC 6 – Mediterranean Corridor. Also the IT tools need to be improved. The outcomes of this customer satisfaction survey have been taken into account for the drafting and for the definition of the CEF call application and for the drafting of new corridor procedures.

9. Cooperation with other RFCs – the Corridor Network

After one year of experience and taking into account all the feedbacks coming from customers it has become necessary to share common practices among corridors.

RFC 6 – Mediterranean Corridor has provided a big support to the construction of the European network of RFCs.

The cooperation with other corridors aims at providing a feedback to the need expressed by many stakeholders for the harmonization of operational procedures among different corridors. For this purpose RFC 6 – Mediterranean Corridor has been intensely involved in supporting the drafting process of the European FCA. Moreover all the corridors decided to set up the so-called Corridor Talk, which is a platform where all the corridors regularly meet in order to identify common strategies and topics worth of being discussed. The C-OSS of RFC 6 – Mediterranean Corridor is leading the so-called C-OSS Community workshop dealing with the following topics:

- PCS developments for corridors;
- Common deadlines for alternatives proposals in case of conflicts;
- Common communication tool for publishing PaPs;
- Timetable process improvements;
- Improvements of user interface of PCS.

10. Future Steps

➤ Major changes introduced by Regulation 1316/2013

According to the Regulation (EU) 1316/2013 establishing the Connecting Europe Facility and amending the Regulation, a new set of routes for the initial RFCs has been defined.

In the case of RFC 6 – Mediterranean Corridor, there have been 2 major changes:

- in Spain the route has been extended from Madrid to Algeciras to be implemented by January 2015;
- in Slovenia and Hungary the route has to be extended to Croatia by November 2016.

Apart from these legally binding modifications, the GA of EEIG RFC 6 – Mediterranean Corridor decided to include a new connecting line, effective January 2016, from Torino to Tortona via Alessandria, to reach the Milano node by the line section Tortona – Milano belonging to RFC 1 Rhine-Alpine. The connecting line allows dangerous goods traffic flows on the corridor, which cannot run through the principle route Torino-Novara-Milano.



➤ Enlargement to Croatia

According to the Regulation 1316/2013 RFC 6 - Mediterranean Corridor will extend its route:

- from Ljubljana to Zagreb;
- from Budapest via Zagreb to Rijeka.



The extension of the corridor to the Croatian IM, HŽ Infrastruktura d.o.o., shall be implemented by November 2016.

The preparation for the inclusion of HŽI within the EEIG GA of RFC 6 – Mediterranean Corridor started in April 2014 and in June the GA approved the action plan for the inclusion of the future Croatian member.




A first meeting with HŽI took place in Milan at the beginning of October 2014 for presenting the Corridor activities and the Corridor staff to the









new member. A second meeting was organized in December. In January 2015 the CEO of HŽI and the Managing Director of RFC 6 - Mediterranean Corridor signed a Memorandum of Understanding that formalizes the commitment of HŽI to become part of the Mediterranean Corridor in compliance with European deadlines.











The cooperation between the EEIG for RFC 6 – Mediterranean Corridor and the Croatian IM is one of the activity included in the proposal submitted by RFC 6 - Mediterranean Corridor EEIG for the CEF Transport Call.

















11. Reference Table Reg. 913/2010

Status legend:

-  Green light, accomplished
-  Yellow light, ongoing
-  Red light, not accomplished

Article	Content	Main Actor	AR references	RFC 6 Achievements	Documents references	Status	Online availability
1	Purpose of the Regulation	MB	Ch. 3	Implementation of the RFC 6 – Mediterranean Corridor	IP Ch 1		✓ www.railfreightcorridor6.eu
3	Designation of RFC 6 by 10.11.2013	Member States	Ch. 3	RFC 6 - Mediterranean Corridor is operational since the 10 th of November 2013			
8.1 8.3 8.4 8.6	Establishment and functioning of the EB	Member States	Ch. 4	On the 11 th March 2013 the authorities of the Member States signed an administrative agreement laying the foundations of RFC 6 – Mediterranean Corridor	Administrative agreement 11/03/2013, IP Ch. 3		✓ www.railfreightcorridor6.eu
8.2 8.3 8.6	Establishment and functioning of the MB	IMs and ABs	Ch. 3 p. 6	The ABs and IMs signed a Memorandum of Understanding that entered into force on the 11 th of April 2012	Memorandum of Understanding 11.04.2012, IP Ch. 3		✓ www.railfreightcorridor6.eu
8.5	Establishment of the organizational structure	IMs and ABs	Ch. 3 p. 6, Ch. 4 p. 9	To deal with all the administrative issues, the MB of the RFC 6 - Mediterranean Corridor decided to take the form of an EEIG located in Milano	Notary deed 18.12.2013; Notary deed 07.01.2014		
8.7 8.8	Establishment of the Advisory Groups	MB	Ch. 7	A proper procedure has been defined in the IP. A Kick off meeting was organized in November 2012, the RFC 6 - Mediterranean Corridor staff was strongly committed in involving all the possible stakeholders	IP Ch. 3.1.4		✓ www.railfreightcorridor6.eu
8.9	Interoperability	MB	Ch. 6	ERTMS deployment plans are included in the IP	IP Ch. 6		✓ www.railfreightcorridor6.eu
9.1 9.2	Implementation Plan	MB	Ch. 5	The IP has been drafted, presented for public consultation, approved by the MB, approved by the EB and published in 2014. It is available on RFC 6 – Mediterranean Corridor website, the version is constantly updated in line with the contribution coming from all the stakeholders	IP, website		www.railfreightcorridor6.eu

Article	Content	Main Actor	AR references	RFC 6 Achievements	Documents references	Status	Online availability
9.3	Transport Market Study	MB	Ch. 4,5	The Transport Market Study has been carried out by an external advisor. A specific call for tender was launched at the end of 2012. The essential elements of the Transport Market Study have been duly included in the IP before the given deadline. In the CEF call proposal submitted to the Commission a review of the study is foreseen	IP Ch 4		✓ www.railfreightcorridor6.eu
9.4	Terminals description and update	Member States	-	CID Book 3 contains the description of all RFC 6 - Mediterranean Corridor Terminals	IP Ch. 2, CID Book 3		✓ www.railfreightcorridor6.eu
10	Applicants consultation	Member States	Ch. 5 p.14, 7, p.27	In different occasions applicants' consultation is foreseen: before the publication of the IP during the TAG-RAG (the MB takes into account the opinions given by the stakeholders and replies). Since the preparation of TT 2016 the C-OSS introduced a mechanism to collect customers' needs	IP Ch. 8		✓ www.railfreightcorridor6.eu
11.1 11.2	Investment Plan	IMs and ABs	-	RFC 6 - Mediterranean Corridor gathered the investment plans of the Member States belonging to the corridor and selected the projects that may improve the efficiency and quality of the service	IP Ch. 6		✓ www.railfreightcorridor6.eu
11.1(a)	Extension, renewal, redeployment of the infrastructure	IMs and ABs	-		IP Ch.6		
11.1(b)	Interoperability deployment	MB	Ch. 6 p.20	Proper procedures are described in the IP. A new ERTMS WG has been relaunched at the end of 2014 for the harmonization of ERTMS	IP Ch. 6		✓ www.railfreightcorridor6.eu
11.1(c)	Plan for managing capacity	MB	Ch. 5,6	Bottlenecks identification and bottlenecks removal plans are defined within the IP	IP Ch. 2.2,		✓ www.railfreightcorridor6.eu
12	Coordination of works	MB	Ch. 6 p. 18	Procedures to inform customers on the works having an impact on corridor capacity and procedures to coordinate works are defined in CID Book 4 in line with RNE procedures	IP Ch. 7.1, CID Book 4 Ch. 22		✓ www.railfreightcorridor6.eu
13.1 13.2 13.3 13.4 13.5	OSS setting up	MB	Ch. 6 p. 19	C-OSS approved procedures have been included within due time in CID Book 4. Accordingly the C-OSS is operational since the 10 th of November 2013. The RC offer 2014 and the TT offer 2015 were published on time	CID Book 4		✓ www.railfreightcorridor6.eu
14.1	Framework for Capacity Allocation	EB	Ch. 4, p 10	On the 15 th December 2014 the Executive Board find an agreement on the RFC 6 - Mediterranean Corridor Framework for Capacity Allocation	CID Book 4, 15.12.2014 Executive Board agreement on FCA		✓ www.railfreightcorridor6.eu

Article	Content	Main Actor	AR references	RFC 6 Achievements	Documents references	Status	Online availability
14.2, 14.3, 14.4, 14.5	Capacity allocation procedures	MB, IMs, ABs	Ch. 6	Procedures for capacity allocation in line with European legislation (the Regulation, Regulation 2001/14/EC) have been included in due time within CID Book 4. Those procedures are of course in line with the procedures adopted in the Framework for Capacity Allocation	FCA, CID Book 4		✓ www.railfreightcorridor6.eu
14.6	Priority Rules	MB	Ch. 6	Specific procedure has been defined in CID Book 4	CID Book 4 Ch. 11, FCA		✓ www.railfreightcorridor6.eu
14.7	Non-usage fees	IMs	-	Specific information for each Country have been included within CID Book 4	CID Book 4 Ch. 18		✓ www.railfreightcorridor6.eu
14.8	PaPs protection principle	IMs	Ch. 6 p. 16	Specific procedure has been defined in CID Book 4	CID Book 4, Ch. 5		✓ www.railfreightcorridor6.eu
14.9	Coordination among IMs/ABs for capacity allocation	IMs/ABs	-	Specific procedure has been defined in CID Book 4	CID Book 4, FCA		✓ www.railfreightcorridor6.eu
14.10	ABs involvement	-	Ch. 4	AŽP and VPE are the ABs involved in RFC 6 - Mediterranean Corridor MB	IP, CID Book 1		✓ www.railfreightcorridor6.eu
15	Authorised Applicants	IMs/ABs	-	Specific procedures have been defined in CID Book 4. RFC 6 - Mediterranean Corridor is constantly open to new businesses and it is committed to reach all possible clients; authorized applicants interested in the use of the corridor are invited to TAG-RAG meetings through the website	Book 4, Ch. 6.2		✓ www.railfreightcorridor6.eu
16.1 16.2	Traffic Management	MB	-	Specific procedure have been defined in CID Book 4	IP Ch. 7.5, Book 4 Ch. 20		✓ www.railfreightcorridor6.eu
17.1	Traffic Management in the event of disturbance	MB	-	Specific procedures have been defined in CID Book 4, IP, TPM Manual	IP Ch. 7.5, Book 4 Ch. 21, TPM Manual		✓ www.railfreightcorridor6.eu
17.2 17.3	Priority rules in Traffic management	IMs/ABs	-	CID Book 4 contains a general description of priority rules in Traffic Management	CID Book 4 Ch. 20.2, Ch. 13.2		✓ www.railfreightcorridor6.eu
18	Corridor Information Document	MB	Ch. 5	CID Book 1-5 have been drafted and published within due time	CID is published on the website		✓ www.railfreightcorridor6.eu
19.1	Performance scheme compatibility	MB	-	General procedures have been defined in the IP	IP Ch 5.1		✓ www.railfreightcorridor6.eu
19.2	Performance Monitoring Report (yearly)	MB	Ch. 8	Specific procedures have been defined, TPM Manual has been drafted and Ch. 8 contains the report	Annual Report Ch. 8		
19.3	Customer Satisfaction Survey (yearly)	MB	Ch. 8	An overview of the results of the Customer Satisfaction Survey managed by RNE for all rail freight corridors is published in the Annual Report for consultation	Website, Annual Report		✓ www.railfreightcorridor6.eu
20	Regulatory Body	-	Ch. 4 p. 18	References for the competent Regulatory Body are available on the website	IP Ch. 7.2.7.5.1		✓ www.railfreightcorridor6.eu
22	Implementation Monitoring (biannual)	Executive Board	This Annual report will serve as a basis for the EB report	This yearly report will be a supporting tool for the Report to be presented by the Executive Board ex art. 22 of the Regulation	The EB will present the Report to the EC by November 2015		

The Members of RFC 6 - Mediterranean Corridor are:



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Trans-European Transport Network (TEN-T)

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