

MEDITERRANEAN CORRIDOR

Annual Report
2016

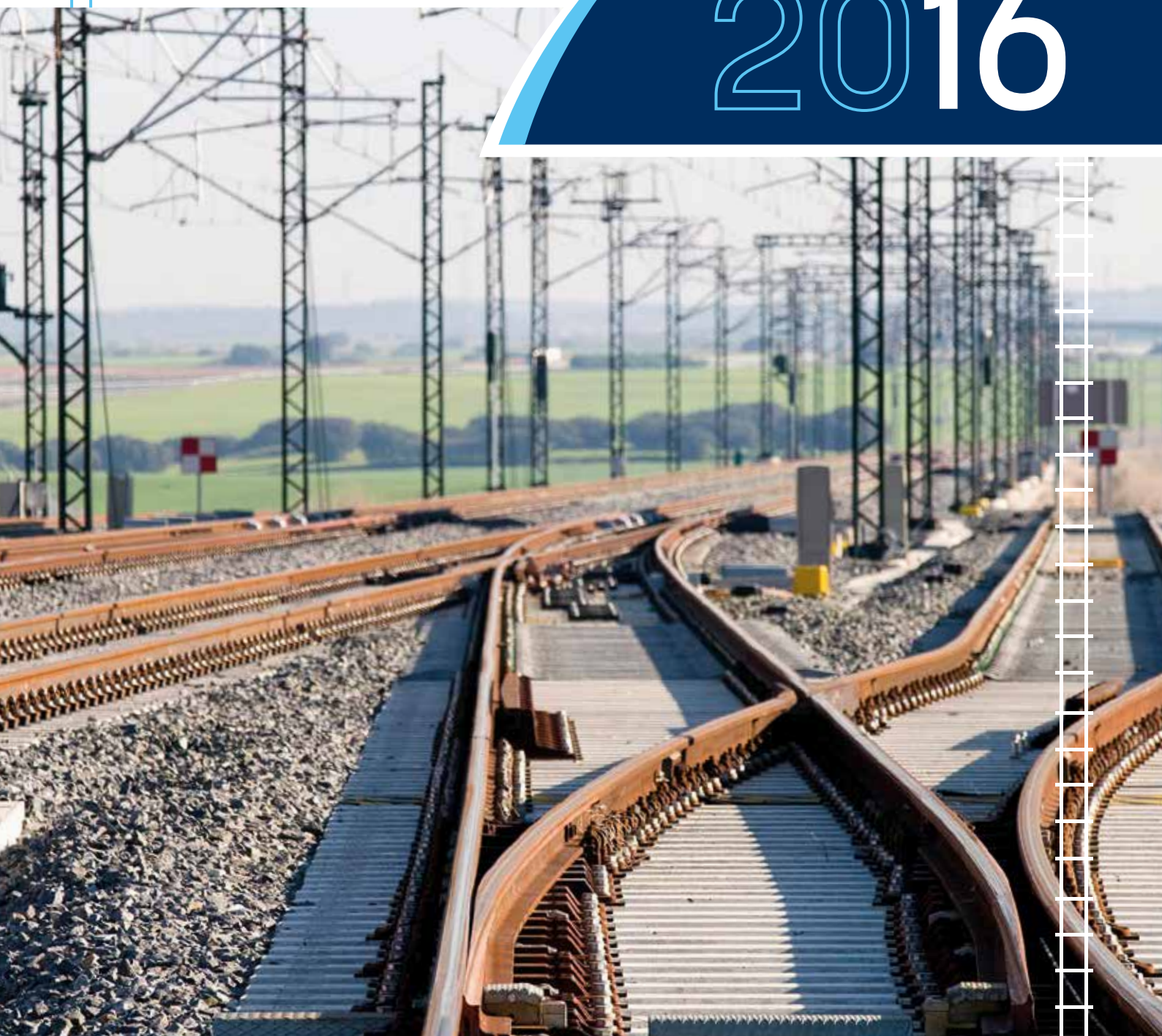




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GLOSSARY

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

CEF | Connecting Europe Facility

CID | Corridor Information Document (art. 18 Reg. EU 913/2010)

COSS | Corridor One-Stop-Shop: A joint body designated or set up by the RFC organisations for Applicants to request and to receive answers, in a single place and in a single operation, regarding infrastructure capacity for freight trains crossing at least one border along the freight Corridor (EU Regulation No 913/2010, Article 13)

CTC | Corridor Technical Coordinator

EC | European Commission

EEIG | European Economic Interest Grouping (Reg. EEC 2137/85)

ERTMS | European Rail Traffic Management System

EXBO | Executive Board of the Mediterranean Corridor - RFC 6 (art. 8.1 Reg. EU 913/2010)

FCA | Framework for Capacity Allocation

GA | General Assembly, the decision making body of the EEIG for Mediterranean Corridor - RFC 6

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)

LFP | Linea Figueras Perpignan S.A., High speed railway line replacing TP Ferro from December 19th 2016

MÁV | MÁV Magyar Államvasutak Zártkörűen Működő Részvénytársaság is one of the Hungarian Infrastructure Managers

MB | Management Board of the Mediterranean Corridor - RFC 6 (art. 8.2 Reg. EU 913/2010). The General Assembly of the EEIG is the MB of Mediterranean Corridor - RFC 6

OBI | Oracle Business Intelligence

PaP(s) | Pre-arranged path offered by a Rail Freight Corridor according to Regulation 913/2010. 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 | "Network PaPs" (in short "NetPaPs") are PaPs designated to foster the optimal use of infrastructure capacity and address the needs for capacity in specific geographical relations or of market segments with special requirements in train path characteristics. They may be offered on a single RFC or on two or more connected RFCs. Network PaPs consist of contiguous PaP sections linked together and are identified by a special ID or marker in PaP catalogues and IT tools

PaP 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 | 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 PaP to an applicant and to find alternative solution for the other. The two types of priority rules defined in the FCA, applied by Mediterranean Corridor - RFC 6, are Standard PR and Network PR

RAG | Railway Undertakings Advisory Group (art. 8.8 Reg. EU 913/2010)

RC | Reserve Capacity: e.g. . Pre-arranged paths – kept available during the running timetable period for ad-hoc market needs (Article 14(5) Regulation 913/2010)

Regulation | Whenever you find “Regulation” in this document it refers to Regulation (EU) no 913/2010 (amended by EU Regulation 1316/2013) of the European Parliament and the Council of 22 September 2010 concerning a European rail network for competitive freight

RFCs | Rail Freight Corridors. The Corridors identified, set up and organized in compliance with Regulation EU no 913/2010 (amended by EU Regulation 1316/2013)

RFC 6 | Mediterranean Corridor - RFC 6 (Rail Freight Corridor 6)

RFI | Rete Ferroviaria Italiana is the Italian Infrastructure Manager

RNE | RailNetEurope

SNCF Réseau | SNCF Réseau is the French Infrastructure Manager

SŽ-Infra | Slovenske Železnice - Infrastruktura d.o.o. is the Slovenian Infrastructure Manager

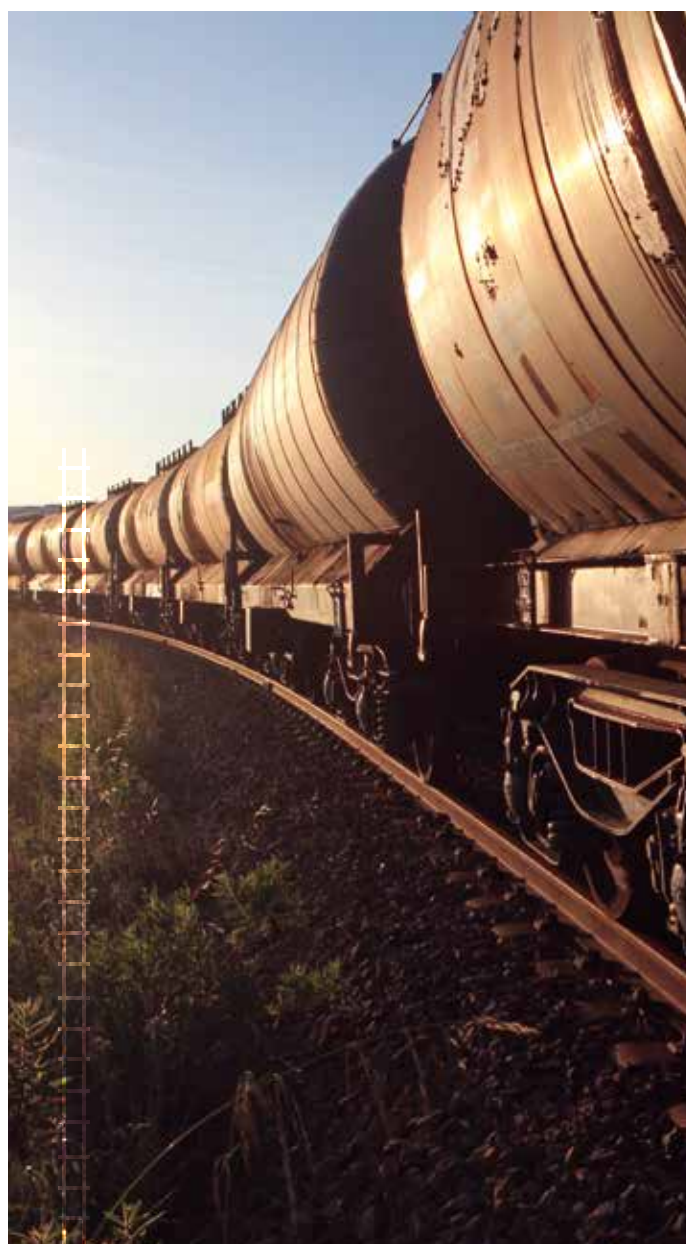
TAG | Terminal Managers/Owners Advisory Group (art. 8.7 Reg. EU 913/2010)

TP Ferro | TP Ferro Concesionaria, was the concessionaire for the high-speed railway line between Spain and France. Now replaced by LFP

TT | Timetable

VPE | Vasúti Pályakapacitás-elosztó Korlátolt Felelősségű Társaság is the Hungarian Railway Capacity Allocation Office, which is responsible for nationwide capacity allocation on the rail network and for determining network access charges

WG | Working group



1 / INTRODUCTION

This report has two main objectives:

1 | **P**roviding Corridor Stakeholders with general information related to the activities carried out by The Mediterranean Corridor - RFC 6 in 2016.

2 | **S**howing the fulfilment of the regulatory obligations in compliance with the article 19 of the Regulation 913/2010 (hereinafter referred to as the Regulation) regarding the corridor performance monitoring.



2 / CORRIDOR MAIN CHARACTERISTICS

EXTENSION TO CROATIA

In November 2016 the Croatian infrastructure manager HŽI officially entered the Mediterranean Corridor-RFC 6 so the structure changed as follows:

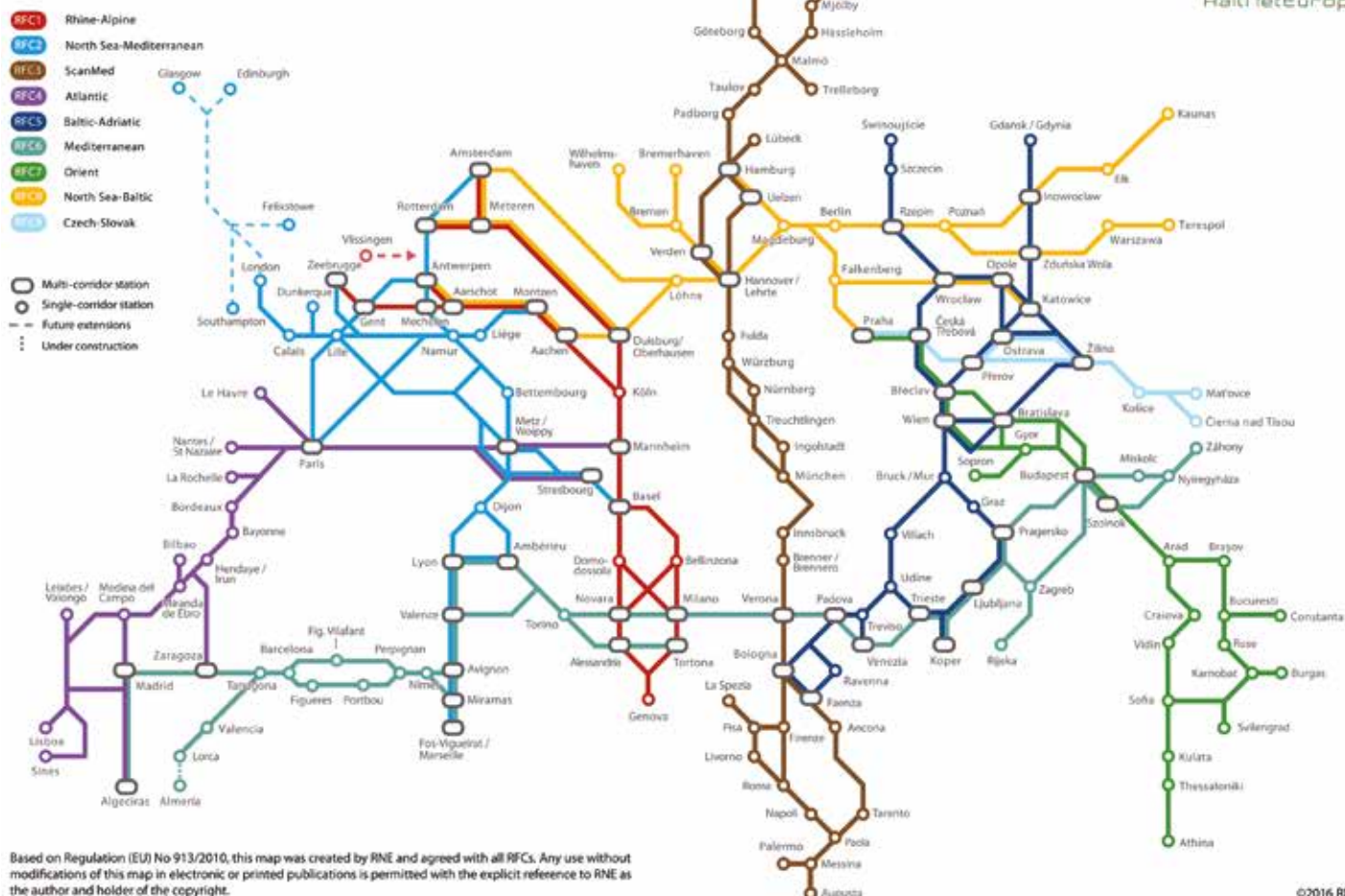
- **6 Countries:** Spain, France, Italy, Slovenia, Croatia and Hungary;
- **7 Infrastructure Managers and 1 Allocation Body:** ADIF, TP FERRO, SNCF RESEAU, RFI, SŽ-INFRA, HŽI (by November 2016), MAV and VPE;
- **New route:**
 - from Ljubljana to Zagreb;
 - from Budapest via Zagreb to Rijeka;

- **Line distance:** over more than 7.000 km Algeciras (ES) - Záhony (HU);
- **Diversiory routes:** 550 km;
- **10 + Adriatic and Mediterranean Sea ports;**
- **5 + Main European Sea Ports:** more than 7000;
- **2 Transshipment terminals UIC vs. non-UIC track gauges;**
- **100 + terminals.**



Rail Freight Corridors (RFCs) map 2016

Including extensions expected in 2017 as indicated by the RFCs



THE EEIG

The MB set up the EEIG for Mediterranean Corridor - RFC 6 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. Bojan Kecec (SŽ-INFRA) chairs the GA.

The managers of the PMO, delegated by the MB and having its headquarters in Milan, deal with all the operational and administrative functions of the corridor.

MEDITERRANEAN CNC - RFC6 COOPERATION

An important work has been carried out by the Mediterranean Corridor Forum since its creation in January 2014. Apart from assisting the Coordinator in the elaboration of the work plan, the Forum discussed the results of the study supporting the work plan preparation, contributed to the preparation of the list of the projects needed to implement the Corridor according to the Regulation prescriptions, and analyzed the key issues potentially delaying such implementation, debating on potential actions to solve them.

Mediterranean Corridor - RFC 6 is mostly the same of the railway alignment of the Mediterranean CNC. Accordingly, there is the opportunity and the need of cooperating, taking into account the specific roles and responsibilities of the two entities (the RFC 6 Managing Director, on the one side, and the CNC Coordinator and Forum, on the other side). By the way, the analysis carried out by both RFC 6 and Med CNC advisors stressed the high potential for rail freight on such axis.

Given this general framework, a permanent and fruitful collaboration has been set up from the beginning of the Forum's activity, in 2014. The Managing Director of RFC 6 participated in all the Forum meetings and in several working group sessions, presented its contribution and shared with the CNC Coordinator and the supporting consulting team the results of the works carried out at RFC level (such as annual reports, synthesis of the market study and customer satisfaction surveys).

Such continuous communication and interaction allowed the Coordinator and the supporting consulting team to have a deeper understanding on the status of the interoperability along the railway section of the Mediterranean CNC. Besides, this common effort supported the identification of the most relevant projects for the achievement of full interoperability for freight, as well as the needs in terms of connections between the railway corridor and the Core intermodal terminals and ports. Finally, the positive performances of the Mediterranean Corridor - RFC 6 in terms of promotion of an integrated commercial offer have also been shared with the Forum, helping its Members to become aware of the operational results that can be achieved by an integrated management of the corridor.

While showing gratitude to Mediterranean Corridor - RFC 6 Management for the active and timely participation and support in the CNC Forum and study, we would like to emphasize that this collaboration is improving the development of the CNC workplan, since the coordination between Corridor's infrastructure development and its commercial role for international rail freight is absolutely crucial to achieve the ambitious potential rail modal shift target we have identified for the freight flows along this Corridor (from 15% in the "do-nothing" scenario to 27% with the full Corridor implementation).

Paolo Guglielminetti

Project Director of the Mediterranean Core Network Corridor Study

EXECUTIVE BOARD



The Executive Board of Mediterranean Corridor is composed of representatives of the Member States belonging to the Corridor. The EXBO takes decisions, which are provided for by Regulation (EU) 913/2010, on the basis of mutual consent. These decisions, signed by all the members of the EXBO and published, are legally binding on their addressees.

According to the Regulation the EXBO 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 EXBO is chaired by the French Ministry of Transport.

The most important decisions adopted during 2016 have been:

- **Extension of the corridor to Croatia**

The agreement which formally established the Member State governance structure was signed by Ministries of Transport on June 7, 2016. In accordance with the terms of the agreement, Croatia became a full member of the Executive Board of the corridor.

- **Capacity**

The EXBO defines and adopts the Framework for Capacity Allocation (FCA). This framework sets up the rules for the elaboration of the timetable of the rail freight corridors as well as for the allocation of train paths and reserve capacity to railway undertakings and applicants.

In 2016 all rail freight corridors adopted an updated harmonized FCA. This new version was endorsed by the EXBO of Mediterranean RFC 6 Corridor together with the eight other EXBOs of rail freight corridors.

- **Implementation plan**

In 2016, the EXBO formally approved the updated version of the Implementation Plan of the corridor, integrating, among other things, the extension of the corridor to Croatia. The Implementation Plan is important as it is in this way that the routes of the corridor are defined.

- **Establishment of a Network of Executive Boards at EU level**

The EXBO actively participated to the establishment of such a Network at EU level in order to exchange opinions on best practices and to define common guidelines for rail freight.



EEIG AND PMO GOVERNANCE 2016

EEIG MEDITERRANEAN CORRIDOR - RFC 6

EEIG GENERAL ASSEMBLY = MANAGEMENT BOARD

MEMBER	REPRESENTATIVE	DELEGATE
	Juan BRAVO RIVERA	Eduardo MARTÍNEZ
	Petros PAPAGHIANNAKIS	Duho MAHIC
	Patrick JEANTET	Claire HAMONIAU
	Maurizio GENTILE	Stefano CASTRO
	Matjaž KRANJC	Franc Klobučar
	Ivan KRŠIĆ	Biserka KELLER
	Ilona DÁVID	Lőrinc CZAKÓ
	Réka NÉMETH	Dóra KONDÁSZ

EEIG MANAGERS

Jorge SEGRELLES GARCÍA	President - EEIG Manager
Andrea GALLUZZI	Managing Director - EEIG Manager
István PÁKOZDI	Deputy Director - EEIG Manager

PERMANENT MANAGEMENT OFFICE (PMO)

Andrea GALLUZZI	Managing Director
István PÁKOZDI	Deputy Director
Stéphanie JONCOUR	C-One-Stop-Shop Leader
Pamela CHIARAPPA	Office Assistant

INFRASTRUCTURE
Working Group

C-OSS
Working Group

TPM AND TM
Working Group

COMMUNICATION
Working Group

FINANCIAL
Working Group

COORDINATION
Working Group

ERTMS
WG

Please note that at the end of 2016 New delegate for SŽ-INFRA is Franc Klobucar, in 2017 a new president has been appointed: Juan José Barrios Baquero. At the end of 2016 TP Ferro has been replaced by LFP.



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 other functions, it deals with managing possible appeals from applicants. The Regulatory Body for the Mediterranean Corridor - RFC 6 is **Autorità di Regolazione dei Trasporti**, located in Turin, Italy •

AUTORITÀ DI REGOLAZIONE DEI TRASPORTI (ART)

Via Nizza 230, 10126 Torino

Tel.: +39 011.0908500

E-mail: art@autorita-trasporti.it

PEC: pec@pec.autorita-trasporti.it

3 / DOCUMENTS

CORRIDOR INFORMATION DOCUMENT

The Corridor Information Document (CID) is the main 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 to 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.

IMPLEMENTATION PLAN

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.



In 2015 the Mediterranean Corridor - RFC 6 reshaped the IP and the other CID Books in order to be fully in line with the actual RNE Guidelines (Common Structure) and include all the elements related to the extension to Croatia. Based on this update, at the TAG/RAG meeting held in Montpellier (FR) on the 26th of May 2016, the Corridor presented the New Implementation Plan and started its Consultation Phase.



The Consultation Phase was concluded at the end of September 2016; right after the inputs have been elaborated and incorporated in the final draft version of the Implementation Plan which was then delivered to the EXBO for final approval. Eventually, the IP was approved by the EXBO early January 2017.

As a consequence of the extension to Croatia, 8 new Terminals in Croatia (4 in Rijeka and 4 in Zagreb) have joined the Mediterranean Corridor - RFC 6.



The information related to the terminals is included in the CID Book 3.

In 2016, the harmonization of CID Book 2 (Network Statement Excerpts) and CID Book 4 (Capacity and Traffic Management together with Temporary Capacity Restriction measures) was carried out at European Level. The harmonization included a common structure, content and wording.

Since 2015, tangible improvement was achieved as far as the quality of the CIDs is concerned: in 2016 the compliance with the RNE CID Common Structure was 99%, the highest in Europe.

Either the IP or the CID Books are available on the Mediterranean Corridor - RFC 6 website www.railfreightcorridor6.eu.

4 / CORRIDOR ACTIVITIES 2016



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, the C-OSS 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 long **work of coordination between national IMs and the 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 Mediterranean Corridor - RFC 6 C-OSS Leader duly takes into account of:

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

The **three main products** offered by Mediterranean Corridor - RFC 6 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. The booking phase ends on the 2nd Monday of April (at X-7,5);
- **TT 201X PaPs Offer for Late Request:** capacity offer for late requests placed after the booking phase deadline for TT 201X;
- **RC (Reserved Capacity)** - addresses ad hoc capacity needs at rather short notice. Ad hoc requests for individual train path **can be requested until 30 days before the train runs**. The RC offered by Mediterranean Corridor - RFC 6 is provided in form of PaPs and it is published at X-2.

The general principles related to the functioning of the C-OSS are published in the **CID Book 4** (which was harmonized among all Rail Freight Corridors in 2016). RNE developed a standardized IT application for the corridor capacity publication and allocation called Path Coordination System (PCS).

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

The C-OSS of Mediterranean Corridor - RFC 6, 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 **2016** 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 Capacity Restrictions**;
- **Preparation of RC offer**;
- **Updating of the CID Book 4**;
- **Coordinating and supporting RUs and IMs** during the paths ordering phase;
- **Coordinating the collection of needs with neighbouring Corridors**;

- **Coordinating and performing specific capacity studies** required by customers;

- **Organizing National Information Days** with customers, in some cases in common with other corridors for informing about the corridor 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 Developments;
- Participating in the "C-OSS community" meetings gathering all C-OSS of all corridors aiming at finding common solutions and processes for all corridors.



CORRIDOR RESULTS - ANNUAL TIMETABLE 2017 PUBLICATION AND REQUESTS

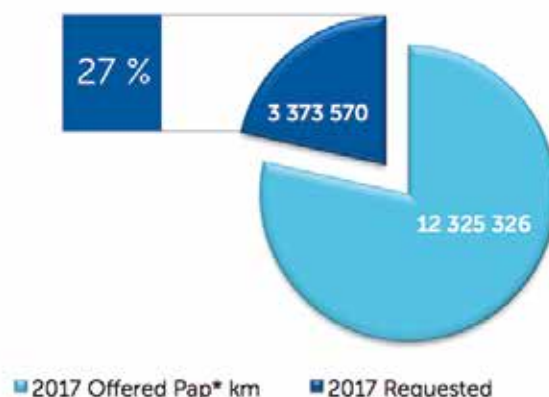
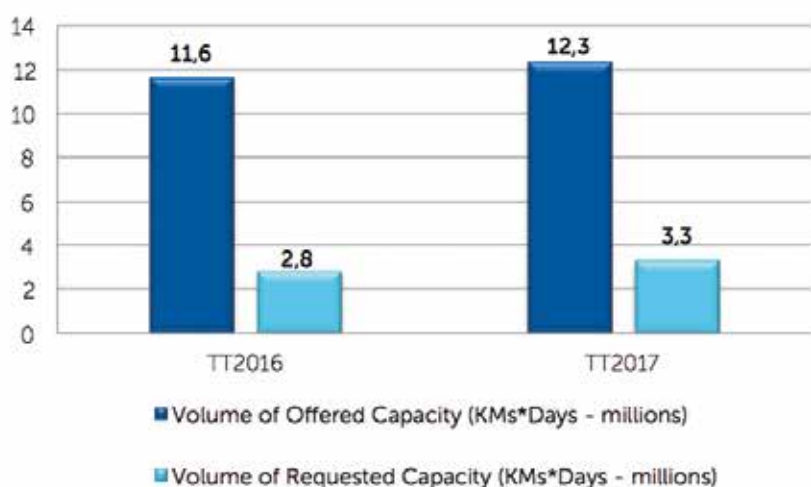
The offer of published PaP km*days increased by **6%** compared to 2015.

On the 12th of April 2016 (final timetable deadline for requesting capacity) the volume of requested capacity was increased by **18%** compared to 2015.

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

If 24% of the offered capacity was requested in 2015, it went up to **27%** in 2016 for the 2017 annual Timetable.

ANNUAL TIMETABLE OFFER AND REQUEST



According to the International Timetable deadline for providing the final Timetable, fixed at the end of August, the C-OSS was in the position, after having processed all the requests and solved all the conflicts, to provide on time all applicants with all the final offers. Later, 2 Late Path Requests were submitted and the C-OSS was in position to accept those requests which were offered for the whole 2017 TT.



CORRIDOR RESULTS - RESERVED CAPACITY 2017 - PUBLICATION AND RESULTS

RFC KPIs FCA		Volume of Offered Capacity (KMs*Days - millions)	Volume of Requested Capacity (KMs*Days - millions)	Number of Requests (PCS dossiers)
TT2016	RC X-2	4,8	0,01	2
TT2017	RC X-2	7	0,05	3

For the first time, the Mediterranean Corridor - RFC 6 was able to publish new PaPs going through CROATIA:

- 7 days a week from Dobova to Gyekenyes (and return) enabling the travel of goods from Budapest to Slovenia / Italy through Croatia;

- And also 7 days a week from Rijeka to Gyekenyes (and return).

The global volume published was almost multiplied by 2, but the number of requests only went from 2 to 3 up to now.

5 / ERTMS

The Regulation envisages, among the responsibilities of the Mediterranean Corridor - RFC 6, the **development and harmonization of ERTMS along the corridor**. The deployment of the ERTMS along the corridor clearly depends on National decisions in line

with the EC provisions. **The EEIG for the Mediterranean Corridor - RFC 6 is responsible for supporting a harmonious and compatible deployment of ERTMS** and defining technical and operational rules at Corridor level.



6 / ADVISORY GROUPS

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

In **2016** the Mediterranean Corridor - RFC 6 organized the **8th** TAG/RAG meeting held in Montpellier on the 26th of May 2016. The main aim of the meeting was reporting the operational achievements of the Mediterranean Corridor - RFC 6 in 2016, the presentation of the 2017 RC offer, the 2018 TT offer preparation and the starting of the new Implementation Plan Consultation phase.

ECCO

Ecco is a UIC led project aimed at:

- providing the necessary coordination and exchange of information between the advisory groups;
- providing the required support and coordination from RUs side with all the involved platform dialogue;
- supporting a coordinated sectorial activity.



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 2016, the following activities have been carried out:

- Communication related to the commercial offer;
- Training sessions on the use of PCS;
- TAG/RAG meetings;
- Common Rag Meetings (ECCO);
- **National Info Days**, were 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;
- **Initiative to collect customers' needs** for the preparation of the TT in cooperation with other Corridors;

- 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.

In **2016, 3 National Info Days** were organized. National Info Days are open to all interested Applicants.

Date	Country / Place
08.03.2016	Rome, Italy
24.03.2016	Budapest, Hungary
24.03.2016	Paris, France

7 / QUALITY OF SERVICE ON THE FREIGHT CORRIDOR

MONITORING OF CORRIDOR PERFORMANCE (ART. 19.1)

TRAIN PERFORMANCE MANAGEMENT

Since the opening of the corridor, the Mediterranean Corridor - RFC 6 has been committed, in cooperation with its members and RNE, to defining procedures and tools to be used in order to put in place a solid Performance Monitoring system.

The Performance Monitoring of Mediterranean Corridor - RFC 6 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 crossing the borders.

The train performance is 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).

PERFORMANCE INDICATORS

The Corridor indicators (Key Performance Indicators) for **Capacity and Punctuality** as identified in the IP, in line with the Framework for Capacity Allocation, are described in the following page.

As far as punctuality indicators are concerned, the objectives have been identified as shown in the following table. The MB is working, in cooperation with the EXBO, for the definition of a first set of suitable capacity objectives.

COMPLIANCE

In 2016, the Compliance of the Mediterranean Corridor TPM with RNE Guidelines for Punctuality Monitoring was 100% •

KPIs INDICATORS

CAPACITY ind.

Volume of Offered Capacity
(KMs*Days - millions)

Volume of Requested Capacity
(KMs*Days - millions)

Number of Requests
(PCS dossiers)

Total number of requests

Volume of Pre-booked Capacity
(KMs*Days - millions)

Number of Conflicts
(Requests in conflict with at least one other request on the
RFC - PCS dossiers)

KPIs INDICATORS

PUNCTUALITY ind.

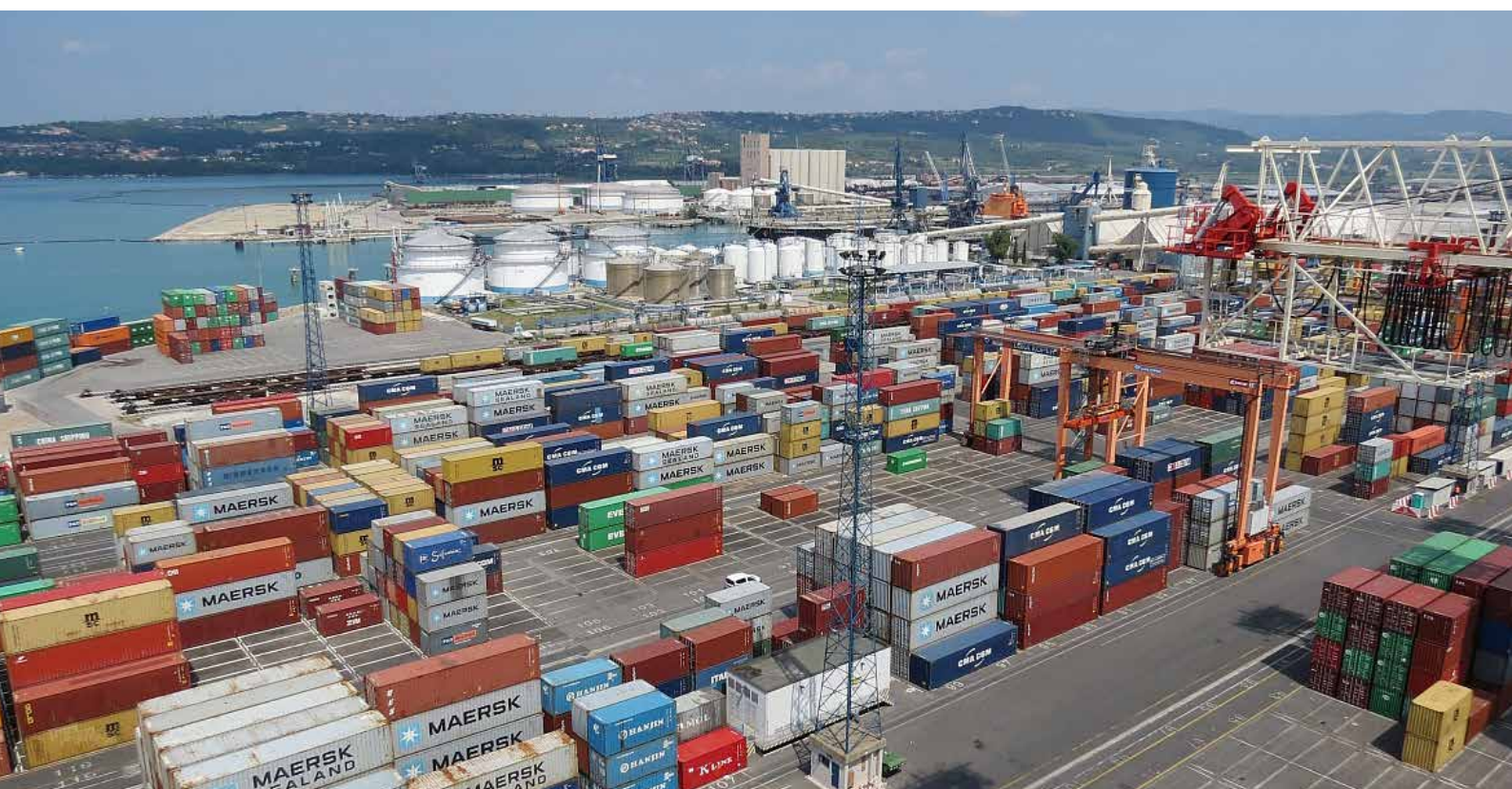
% of trains with a delay between
0'-30' min. at the measuring point

Capacity Objectives

The MB is working in cooperation with
the EXBO for the definition of a first set
of suitable capacity objectives

Punctuality Objectives

At least 60% of trains punctual on start
point, shunting yard, final station





RFC KPIs FCA		Volume of Offered Capacity (KMs*Days-millions)	Volume of Requested Capacity (KMs*Days-millions)	Number of Requests (PCS dossiers)	Volume of Pre-booked Capacity (KMs*Days-millions)	Number of Conflicts (Requests in conflict with at least one other request on the RFC - PCS dossiers)
TT2016	PaP X-11	11,6	2,8	77	2,8	15
TT2017	PaP X-11	12,3	3,3	75	3,1	16

Thanks to recent developments at RNE IT system TIS/ TIS database, Mediterranean Corridor - RFC 6 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 2016 has been established are the followings:

- Period of measuring: 1st January 2016 – 31st December 2016;
- Trains: all international freight trains (national freight trains, service trains, isolated locomotives and empty wagon trains haven't been considered)*;

- Measuring points: border crossings (border crossing pairs).

*Croatia joined on 10th of November 2016 (not included)

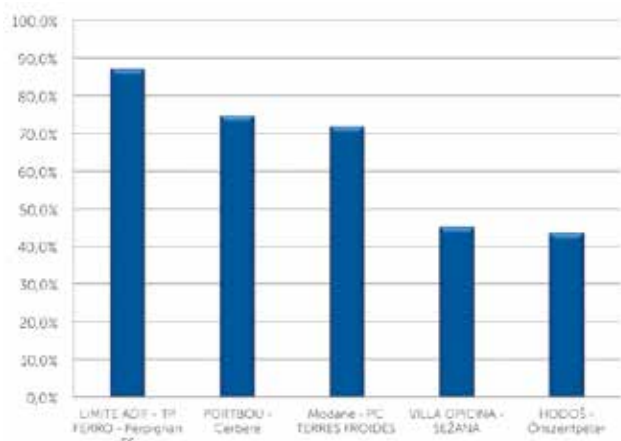
KPI-PUNCTUALITY AT DEFINED BORDER POINTS

OVERALL MEDITERRANEAN CORRIDOR - RFC 6

- Number of trains considered: 32.762
- Punctuality at origin: 65%
- Punctuality at destination: 56%

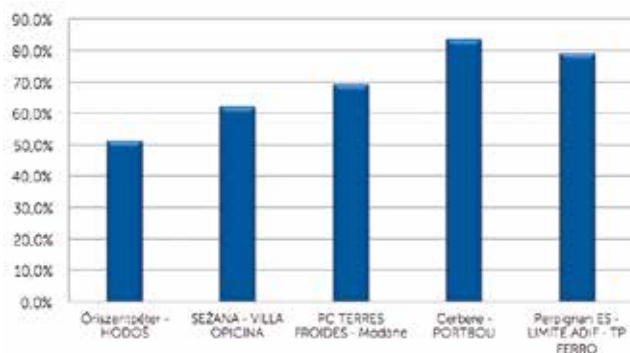
WEST - EAST PUNCTUALITY

- Number of trains considered: 15.802
- Punctuality at origin: 63%
- Punctuality at destination: 53%



EAST - WEST PUNCTUALITY

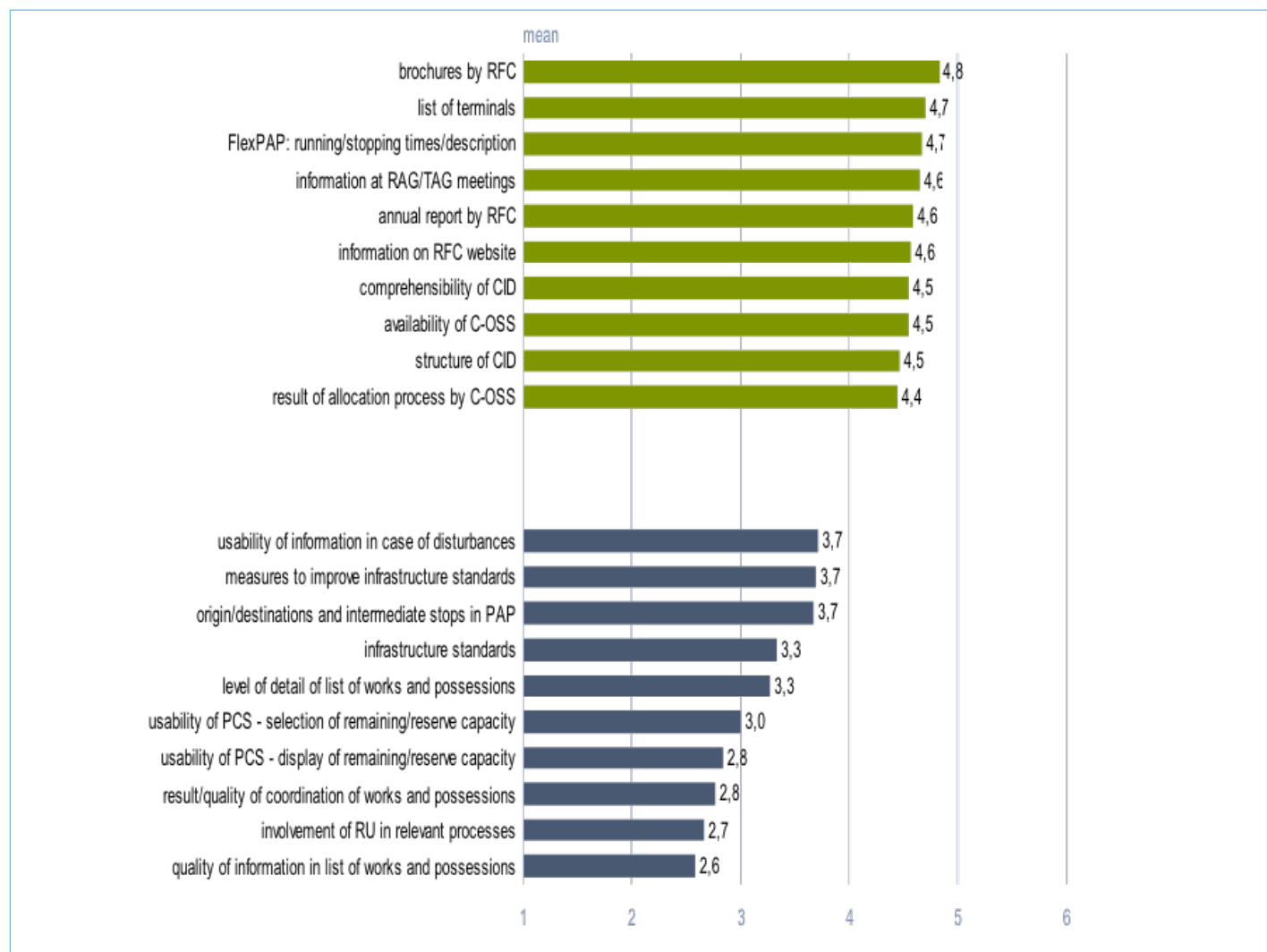
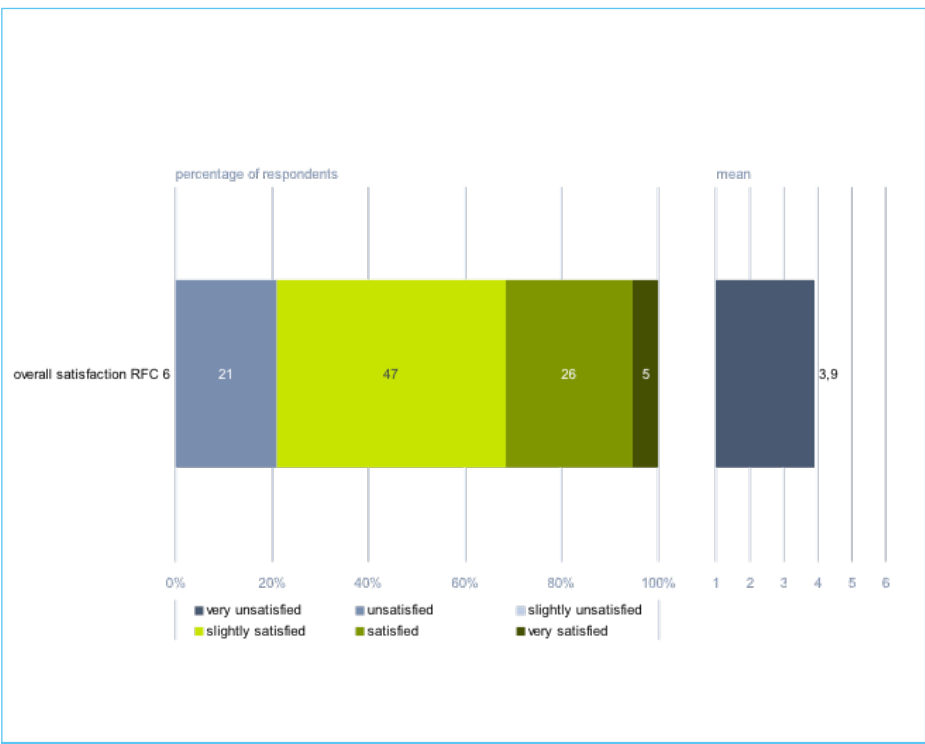
- Number of trains considered: 16.960
- Punctuality at origin: 66%
- Punctuality at destination: 58%



CUSTOMER SATISFACTION SURVEY (ART. 19.2)

Under RNE coordination, a **Customer Satisfaction Survey was carried out in 2016 for all RFCs.** For the Mediterranean Corridor - RFC 6 the study was conducted on 23 users of the corridor. Here below an **overview of the results of the survey** related to the Mediterranean Corridor - RFC 6 is presented.

- Together with RNE, RFCs introduced in 2016 some additional new features in the Survey, such as measuring:
- Overall satisfaction;
 - Reasons of dissatisfaction;
 - Users vs Potential Users.



8 / COOPERATION WITH OTHER RFCS - THE CORRIDOR NETWORK



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

The **Corridor Network, the Mediterranean Corridor - RFC 6 is part of**, is a platform where all the corridors regularly meet in order to identify common strategies and topics related to harmonization of procedures and tools worth being discussed and where the inputs coming from the Common RAG meeting can be dealt with and prioritized.

The C-OSS of Mediterranean Corridor - RFC 6 is also part of 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.

PERMANENT MANAGEMENT OFFICE (PMO)

WHO WE ARE / THE STAFF OF THE MEDITERRANEAN CORRIDOR - RFC 6

Andrea GALLUZZI

Managing Director/EEIG Manager

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



István PÁKOZDI

Deputy Director/Infrastructure Advisor/EEIG Manager

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



Pierre CHAUVIN and Stephanie JONCOUR (from September 2016)

C-OSS leader

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 between IMs/ABs, other C-OSSs and Terminals linked to the corridor.



Pamela CHIARAPPA

PMO Administrative Assistant

Under the supervision of the Managing Director, she is responsible for the administrative management, she supports the communication related activities and the PMO staff in all the operational and administrative issues.





The Members of Mediterranean Corridor - RFC 6 are:



Mediterranean Corridor - RFC 6

Via E. Breda, 28 20126 Milano
info@railfreightcorridor6.eu
www.railfreightcorridor6.eu

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