

ANNUAL REPORT

2015

MEDITERRANEAN CORRIDOR

RAIL FREIGHT CORRIDOR SPAIN - FRANCE - ITALY SLOVENIA-CROATIA - HUNGARY MEDITERRANEAN CORRIDOR



Co-financed by the European UnionConnecting Europe Facility



ANNUAL REPORT 2015 MEDITERRANEAN CORRIDOR



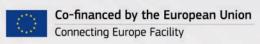




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Glossary

AB	Allocation Body, is the body or undertaking responsible for allocating railway capacity on the infrastructure		
ADIF	Administrador de Infrastructuras Ferroviarias is the Spanish Infrastructure Manager		
AŽP	Javna agencija zaželezniški promet Republike Slovenije is the Slovenian Railway Infrastructure Capacity Allocation Authority (Allocation Body)		
CEF	Connecting Europe Facility		
CID	Corridor Information Document (art. 18 Reg. EU 913/2010)		
СТС	Corridor Technical Coordinator		
EB	Executive Board of RFC6 – 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 RFC6 - Mediterranean Corridor		
HŽI	HŽ Infrastruktura d.o.o. is the Croatian Infrastructure Manager		
IM	Infrastructure Manager means a body or firm that is responsible for establishing, managing 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 the Hungarian Infrastructure Manager.		
MB	Management Board of RFC6 – Mediterranean Corridor (art. 8.2 Reg. EU 913/2010) the General Assembly of the EEIG is the MB of RFC6 - Mediterranean Corridor		
C-OSS	Corridor One-Stop-Shop		
OBI	Oracle Business Intelligence		
PaP(s)	Pre-arranged path offered by a Rail Freight Corridor according to Regulation 913/2010		
PaPs Network PR	A Pre-arranged Path on which Network PaPs priority rule applies is called Network PaPs. The designation of Network PaPs may be decided by the Management Board of RFC6 – Mediterranean Corridor 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 PaPs 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 PaPs on its route		
PaPs Standard PR	Pre-arranged Paths for which standard priority rules apply (art. 14 of the FCA). Standard priority rules are applied between X-8 and X-7.5 by the C-OSS in case of conflicting requests that cannot be solved through consultation (art. 13 of the FCA). 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 for 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	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 Pre-arranged Path in case of conflicting requests which cannot be solved through consultation. The aim of priority rules is to allocate the requested PaPs to an applicant and to find an alternative solution for the other. The two types of priority rules defined in the pilot FCA (version 14.11.2014), applied by RFC 6 – Mediterranean Corridor, are Standard PR (art. 14) and Network PR (art. 5)		



Glossary

RAG	Railway Undertakings Advisory Group (art. 8.8 Reg. EU 913/2010)		
RC	Reserve Capacity		
Regulation	Whenever you find "Regulation" in this document it will refer to Regulation (EU) no 913/2010 of the European Parliament and the Council of 22 September 2010 concerning a European rail network for competitive freight		
RFCs	Rail Freight Corridors identified, set up and organized in compliance with Reg. 913/2010		
RFC 6	Rail Freight Corridor 6 – Mediterranean Corridor		
SNCF Réseau (formerly RFF)	SNCF Réseau is the French Infrastructure Manager (it was Réseau Ferré de France – RFF until mid-2015)		
RFI	Rete Ferroviaria Italiana is the Italian Infrastructure Manager		
RNE	Rail Net Europe		
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)		
TP Ferro	TP Ferro Concesionaria is the concessionaire for the high-speed railway line between Spain and France		
VPE	Vasúti Pályakapacitás – elosztó Korlátolt Felelősségű Társaság is the Hungarian Rail Capacity Allocation Office		
WG	Working group		

Foreword

Thanks to a fruitful and collective effort of all its members, the Mediterranean Corridor was successfully set up in 2013 fully in line with all the provisions provided by the regulation 913/2010. In 2014, the first capacity allocation phase showed a strong interest of the stakeholders in the use of the Corridor. These encouraging results, and the awareness that many processes needed to be further developed, pushed the Corridor Governance and its members to take further steps in order to improve the services offered to the customers.

Actually, in 2015, the Capacity offer was drastically increased and all the internal procedures and documents were revised and reinforced taking into account all the inputs coming from the railway sector. One of the peculiar characteristics of the Mediterranean Corridor has always been its continuous effort to keep an open dialogue with all the stakeholders. Thanks to this, the booking phase registered an increase of requests of more than 100%!

We are aware that many challenges are still in front of us: better European harmonization, better customer oriented international Time Tabling, more user friendly IT tools, etc., but the Mediterranean Corridor, which has laid down the foundations of a strong and coherent international cooperation, is ready to play its part for the benefit of the Railway sector.



Jorge SEGRELLES GARCÍA EEIG RFC 6 Mediterranean Corridor President



Andrea GALLUZZIEEIG RFC 6 Mediterranean Corridor Managing Director



Bojan KEKECEEIG 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 2015;
- Showing the fulfilment of the regulatory obligations provided by Regulation (EU) 913/2010, hereinafter referred to as the Regulation.

2. Corridor main characteristics

5 Countries: Spain, France, Italy, Slovenia, Hungary (enlargement to Croatia is foreseen by November 2016);

6 Infrastructure Managers and 2 Allocation Bodies: Adif, TP Ferro, SNCF Réseau, RFI, AŽP (in 2016, its role as allocation body will be taken over by SŽ-INFRA), SŽ-INFRA, MÁV and VPE (enlargement to HŽI-Croatian Infrastructure manager is foreseen by November 2016);

Line distance: over more than 7.000 km Algeciras (ES) – Záhony (HU);

Diversionary routes: 550 km;

9 sea ports;

About 90 terminals (including ports).







3. Background

RFC6 – Mediterranean Corridor is committed to developing one of the most efficient instruments for enhancing the cohesion among the Member States involved

Rail Freight Corridor 6 – Mediterranean Corridor

is one of the nine corridors included 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

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 is one of the 9 Rail Freight Corridors. It connects Almería – Valencia/Algeciras/Madrid – Zaragoza Barcelona - Marseille – Lyon – Turin – Milano – Verona – Padova/Venezia –Trieste/Koper – Ljubljana – Budapest – Záhony (Hungarian – Ukrainian border) covering a distance of more than 7.000 km.

The most important ports of southern Europe are connected through RFC 6 – Mediterranean Corridor: Algeciras, Cartagena, Valencia, Tarragona, Barcelona, Marseille, Venezia, Trieste, Koper and soon Rijeka (HR). This also allows the improvement of the connection through land and sea transport networks.

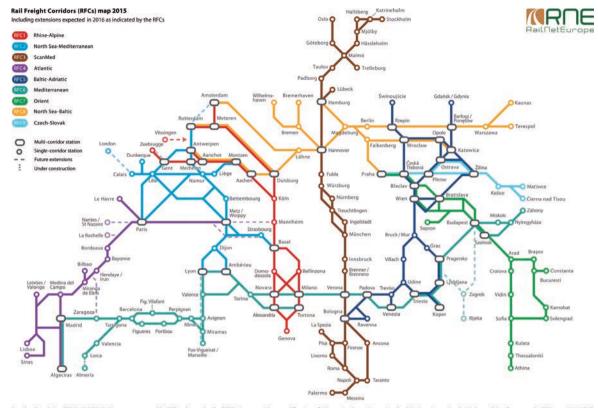




RFC6 – Mediterranean Corridor

is the most interconnected corridor in Europe, being crossed by six freight corridors (1, 2, 3, 4, 5 and 7). Given its nature of transversal corridor, the RFC 6 – Mediterranean Corridor has been strongly committed to defining and applying adequate intercorridor standardized interfaces and procedures to meet customers' expectations.





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.

The European Rail 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.

RFC 6 – Mediterranean Corridor reconciles existing corridors, such as **ERTMS Corridor D**, whose main aim is the deployment of the European Rail Traffic Control System and the promotion of interoperability - and some **RNE-corridors**, which addressed timetabling and capacity allocation issues.

Setting up of RFC 6 – Mediterranean Corridor

The legal organization and the structure of RFC 6 – Mediterranean Corridor is a European Economic Interest Grouping (EEIG) whose headquarters are located in Milan, Italy.

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 25 July 1985.

For this purpose, the Management Board (MB) appointed three new managers of the EEIG for RFC6– Mediterranean Corridor on the 31st of March 2014:

President:

Jorge Segrelles García

Managing director – EEIG Manager: **Andrea Galluzzi**

Deputy director – EEIG Manager:

István Pákozdi





4. Governance and relevant institutions

Executive Board













The Executive Board (EB) of RFC 6 – Mediterranean Corridor comprises representatives of the Member States belonging to the Corridor. The EB makes decisions, which are provided for in the Regulation, based on mutual consent. These decisions, signed by all the members of the EB and published, are legally binding on their addressees.

According to the Regulation, the EB is responsible for defining the general objectives and supervising the activities of the Corridor (art. 8(1); 8(7), 9(1), 11, 14(1), 22 of the Regulation).

The EB is chaired by the French Ministry of Transport.

The main actions undertaken in 2015 have been the following:

Capacity

The EB defines and adopts the Framework for Capacity Allocation (FCA). This framework sets up the rules for the elaboration of the rail freight corridor Time Table, as well as for the allocation of train paths and reserve capacity available to railway undertakings and applicants.

In 2015, all rail freight corridors agreed for the first time on a fully harmonised FCA. The new version of the FCA was endorsed by the EB of RFC 6 – Mediterranean Corridor together with the eight other EB of rail freight corridors.

Implementation Plan

The EB has to approve the Implementation Plan of the Corridor. In 2015, the EB discussed an update to the Implementation Plan, drafted by the MB, and integrating the extension to Croatia. The Implementation Plan is crucial because it defines the routes of the Corridor on which the Regulation shall apply. This new version will be formally approved in 2016.

Report to the European Commission and evaluation of the Regulation

The EB, jointly with the MB, issued a qualitative assessment as regards the Corridor experience in terms of implementing the Regulation, in accordance with article 22. The report was communicated to the European Commission in November 2015.



Management Board/ General Assembly



















The FFIG

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 General Assembly (GA), which acts also as Corridor MB. Mr. Bojan Kekec (SŽ-INFRA) chairs the GA.

In 2015, the GA rounded up for times.

CEF (Connecting Europe Facility) draft proposal approval; C-OSS 12/02/2015 Cooperation agreement approval (document defining all capacity allocation related responsibilities of the EEIG). Appointment of the ERTMS team leader; Financial statements and 22/04/2015 budget approval. Renewal of the mandate of the GA chairman. Drafting of the Reports ex art 19, 22 of the Regulation. MB mandated MD (Managing Director) to develop the 09/09/2015 RFC 6 – Mediterranean Corridor Position Paper on the Regulation revision. Regarding extension to Croatia, the GA agreed to include the principal route by January 2016. Replacement of the Corridor - One Stop Shop Leader for 2016; Renewal of the contract of the Deputy Director 2016-2017; Approval 11/12/2015 of the new version of the Corridor Information Document, Book n.1-5 including the approval of the Implementation Plan; Train Performance

The MB delegated all its operational functions to the PMO located in Milan. Administrative functions were also delegated to the EEIG managers.

Management (TPM) Manual approval



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PMO WHO WE ARE / the staff of RFC 6 – Mediterranean Corridor

EEIG President: Jorge SEGRELLES GARCÍA

EEIG GA Chairman: Bojan KEKEC



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 provided in the Regulation.



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 Reserve Capacity - RC) crossing at least one border along the Corridor. The C-OSS Leader handles communication processes between IMs/ABs, other C-OSSs and terminals linked to the Corridor. The C-OSS leader will end its mandate in 2016 and a selection and replacement procedure has been put in place at the end of 2015.



Deputy Director/Infrastructure Advisor/EEIG Manager: István PÁKOZDI

He is a full time manager dedicated to the EEIG and RFC 6 – Mediterranean Corridor.

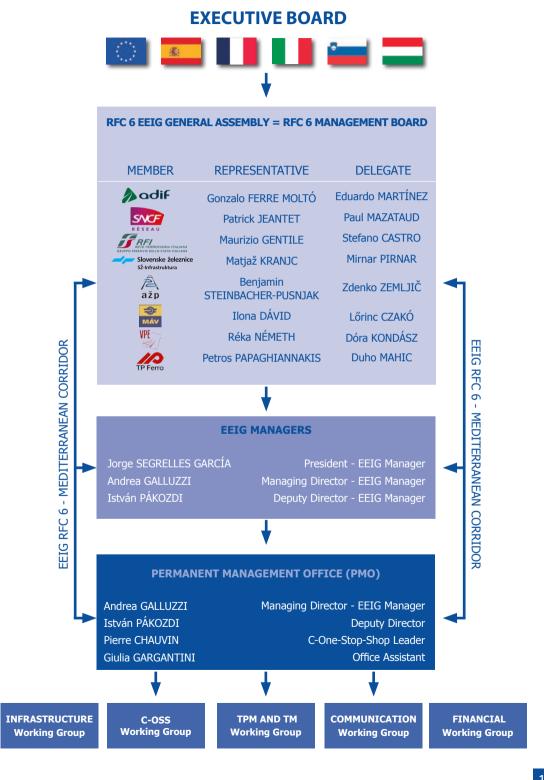
As an Infrastructure Advisor, he has also the responsibility to constantly update and collect the technical parameters of the Corridor, control and draft the geographical description of the network and complete the CID.



PMO Administrative Assistant: Giulia GARGANTINI

She is responsible for the administrative management of the EEIG and she supports the PMO staff in all the operational and administrative issues.





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The European Commission

One of the main objectives of the EC is the development of a Single European Transport Area. Railways represent in this sense, the most suitable and efficient system to achieve this goal. Railways, in the last 20 years, have been involved in many technological changes including the opening of the market to competition and the strengthening of interoperability and safety.

As far as the rail freight corridors are concerned, the EC responsibility is the supervision on the correct implementation of the Regulation including the presentation of a report to the European Parliament.

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

- 1. the Single European Railway Area Committee (SERAC) where the representatives of Member States gather with Regulatory Bodies, IMs and RFCs dealing, among others, with the implementation of RFCs.
- 2. the representative of DG Move attends to RFC 6 Mediterranean Corridor EB meetings.

Regulatory Body

A Regulatory Body has been appointed as indicated in the Regulation and in the Directive 2012/34/EU in order to monitor and ensure non- discriminatory access to the Corridor, and among others, it is in charge of receiving possible appeals from applicants.

The Regulatory Body for the Mediterranean Corridor is the **Autorità di Regolazione dei Trasporti,** located in Turin, Italy.

Autorità di Regolazione dei Trasporti (ART)

Via Nizza 230, 10126 Torino
Telefono: 011.0908500
E-mail: art@autorita-trasporti.it
PEC: pec@pec.autorita-trasporti.it





5. Documents

Corridor Information Document

The CID is the document providing 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 five different books, so they should be considered integrated. This structure responds to the different updating needs.

Implementation Plan (IP)

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 Investment Plan;
- Measures to implement articles 12 to 19 of the Regulation.

In 2015 RFC 6 - Mediterranean Corridor reshaped the IP and CID in order to be fully in line with the new RNE guidelines and to include the elements related to the extension to Croatia (only for informative purposes).

The CID, which includes the IP, is available on the RFC 6 - Mediterranean Corridor website.





6. Corridor Activities 2015

The Corridor-One-Stop-Shop

To simplify the access to the international rail freight capacity a C-OSS was established in 2013. As provided for in the Regulation it is a joint body for applicants to request and receive answers, in a single place and in one operation, regarding infrastructure capacity for freight trains.

The C-OSS is involved in a **big effort of coordination between national IMs and ABs** in order to construct and deliver harmonized international PaPs with the final aim to improve journey time, frequency and regularity. Moreover, PaPs are protected against unilateral decision of modification by IMs and 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 and the expressions of needs that each of them communicates to the C-OSS):
- Results of the annual customer satisfaction survey on the Corridor.

Pre-arranged Paths (PaPs) are train paths (infrastructure capacity needed to run a train between two places over a given time-period), which are arranged in order to facilitate journey times for freight trains crossing at least one border (international trains).

RFC 6 – Mediterranean Corridor CID is available at

https://www.railfreightcorridor6.eu

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

- Time Table (TT) offer 201X: Focused on medium/long-term capacity needs. TT 201X PaPs are published on the 2nd Monday of January of each year (X-11) 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 paths can be requested until 30 days before the train runs. The RC offered by RFC6 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**. Rail Net Europe (RNE) developed a standardized IT application for the Corridor capacity publication and allocation called Path Coordination System (PCS).

RFC 6 – Mediterranean Corridor C-OSS works together with the other C-OSSs in order to deliver a harmonized multi-corridor freight capacity.



RFC 6 – Mediterranean Corridor One-Stop-Shop "Structure"

The C-OSS of RFC 6 –Mediterranean Corridor works in continuous cooperation with a team of experts appointed by each member of the Corridor

The main topics dealt with by the C-OSS in 2015 were:

- **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 temporary capacity restrictions**:
- Preparation of RC offer;
- Updating of the CID Book 4;
- Coordinating and supporting RUs and IMs during the paths ordering phase;
- Coordinating and performing specific capacity studies required by customers;
- Cooperating in the organization of National Information Days with customers, in some cases together with other corridors in order to inform about the Corridor's offers and news.

The role of the C-OSS is also to follow and contribute to **RNE projects** related to freight corridors:

- International coordination/publication of works and possessions;
- Review of International Timetabling Process;
- PCS Next Generation;
- PCS Developments.

The C-OSS of RFC – 6 Mediterranean Corridor is leading the so-called C-OSS community gathering the C-OSS of all corridors aiming at finding common solutions and processes for all corridors.

International timetabling Process:

International timetabling process for international train path requests is essential to improve coordination of international rail traffic in Europe. The promotion of the harmonization process is part of Rail Net Europe's mission. The major deadlines concerning the annual international TT are:

- deadline for ordering paths for the annual TT;
- deadline for drafting the international TT and;
- deadline for final answers to customers.

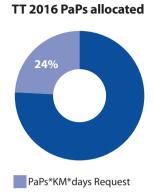
In the context of the international timetabling process for the annual Time Table, the X-n abbreviation is used to identify the most important deadlines referring to the month of the annual Time Table change (X) and the number of months (n) in advance of this deadline.

Rail Net Europe is a trans-European association of railway Infrastructure Managers which mainly deals with the coordination and harmonization of international rail infrastructure products, services, tools and processes and it provides legal and technical information on the European railway infrastructure. Additionally, it serves as a support provider for the Freight Corridors established under Regulation 913/2010 providing the IMs/ ABs participating to the Corridors and the C-OSS with its tools and services and organizing technical working groups. For further information visit: http://www.rne.eu

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Corridor Results RC 2015

At the end of October 2014, in line with the international TT deadline for RC publication, the C-OSS published RC offer 2015 composed of **50 PaPs sections for a total of 15.600 days**. The C-OSS allocated a total amount of **617 days for 13 sections** of PaPs

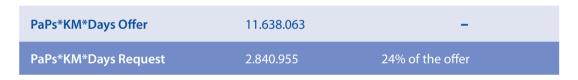


Corridor Results TT 2016

In January 2015 the C-OSS published the new Time Table offer for 2016: **197 sections of PaPs for a total of 66.903 days** along the corridor for 11,638,063 PaPs*km*days.

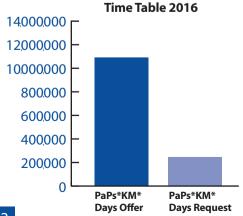
On 13th April 2015 (final International Time Table deadline for requesting capacity), 50% of the PaPs sections were requested (98 PaPs sections) for a total of 77 dossier requests. Out of the PaPs requested, 92 were finally allocated.

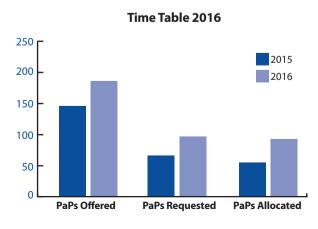
These are the most used KPIs:

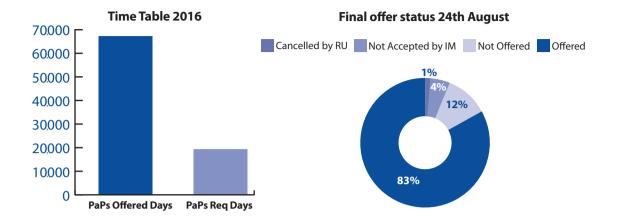


This result showed an increasing interest of the applicants in the use of the Corridor; 8 different applicants requested capacity.

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, as usual, after having processed all the requests and solved all the conflicts, to provide on time all applicants with the final offers.

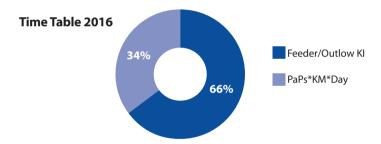






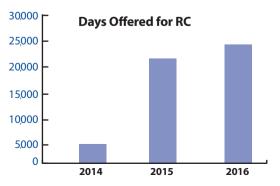
Analysis between PaPs requested and length of Feeder /Outflow attached to the requests

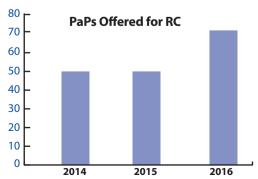
This analysis shows that in some areas of the Corridor it is possible to increase the volume of PaPs in order to decrease the volume of feeder and outflow impact. Possible synergies to this regard are possible where there are multi corridor lines and overlapping sections. Notably with the upcoming implementation of corridor 3 and 5 (Time Table 2017).



Publication RC 2015

At the end of October 2015, in line with the international Time Table deadline for RC publication, the C-OSS published the RC offer 2016 composed of **72 PaPs sections for a total 24.100 days**, with an improvement in the number of days offered compared to RC 2015.





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> 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 FEIG

The deployment of the ERTMS along the Corridor clearly depends on national decisions and negotiations with the EC. RFC 6-Mediterranean Corridor 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 was made operational in 2015 dealing with the duties envisaged in the EC Breakthrough program aimed at speeding up a reliable ERTMS implementation plan.

The new EEIG for RFC 6 - Mediterranean Corridor is therefore the organization supposed to support the effort at Corridor level for the harmonization of ERTMS technical and operational rules. Moreover, according to the inputs coming from Railway

Undertakings, it is necessary to study simplified and harmonized procedures for authorizing the vehicles as far as ERTMS subsystem is concerned. Finally, with the ERTMS Breakthrough initiative proposed by the European Commission with the objective to define short term achievements and the way to have a reliable and stable ERTMS system, it is necessary to foresee within the Corridor Governance a proper structure to deal with it.

The Corridor is also dealing with the implementation of the following EC Decision:

- Project ERTMS Implementation on the Railway Corridor D (Valencia Budapest) **2007-EU-60120-P** determined by EC decision C (2008) 7888 of the 10/12/2008, modified by EC decision C (2011) 3250 of the 06/05/2011 which extended the initial completion date from end 2010 to end 2013 and modified by EC Decision C (2014) 2858 of the 24/4/2014 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 activities of the project have been completed and the reporting is ongoing and will be presented by the end of 2016.



> Corridor Working Groups

These WGs are responsible for **strengthening cooperation between IMs and ABs** participating in the Corridor and 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.

The Coordination Working Group

Its main tasks have been revised and included in the "Internal Regulations of Rail Freight Corridor 6 EEIG".

The Coordination Group carries out the following activities:

- It ensures a high-level general follow-up and coordination of the activities defined by the GA of the EEIG, in cooperation with the Managing Director of the PMO;
- It contributes to the preparation of the decisions of the GA and to their implementation;
- It advises and supports the PMO;
- It ensures an efficient communication flow between the EEIG (GA, Managers, PMO, other Working Groups) and the internal structures of IM/AB Member of the EEIG, acting as contact point between national and Corridor level;
- It carries out any other activity delegated by the GA;
- It proposes the location and agenda of the Advisory Groups.

This Group meets and at least twice a year at the EEIG premises and via videoconference when needed

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 constituting the RFC 6 –
 Mediterranean Corridor

In 2015, its main activity was to carry out a fundamental and complex update of the **Corridor Information Document** Books based on RNF's **Common Structure** version 7:

- Book 1 Generalities;
- Book 2 Network Statement Excerpts, major changes in the content and the structure, including also elements coming from the Recast of the First Railway Package (Directive 2012/34/EU);
- Book 3 Information on the terminals was extended, updated and some user-friendly applications were installed;
- Book 4 Major update of Capacity Management and Traffic Management related chapters was introduced;
- Book 5 A new Implementation Plan was developed, with new content, several new map installations and the new set of KPIs by RNE;
- **CID compilation** (CIDs for 2017): the evaluation in the assessment carried out by the RFC 6 Mediterranean Corridor showed a compliance rate of 99% with RNE guidelines.

Train Performance Management/Traffic Management Working Group

Among the goals of RFC6 – Mediterranean Corridor, two are strictly related to Train Performance Management and Traffic Management:

- Optimizing the quality of the service by means of strategies and tools designed to monitor results and to improve punctuality;
- Minimizing the overall network recovery time through the definition of priority rules and optimal coordination of Traffic Management.

In order to fulfil the requirements provided for in art. 19.2 of the Regulation, a TPM/TM WG was implemented at the end of 2014, with the following tasks:

- 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.

C-OSS Working Group

The C-OSS Working Group is composed of experts working for the different IMs Timetabling departments. It is coordinated by the C-OSS leader and meets twice a year. The main tasks of the C-OSS working group are:

- Preparing all necessary documentation supporting C-OSS's activities including implementation and internal processes;

Preparing the pre-constructed paths offer taking into account needs coming from the customers' experiences;

- Reporting on the activities of the Corridor concerning all capacity issues including tool developments;
- Coordinating and publishing the temporary capacity restrictions along the Corridor;
- Preparing capacity related issues for the arrival of the Croatian infrastructure manager (HZI).
- 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 focusing 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 both in the long and short term;
- Involvement of the C-OSS in **Forum Train Europe** (FTE) conferences and other bilateral consultations that customers may need during the path request preparation period.

Communication Working Group

The Communication Working Group deals with communication related aspects affecting the Corridor. Its mission consists of translating the Corridor commercial offer and developments into messages to be sent to all present and future customers of the Corridor as well as to other relevant stakeholders. Furthermore it coordinates the design of corporate identity and handles merchandising activities as well.



The group is composed of representatives of all members of the Corridor. The group was active all along 2015 in order to implement the Communication Plan of the group. It also prepared the first annual report of the Corridor which was released in June 2015. Moreover, the group met twice in Milan, Italy in 2015.

Financial Working Group

This group was created in 2015 in order to support the Management Board members in all the financial related decisions. It is composed of financial experts of all the members and it meets twice a year notably before the GA for the approval of the EEIG balance sheets.

Customer related initiatives

Customers are the final beneficiaries of the overall Corridor activities and therefore dedicated communication has always been a major concern for the Corridor Management.

During 2015, the following activities have been carried out:

- Communication on the commercial offer to all customers and ad hoc **training sessions on the use of PCS tool**:
- **TAG/RAG** meetings to inform all Corridor applicants and terminals on the developments of the Corridor (particularly focused on capacity allocation issues) and to collect inputs from all stakeholders;
- **National Info Days**, organized by the IMs with the support of the Communication 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.

In **2015** five **National Info Days** were celebrated, one for each country. National Info Days are open to all interested Railway Undertakings and other Applicants; the objective of the Corridor is to involve the largest possible number of clients.

DATE	COUNTRY / PLACE	N. OF PARTICIPANTS
29.01.2015	Paris, France	23
19.02.2015	Madrid, Spain	16
05.03.2015	Ljubljana, Slovenia (Training)	6
17.03.2015	Milano, Italy	30
20.03.2015	Budapest, Hungary	30





7. Advisory Groups

According to art. 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 Reg.). Advisory Groups participation is free and on a voluntary basis.

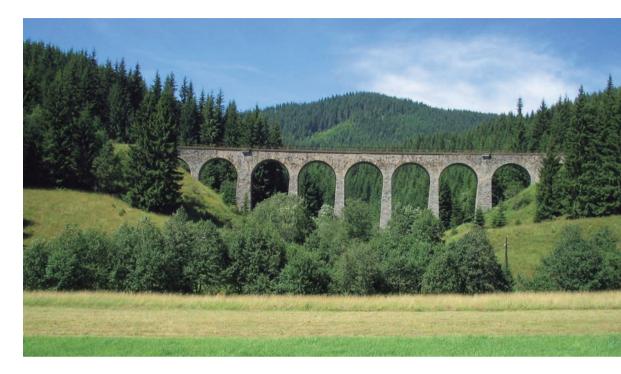
These meetings alternatively take place in the eastern or in the western part of the corridor.

Information concerning the Advisory Groups is always available and updated on RFC 6 – Mediterranean Corridor website (www.railfreightcorridor6.eu).

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

COMPANY	COUNTRY	CONTAC PERSON	E-MAIL	TELEPHONE
ADIF	Spain	Eduardo Martínez	emmart@adif.es	+34 913006195
TPFERRO	SP/FR	Petros Papaghiannakis	ppapaghiannakis@tpferro.com	+34 972678800
SNCF Réseau	France	Claire Hamoniau	claire.hamoniau@reseau.sncf.fr +33(0)15	
RFI	Italy	Simona Garbuglia	s.garbuglia@rfi.it	+39 0644103987
SŽ-INFRA	Slovenia	Miran Pirnar	miran.pirnar@slo-zeleznice.si	+386 12914123
MÁV Co.	Hungary	Zsolt Ungvári	ungvari.zsolt@mav.hu +36 151	





In **2015** RFC 6 – Mediterranean Corridor organized the following TAG/RAG meetings:

The **sixth** TAG/RAG meeting held in **Madrid** on 23th April 2015 to provide a general overview concerning the new update of the IP. 44 participants attended the meeting.

The major topics addressed during the meeting were:

- Description of ADIF's participation in the Corridor;
- RFC 6 Mediterranean Corridor state of play and Customer Satisfaction Survey;
- TAG representative appointment;
- RAG representative appointment;
- RFC 6 Mediterranean Corridor OSS state of play;
- •TT 2016;
- •TT 2017 Procedures.

The **seventh** TAG/RAG meeting held in **Budapest** on the 19th of November 2015. The main aim of the meeting was reporting of the operational achievements of RFC 6 – Mediterranean Corridor in 2015, the presentation of the 2016 RC offer and the 2017 TT offer 34 participants attended the meeting.

The major topics addressed during the meeting were:

- Extension to Croatia: state of play and deadlines;
- •TT 2016 Summary and analysis;
- •TT 2017:
- RC 2016:
- Works and possessions;
- •TAG/RAG coordinators presentation and discussion:
- TPM presentation;
- Information on Common RAG.



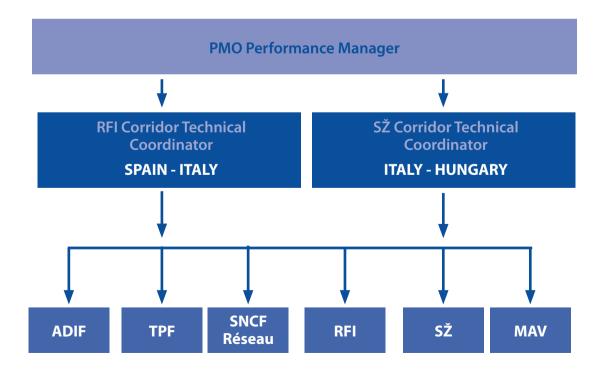
8. Quality of Service on the Freight Corridor (ART. 19)

> Monitoring of Corridor Performance (art. 19.1)

Train Performance Management

Starting from the opening of the Corridor by the end of 2013 over 2014 and 2015, RFC 6 – Mediterranean Corridor has been committed, in cooperation with its members and RNE, to defining procedures and tools to be used in order to start the Train Performance Monitoring (TPM) activity. In the first quarter of 2015 the activity was started and RFC 6 Corridor TPM Manual was adopted by the GA on the 22nd of April 2015 in Madrid. TPM activity is fully operational in the framework of TPM TM WG, based on the structure below with regards to the Reporting activity.

RFC6 – Mediterranean Corridor is divided into two sections (West and East) due to the different flows of traffic and volumes. Spain-France-Italy is covered by West Corridor Technical Coordinator (CTC) and Italy-Slovenia-Hungary is covered by East CTC. Based on its central location, Italy is covered by both CTCs depending on the defined traffic relations, border crossings on the West (France) or on the East (Slovenia). Each responsible CTC applies the same methods for producing and spreading around periodic reports.





Train Performance Management is composed of the following phases:

> Definition

- Updating the train list (sample of trains) to be monitored:
- Updating the measuring points list;
- Uploading OBI/RNE's reporting system.

Reporting

- Collection and handing over of the relevant inputs for regular monthly reports to the Corridor Technical Coordinators by the IMs' Performance Manager;
- Production of the regular monthly reports including top delay causes by the Corridor Technical Coordinators:
- Production of yearly final report by the PMO Performance Manager.

> Analysis & Action Planning

- Coordination meetings for solving all pending problems and defining objectives and corrective actions with the involved Applicants and IMs;
- Debriefing other stakeholders (GA, EB, Advisory Groups).

Action planning & Implementation

- Sharing the results and corrective actions with Applicants and other stakeholders;
- Follow-ups.

The Performance Monitoring of RFC 6 –Mediterranean Corridor is carried out in two segments:

1. Monitoring of PaPs allocated by the C-OSS (Short term objective);

2. Monitoring of selected international freight trains passing through the corridor lines and borders.

The trains are monitored on the basis of information provided by TIS (Train Information System – IT tool managed by RNE providing information on train runs on the corridors). For the full application of the TPM, confidentiality issues still need to be fixed.





> 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 as shown in the table below. On the other hand, the MB is working in cooperation with the EB for the definition of a first set of suitable capacity objectives.

KPIs INDICATORS

CAPACITY ind.

Number of PaPs offered X-11 per section

Number of PaPs for which standard priority rule applies

Number of PaPs for which Network PaP priority rule applies

Number of requests period X-11 till X-8 till X-2 (with feeder/outflow sections)

Total number of requests

Number of requests covering only PaP sections where standard priority rule applies

Number of requests covering only PaPsections where Network PaPs priority rule applies

Number of requested PaPs

Number of PaPs which are allocated by COSS on the 24th August

Number of PaPsfor which standard priority rule applies

Number of PaPs for which Network PaPs priority rule applies

Number of PaPs which reached the active Time Table phase

Number of conflicting applications (double booking at X-8)

Conflicts solved by consultation

KPIs INDICATORS

PUNCTUALITY ind.

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

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 punctual on start point, shunting yard, final station



KPI-CAPACITY indicators values 2015	2015	%	2016	%	% 2015/2016
Number of PaPs offered X-11 per section	140	N/A	197	N/A	41%
Number of PaPs for which standard priority rule applies	N/A	N/A	10	N/A	N/A
Number of PaPs for which Network PaP priority rule applies	N/A	N/A	N/A	N/A	N/A
Number of requests period X-11 til X-8 till X-2 (with feeder/outflow sections)	N/A	N/A	N/A	N/A	N/A
Total number of requests	37	N/A	77	N/A	108%
Number of requests covering only PaP sections where standard priority rule applies	2	N/A	15	N/A	N/A
Number of requests covering only PaP sections where Network PaP priority rule applies	N/A	N/A	N/A	N/A	N/A
Number of requested PaPs	46	N/A	98	N/A	N/A
Number of PaPs which are allocated by COSS 24th August	46	33%	92	47%	100%
Number of PaPs which standard priority rule applies	N/A	N/A	18	N/A	N/A
Number of PaPs for which Network PaP priority rule applies	N/A	N/A	N/A	N/A	N/A
Number of PaPs which reached the active Time Table phase	46	33%	92	47%	N/A
Number of conflicting applications (double booking at X-8)	2	N/A	15	N/A	N/A
Conflicts solved by consultation	2	N/A	2	N/A	N/A

The C-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.

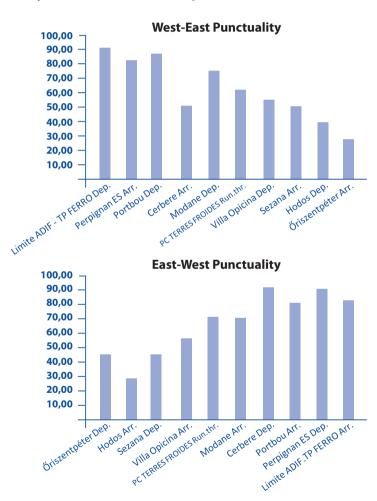
RAIL FREIGHT CORRIDOR SPAIN - FRANCE - STALY SLOVENIA - MUNICARY	RailNetEurope
Source: RNE TIS / OBI SE 1, report version 1.5	Executed version (date): final (2016-05-05)
RFC6-Mediterranean Corridor	2015
Mediterranean Corridor	December
Punctuality development	

RFC6 MEDITERRANEAN CORRIDOR

Thanks to recent developments at RNE IT system TIS/TIS database RFC 6 – Mediterranean Corridor has been able to produce a first set of data that provides a snapshot of the performance of the Corridor. The main assumptions on which this calculation for 2015 has been established are the following:

- period of measuring: 1st January 2015 31st December 2015;
- trains: all international freight trains (national freight trains, service trains, isolated locomotives and empty wagon trains haven't been considered);
- measuring points: at the border crossings (border crossing pairs).

KPI-Punctuality at defined border points



> Customer Satisfaction Survey (art. 19.2)

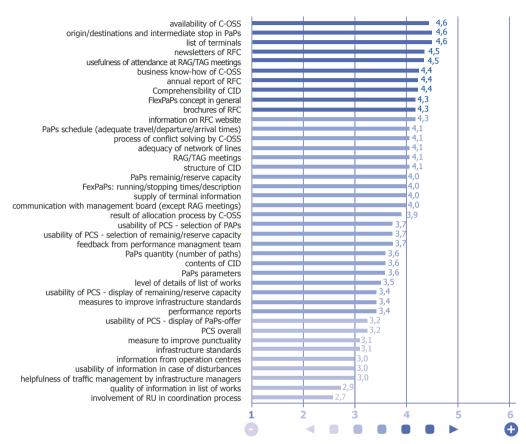
Under RNE coordination, a **Customer Satisfaction Survey was carried out in 2015 for all RFCs**. The aim of this common survey was to have a

harmonized and standardized set of questionnaires to be offered to Corridors' clients and therefore avoiding asking similar questions to the same



clients running on several corridors. For RFC 6 – Mediterranean Corridor the study was conducted on 23 users of the Corridor. Here below is presented an

overview of the results of the survey related to RFC 6 – Mediterranean Corridor.



These results are confirming the effort of the overall organization to become more and more customer oriented. Several aspects of the management of the Corridor have received positive feedback: Availability of the C-OSS, origin/destinations and intermediate stop in PaPs; Business know how of the C-OSS, PaPs schedule, etc. Feed-back on the communication tools of the Corridor (Annual Report, Website etc.) is also encouraging.

On the other hand, the strong message coming from Corridor clients (or potential clients) is that PCS and Train Performance Management and measures have to be improved. Some of the indications provided by customers through the

survey are also showing a stronger knowledge of the Corridor processes. The feedback related to the TPM/TM has already been incorporated in the organizational structure of the EEIG. In fact, the TPM/TM Working Group was already set up at the end of 2014 and, after having developed proper procedures in 2015, it is in the position to deliver a solid and effective performance management process.

Finally, as for the necessary improvements requested for the PCS system, RFC 6-Mediterranean Corridor fully contributed, either in terms of workload or in terms of attendance to technical meetings, to provide all the necessary operational inputs.

9. Cooperation With Other RFCs — the Corridor Network

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

The cooperation with other corridors aims at providing feedback to the needs expressed by many stakeholders for the **harmonization of operational procedures among different corridors.** For this purpose RFC 6 – Mediterranean Corridor kept being intensely involved in contributing to the **Corridor Talk,** which is a platform were all the corridors regularly meet in order to identify common strategies and topics worth being discussed. It is also the platform

where inputs coming from the Common RAG meetings can be dealt with and prioritized.

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;
- Time Table process improvements;
- Improvements of user interface of PCS.

10. Extension to Croatia

According to Regulation (EU) 1316/2013 the 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 Infrastuktura d.o.o. will be fully implemented by November 2016.

After a fruitful cooperation starting in 2014, in January 2015 the Chief Executive Officer of HŽl and the Managing Director of RFC 6 – Mediterranean Corridor signed a **Memorandum of Understanding** formalizing the commitment of HŽl to become part of the Mediterranean Corridor in compliance with European

deadlines. It also showed the commitment of the EEIG to accept HZI's application.

The cooperation between the EEIG for RFC 6 – Mediterranean Corridor and the Croatian IM kept going during 2015 with the involvement of HZI representatives within EEIG WGs and GA. The first draft of the Implementation Plan including HZI information was approved by the GA at the end of December 2015. The new Corridor statute will be approved in July 2016.





11. Reference Table REG. 913/2010

Status legend:

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

Article	Content	Main Actor	AR refe- rences	RFC 6 Achievements	Documents references	Sta- tus	Online avaliability
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 13.11.2013.	Mem- ber States	Ch. 3	RFC 6 – Mediterranean Corridor is operational since the 10 th of November 2013, and in October 2013, the C-OSS published RC 2014. At the end of 2014 it published RC 2015 and at the beginning of 2015 it published the Time Table 2016.	-		√ www.railfreightcorridor6.eu
8.1 8.3 8.4 8.6	Establishment and functio- ning of the EB.	Mem- ber 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.	Adminis- trative agreement 11/03/2013, IP Ch. 2.5.		√ www.railfreightcorridor6.eu
8.2 8.3 8.6	Establishment and functio- ning of the MB.	IMs and ABs	Ch. 4	The ABs and IMs signed a Memorandum of Under-standing that entered into force on the 11 th of April 2012.	Memoran- dum of Un- derstanding 11/04/2012, IP Ch. 2.5.		√ www.railfreightcorridor6.eu
8.5	Etablish- ment of the organizational structure.	IMs and ABs	Ch. 3, 4	To deal with all the administrative issues, the MB of the Mediterranean Corridor decided to take the form of an EEIG located in Milano.	Notary deed 18/12/2013; Notary deed 07/01/2014.		√ www.railfreightcorridor6.eu
8.7 8.8	Establishment of the Advisory Groups.	МВ	Ch. 7	A proper procedure has been defined on the IP. A Kick-off meeting was organized in November 2012; the RFC 6 staff was strongly committed in involving all the possible stakeholders of RFC 6 – Mediterranean Corridor. In 2015 RFC 6 – Mediterranean Corridor decided to draft a new Advisory Group consultation procedure which introduces the role of the Advisory Groups representatives and defines given deadlines for preparing the agenda items.	IP Ch. 2.5	•	√ www.railfreightcorridor6.eu

Article	Content	Main Actor	AR refe- rences	RFC 6 Achievements	Documents references	Sta- tus	Online avaliability
8.9	Interoperability.	МВ	Ch. 6	ERTMS deployment plans are included in the IP.	IP Ch. 6.2		√ www.railfreightcorridor6.eu
9.1 9.2	Implementa- tion Plan.	МВ	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 contributions coming from all the stakeholders. At the end of 2015 the Management Board officially sent to the Executive Board an updated version of the Implementation plan fully in line with the new harmonized structure provided by RNE. This version of the implementation plan already includes (for information purposes only) the elements related to the extension to Croatia.	IP, website		√ www.railfreightcorridor6.eu
9.3	Transport Market Study.	МВ	Ch. 5	The Transport Market Study has been carried out by an external advisor, an 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 (10/11/2010) In the CEF call proposal submitted to the Commission a review of the study is foreseen. In 2016, a light update is foreseen focusing on the extension to Croatia.	IP Ch. 3		√ www.railfreightcorridor6.eu
9.4	Terminals des- cription and update.	МВ	-	CID Book 3 contains the description of all RFC 6 Terminals. The CID book 3 has been updated at the end of 2015 already including elements related to the extension to Croatia.	IP Ch. 2.3, CID Book 3		√ www.railfreightcorridor6.eu

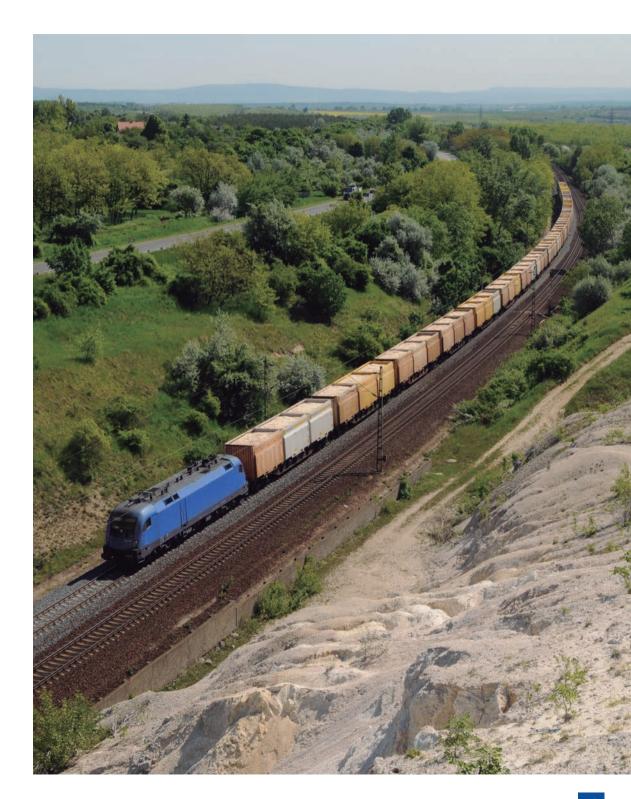


Article	Content	Main Actor	AR refe- rences	RFC 6 Achievements	Documents references	Sta- tus	Online avaliability
10	Applicants consultation.	МВ	Ch. 6	In different occasions, applicants' consultation is foreseen: before the publication of the IP during the TAG-RAG (the MB takes into account the opinions given by the stakeholders and replies). Since the preparation of TT 2016, the C-OSS introduced a mechanism to collect customers' needs during Time Table preparation.	IP Ch. 2.5		√ www.railfreightcorridor6.eu
11.1 11.2	Investment Plan.	МВ	-	RFC 6 gathered the investments plan 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, re- newal, redeplo- yment of the infrastructure.	MB	-	-	IP Ch. 6		√ www.railfreightcorridor6.eu
11.1(b)	Interoperability deployment.	МВ	Ch. 6	Proper procedures are described in the IP. A new ERTMS WG has been re-launched at the end of 2014 for the harmonization of ERTMS.	IP Ch. 6.2		√ www.railfreightcorridor6.eu
11.1(c)	Plan for managing capacity.	МВ	Ch. 5, 6	Bottlenecks identification and bottlenecks removal plans are defined within the IP.	-		vww.railfreightcorridor6.eu
12	Coordination of works.	МВ	Ch. 6	Procedures to inform customers on the works having an impact on corridor ca-pacity and procedures to coordinate works are de-fined in CID Book 4 in line with RNE procedures.	IP Ch. 4.1,CID Book 4.		√ www.railfreightcorridor6.eu
13.1 13.2 13.3 13.4 13.5	C-OSS setting up.	МВ	Ch. 6	C-OSS approved procedures have been included within due time in CID Book 4. Accordingly the C-OSS was operational by the 10 th of November 2013 and pub-lished RC offer 2014 and 2015 and TT 2015 and 2016 in due time.	IP 4.2, CID Book 4.		√ www.railfreightcorridor6.eu

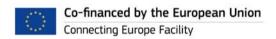
Article	Content	Main Actor	AR refe- rences	RFC 6 Achievements	Documents references	Sta- tus	Online avaliability
14.1	Framework for Capacity Allocation.	EB	Ch. 4	At the end of 2014, the Executive Board found an agreement on the RFC 6 – Mediterranean Corridor FCA. A new version of the FCA was endorsed by the Executive Board in 2015.	CID Book 4, Execu- tive Board agreement on FCA.		√ www.railfreightcorridor6.eu
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 (Regulation 2001/14/EC) have been included in due time within CID Book 4. Those proce-dures 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.	МВ	Ch. 6	Specific procedure has been defined in CID Book 4.	CID Book 4 Ch. 3.5.3, FCA		√ www.railfreightcorridor6.eu
14.7	Non-usage fees.	IMs	-	Specific information for each country has been included within CID Book 4.	CID Book 4 Ch. 3.6.5		√ www.railfreightcorridor6.eu
14.8	PaPs protection prin-ciple.	IMs	Ch. 6	Specific procedure has been defined in CID Book 4.	CID Book 4, Ch. 3.3.1		√ www.railfreightcorridor6.eu
14.9	Coordination among IMs/ ABs for capaci- ty allocation.	IMs/ ABs	-	Specific procedure has been defined in CID Book 4.	CID Book 4 Ch. 3.5, FCA		√ www.railfreightcorridor6.eu
14.10	ABs involvement.	-	Ch. 2	AZP 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. 3.2		√ www.railfreightcorridor6.eu
16.1 16.2	Traffic Mana- gement.	МВ	6	Specific procedures have been defined in CID Book 4.	IP Ch. 4.5, Book Ch. 5		√ www.railfreightcorridor6.eu



Article	Content	Main Actor	AR refe- rences	RFC 6 Achievements	Documents references	Sta- tus	Online avaliability
17.1	Traffic Ma- nagement in the event of disturbance.	МВ	6	Specific procedures have been defined in CID Book 4, IP, and TPM Manual.	IP Ch. 4.6, Book 4 Ch. 6, TPM Manual.		√ www.railfreightcorridor6.eu
17.2 17.3	Priority rules in Traffic mana- gement.	IMs/ ABs	6	CID Book 4 contains a general description of priority rules in Traffic Management. Discussions related to the harmonisation of this priority rules among all the IM's and all the Corridors are still ongoing. Common understanding still pending.	CID Book 4 Ch. 6.2		√ www.railfreightcorridor6.eu
18	Corridor Information Document.	МВ	Ch. 5	CID Book 1-5 have been drafted and published within due time. It has been completely updated at the end of 2015. Elements related to the extension to Croatia are already included.	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. 2.4, 6.3		vww.railfreightcorridor6.eu
19.2	Performance Monitoring Re- port (yearly).	МВ	Ch. 8	Specific procedures have been defined, TPM Manual has been drafted and it is available at Ch. 8 of this report.	IP Ch. 4.8.1	•	√ www.railfreightcorridor6.eu
19.3	Customer Satisfaction Survey (yearly).	МВ	Ch. 8	The results of the Customer Satisfaction Survey are in- cluded in this report.	IP Ch. 4.8.2 Website, Annual Report.		√ www.railfreightcorridor6.eu
20	Regulatory Body.	-	Ch. 4	References for the competent Regulatory Body are available on the website and Corridor documents.	CID 4 Ch. 3.9		√ www.railfreightcorridor6.eu
22	Implementation Monitoring (biannual).	Exe- cutive Board	This Annual Report has been used as a basis for the EB report.	This yearly report has been a supporting tool for the Report presented by the Executive Board ex art. 22 of the Regulation.	The EB presented the Report to the EC at the end of 2015.	•	√ www.railfreightcorridor6.eu







The Members of RFC 6 Mediterranean Corridor are:

















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