

**MEDITERRANEAN
RAIL FREIGHT CORRIDOR**
Spain-France-Italy-Slovenia-Croatia-Hungary

ANNUAL REPORT



ANNUAL REPORT

20
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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)

CIP Customer Information Platform

C-OSS 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)

EC European Commission

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

ERTMS European Rail Traffic Management System

EXBO Executive Board of the Mediterranean Rail Freight Corridor (art. 8.1 Reg. EU 913/2010)

FCA Framework for Capacity Allocation

GA General Assembly, the decision making body of the EEIG for Mediterranean Rail Freight Corridor

HŽ-INFRA Hrvatske Željeznice Infrastruktura d.o.o. is the Croatian Infrastructure Manager

ICM International contingency management

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 Rail Freight Corridor (art. 8.2 Reg. EU 913/2010). The General Assembly of the EEIG is the MB of Mediterranean Rail Freight Corridor

NEXBO Network of the Executive Board

OC'VIA Oc'Via is the project-company for the high speed railway line between Montpellier and Nîmes (France). It is the signatory of the public-private-partnership (PPP) contract concluded with SNCF Réseau

PaP(s) 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 considers: the total length of a request plus 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

PCS Path Coordination System is a web based application coordinated by RNE.

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 Rail Freight Corridor, 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 no EU 913/2010 (amended by EU Regulation 1316/2013)

RFC NETWORK the grouping of all the corridors

Med RFC Mediterranean Rail Freight Corridor

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

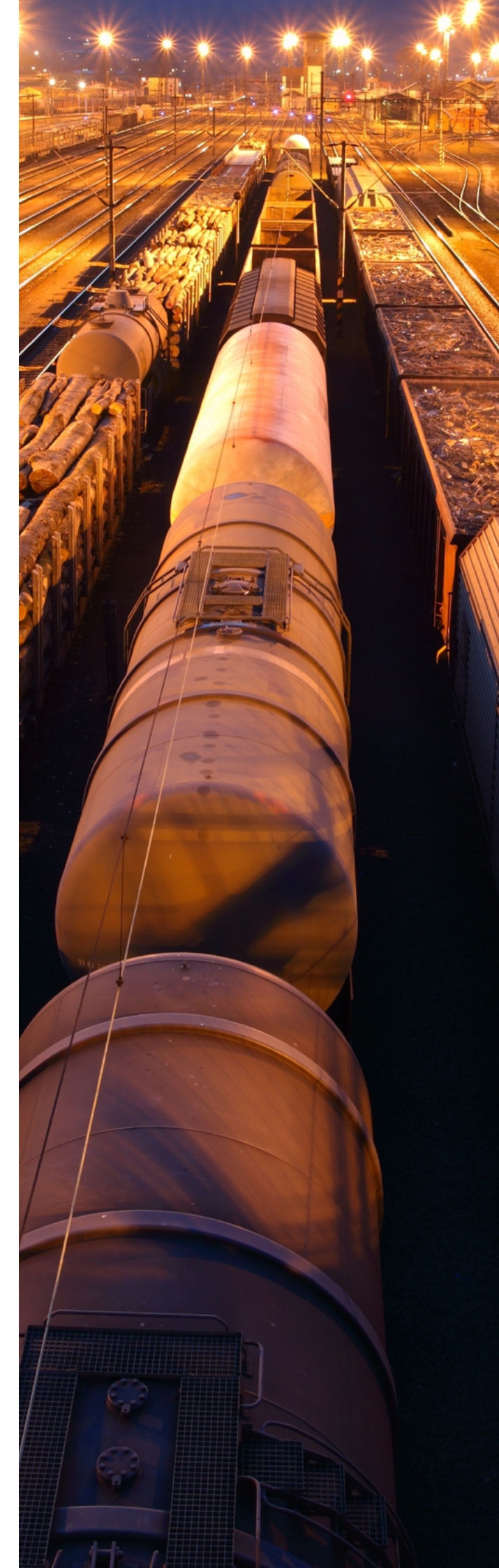
TAG Terminal Managers/Owners Advisory Group (art. 8.7 Reg. EU 913/2010)

TIS The Train Information System is a web-based application that supports international train management by delivering real-time train data concerning international passenger and freight trains. The relevant data is obtained directly from the Infrastructure Managers' systems

TCC Traffic Control Centre

TCCCom Traffic Control Centre communication – the tool integrated in TIS is a tool to support the international communication among IMs

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



1. INTRODUCTION

The two main objectives of the 2018 report of the Med RFC are

1.

Providing Corridor stakeholders with general information related to the activities carried out by the Mediterranean Rail Freight Corridor in 2018

2.

Showing a wide overview on the annual results and highlights of the activities developed by the corridor, also in conjunction to the reports developed in compliance with Article 19 of the Regulation 913/2010.

2018 has been an important year for the life of the corridor, the final name of the corridor was defined, a new member, Oc'via, became part of the Management Board; a new statute and the Internal Regulation were approved. In addition to this,

the ExBo approved the Framework for Capacity Allocation (FCA) for TT2020. Finally, the accession to the Customer Information Platform (CIP) was completed, a step forward in the realization of the Rail Freight Corridor network.



2. CORRIDOR OVERVIEW

THE STRUCTURE OF THE CORRIDOR IS ESTABLISHED AS FOLLOWS:

- 6 Countries: Spain, France, Italy, Slovenia, Croatia and Hungary;
- 8 Infrastructure Managers and 1 Allocation Body: ADIF, LFP Perthus, SNCF RÉSEAU, OC'VIA, RFI, SŽ-INFRA, HŽI, MAV and VPE;
- Line distance: over more than 7 000 km, Algeciras (ES) - Záhony (HU);
- Diversionary routes: 550 km;
- 10 + Adriatic and Mediterranean Sea ports;
- 5 + Main European Sea ports;
- 2 Transshipment terminals UIC vs. non-UIC track gauges;
- 100 + terminals.



Main Corridor Activities in 2018

- Participation at panels at TEN-T Days in Ljubljana and Rail Freight Day in Vienna;
- Implementation of the Customer Information Platform;
- Completion of the Last-Mile study;
- Completion of the Short Term Capacity pilot on the Eastern part of the corridor;
- Completion of Recast study;
- Report of analysis on train length;
- TCC-Com implementation;
- PAPs workflow monitoring project (on going status);
- Launching the Re-routing Overview in line with the International Contingency Management Handbook.

2.1 EXECUTIVE BOARD

The ExBo is chaired by the French Ministry of Transport and represented by the President, Joseph Lunet de la Malène.

“NEXBO”, was established in 2017, actively supported by the board.

The group meets twice a year.

In order to exchange the best practices and to define common guidelines, a Network of Executive Boards,

“

Crossing six countries, our corridor has a strong European dimension and a key role in the rail freight business. It has a high potential in terms of traffic development and major progresses were made regarding the service provided to the customers. Studies and pilot were launched in order to assess the best way to answer the market needs. This year, we were also very pleased to welcome our new Managing director Mr Furio Bombardi and we take the opportunity to thank Mr Andrea Galluzzi, former Managing Director, for his strong and widely recognized commitment to the success of the corridor. All the great achievements resulted from a close cooperation among all stakeholders, railway undertakings, infrastructure managers, terminals, ports, European Commission and Member States. We would like to express our gratitude to all these members of the corridor for their work and determination. We wish you a pleasant reading of this annual report.

Joseph de la Malène

”

Approval of the Framework for Capacity Allocation

The NEXBO defines and adopts the fully harmonised Framework for Capacity Allocation (FCA) agreed among RFCs. 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 2018 the final document for TT2020 was approved by the Med RFC EXBO.

Article 22 of Regulation (EU) 913/2010 - Report

Based on the Article 22 of Regulation (EU) 913/2010, in 2018, the report on the results of the corridor implementation from the Executive Board was presented to the European Commission.

GOVERNANCE ORGANIZATIONAL CHART

MEDITERRANEAN RAIL FREIGHT CORRIDOR



EEIG MANAGEMENT BOARD/ GENERAL ASSEMBLY

EEIG MANAGER

PMO

*J.J Barrios Baquero resigned in July 2018;
**Andrea Galluzzi was appointed as third manager in October 2018.
***Temporary working group

2.2 THE EEIG

The Management Board set up the EEIG for Mediterranean Rail Freight Corridor to deal with all the administrative issues related to the activities of the Corridor.

The governing body of the EEIG is the GA, which acts also as corridor MB. Bojan Kekec (SŽ-INFRA) chairs the GA.

The President of the EEIG Managers, Juan José Barrios Baquero resigned in July 2018, and the GA in October 2018 decided not to replace the Managers' President as the position was removed in the new statute.

2.3 THE PMO

The MB delegated to a Permanent Management Office (PMO) located in Milan, all the operational functions and project related activities of the corridor. Since July 2018, a new managing director was appointed, Furio Bombardi

who is the head of the PMO and the main coordinator of all administrative activities. He is also responsible for the correct implementation of all tasks and obligations provided in the Regulation.



FURIO BOMBARDI
The new Managing Director

"Since the set-up of Rail Freight Corridors many results have been already achieved, but today we have a further challenge to face, which is to boost the development of the modal shift, by further increasing the capability of rail transportation to properly answer to market request.

To achieve this target, we need to quickly change our market perspective looking at the whole land transportation, with the goal to gain shares from road, by acting on three leverages:

1. *to extend the Customers' base to end-users, properly answering to their needs;*
2. *a stronger cooperation and integration with Terminals and Ports;*
3. *to improve quality and reliability of the rail offer, with the involvement of all the parties of the rail system (IMs, RUs and Terminals)."*

Furio Bombardi

ANDREA GALLUZZI
Former Managing Director

He has been a full-time manager dedicated to the EEIG and the Mediterranean Rail Freight Corridor until June 2018.



ISTVÁN PÁKOZDI
Deputy Director/Infrastructure Advisor

He is a full-time manager dedicated to the EEIG and the Mediterranean Rail Freight 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.

STEPHANIE JONCOUR
C-OSS leader

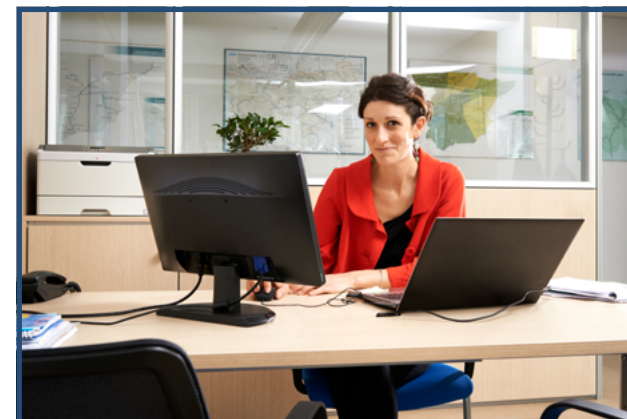
The C-OSS Leader is the manager of the single contact point for applicants to request and receive rail infrastructure capacity for freight trains (Time Table 201X and RC) crossing at least one border along the corridor. The C-OSS Leader handles communication process among IMs/ABs, other C-OSSs and Terminals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



GIULIA GARGANTINI
Project Manager

The Project Manager is mainly responsible for the coordination of Corridor development projects and supports the Managing director in the reporting and application procedures for funding instruments. For the year 2018 she followed in particular activities:

- Last Mile study;
- Customer Information Platform implementation.



PAMELA CHIARAPPA
PMO Administrative Assistant

She is responsible for the administrative management of the office, she supports the corridor communication related activities and the PMO staff in all the operational and administrative issues.



2.4 REGULATORY BODY

As provided for by the Regulation and in the Directive 2012/34/EU, a Regulatory Body has been appointed to supervise the activity of the Mediterranean Rail Freight Corridor, 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 Rail Freight Corridor is: Autorità di Regolazione dei Trasporti located in Turin, Italy which is chaired by Andrea Camanzi.

AUTORITÀ DI REGOLAZIONE DEI TRASPORTI (ART)

Via Nizza 230, 10126 Torino
Telefono: +39 011.19212500
E-mail: art@autorita-trasporti.it
PEC: pec@pec.autorita-trasporti.it
C.F.: 97772010019

3. CORRIDOR DOCUMENTATION

CORRIDOR INFORMATION DOCUMENT

The Corridor Information Document (CID) is the document providing all interested stakeholders with 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	BOOK 2	BOOK 3	BOOK 4	BOOK 5
Generalities;	Network Statement Excerpts;	Terminals Descriptions;	Procedure for Capacity and Traffic Management and Framework for Capacity Allocation;	Implementation Plan.

The Compliance Assessment with RNE guidelines on CIDs, which defines the official and approved harmonized standards for these documents, has been 100%.

4. CORRIDOR ACTIVITIES 2018

4.1 CAPACITY MANAGEMENT

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 among national IMs and the AB 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 AB. During the preparation of the offer, the Mediterranean Rail Freight Corridor C-OSS Managers duly takes into account:

- 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 four main products offered by Mediterranean Rail Freight Corridor are:

- **Annual TT offer:** Focused on medium/long-term capacity needs. TT 20XX 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-8);
- **Late Path Requests for Annual TT:** capacity offer for late requests placed after the booking phase deadline for TT 20XX;
- **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 Rail Freight Corridor is provided in form of PaPs and it is published at X-2;

- **STC (Short Term Capacity):** a new product offered in the frame of a pilot for TT 2018.. It offers the possibility to book ad hoc harmonized capacity at shorter deadlines than the Reserve Capacity Product, up to 8 days before the train runs.

The general principles related to the functioning of the C-OSS are published in the **CID Book 4**.

RNE developed a standardized IT application for the corridor capacity publication and allocation called **Path Coordination System (PCS)**. Mediterranean Rail Freight Corridor C-OSS works together with the C-OSS Managers of the other corridors in order to deliver a harmonized multi-corridor freight capacity.

The C-OSS of Mediterranean Rail Freight 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 2018 were:

- RUs consultation for preparing Annual PaPs offer;
- Construction and harmonisation of offers for all products (Annual Requests, Late Path Requests and Reserve Capacity Requests);
- Updating of the CID Book 4 with the support of all contributing IMs
- 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 Meetings with customers like PCS Trainings, in some cases in common with other corridors for informing about the corridor offers and news.
- Follow up of the pilot for Short-Term Capacity offer in the Eastern part of the Corridor (Harmonized PaPs till 8 days before the Train Run have been offered during all TT 2018 in order to deal with specific Corridor Customers' needs).

- 2018 has seen the implementation of the Annex 7 for Directive 2012/34/EU enhancing the role of IMs in consulting customers and coordinating works with neighbouring IMs. Appointed as "Temporary Capacity Restriction coordinator" for Med RFC, the C-OSS triggers meetings among neighbouring IMs in order to coordinate TCRs and draft the work plan for the publication and coordination of Capacity restriction.

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 2019 PUBLICATION AND REQUESTS

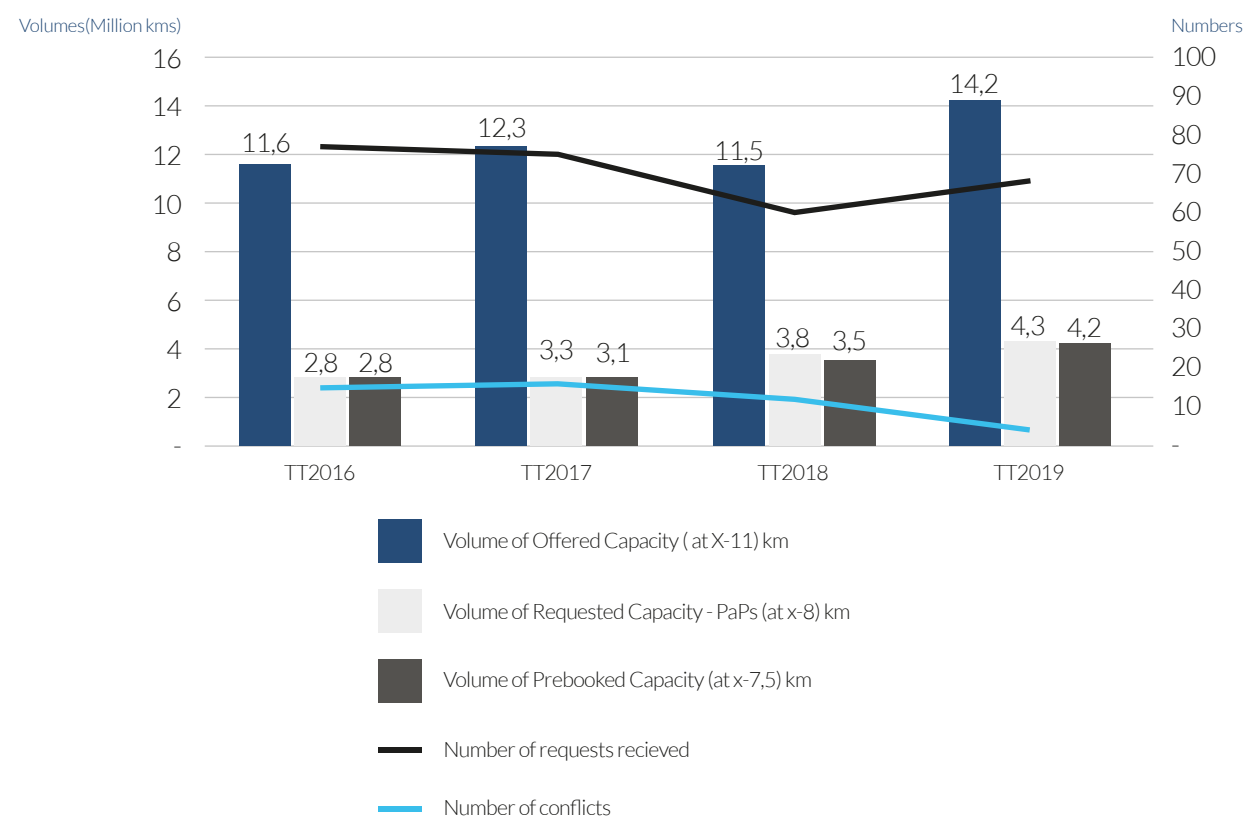
For the Annual TT offer 2019, Med RFC offered 14,2 Mkm paps, an increase of 24% compared to the year before. An important factor being the decision from SNCF-R to offer via the PCS corridor offer almost all International Pre constructed Paths at corridor Borders.

The requests from the customers also increased as

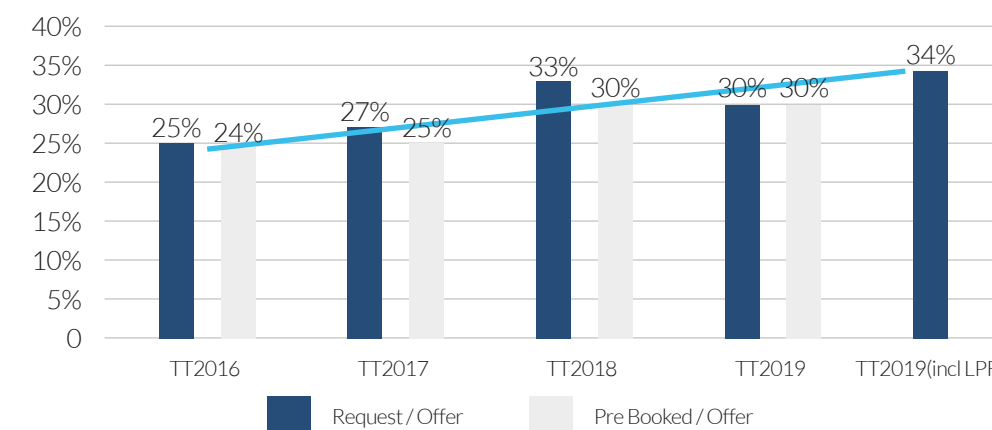
4,3 Mkm Paps were requested, showing an increase of 13,5% of volume requested.

There were 4 requests received which were in conflict, but the conflicts were due to mistakes in the dossier and were easily handled without having to go through the conflict resolution process.

FCA KPIs evolution - Mediterranean Rail Freight Corridor



The graph below shows the evolution of the ratio of **Requested Capacity (and Pre booked capacity)** compared to the offered capacity over the last years :



The **repartition of circulations** requested through Annual corridor requests for TT 2019 is as follow:

Distribution of running days pre-booked - TT 2019



CORRIDOR RESULTS - RESERVED CAPACITY 2018 PUBLICATION AND RESULTS

At the end of 2017, taking into account the results of the ad hoc requests from the years before, the capacity offered for TT 2018 Ad hoc requests was reduced from 7 to 3,8 Million km. At the same time, the corridor worked on the Short-term Capacity product, offering the possibility for applicants to request Harmonised capacity, not only up to 30 days before

the train runs but – on the Eastern part only of the RFC – up to 8 days before the train runs. The corridor received 4 RC Requests during TT 2018, 6% of the Published capacity was requested. Those Requests brought new customers for the Corridor and the community of PCS users.

	Volume of offered Capacity (KMs*Days-millions)	Number of Requests (PCS dossiers)	Volume of pre-booked Capacity (KMs*Days-millions)
TT2016	4,8	2	0,01
TT2017	7	3	0,05
TT2018	3,8	4	0,22



4.2 TRAFFIC MANAGEMENT & TRAIN PERFORMANCE MONITORING

Since the opening of the corridor, the Mediterranean Rail Freight Corridor 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 Rail Freight Corridor is

carried out by monitoring of all the international freight trains passing through the corridor lines and crossing the borders. The monitoring is based on information provided by TIS (Train Information System – IT tool managed by RNE providing information on train runs on the corridors).

International Contingency Management Handbook

In 2018 after the incident at Rastatt, DG MOVE requested the RFCs to develop a set of measures to help the resolution of incident by setting up re-routing options applicable firstly to the TT 2019.

For this purpose, an ICM Handbook was set up where the harmonized methodology to be followed was described in the below cases:

- effect of forecasted impact beyond 3 calendar days;
- effects of high impact on international traffic (50% of the trains);
- effects due to combination of several small incidents.

So, in case of necessity of rerouting of the trains and to maintain a certain business continuity management of the route, the document considered also these major elements:

- Pre-defined RFC re-routing overview – options and scenarios to be created and published;
- Allocation principles –in line with national rules;
- Disruption management process;
- Communication process – on management level (not train related);
- Re-routing overview;

Since it is considered to possibly cover the whole European Network, the diversionary routes will be described with infrastructure parameters and information on possible restrictions;

In the end it was considered important to define and keep a constant review of the operational restrictions with the RUs.

4.3 ERTMS

The Regulation envisages, among the responsibilities of the Mediterranean Rail Freight Corridor, 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.

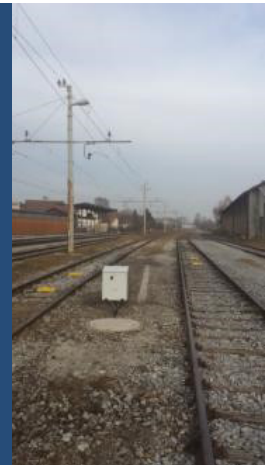
The EEIG for the Mediterranean Rail Freight Corridor is responsible for supporting a harmonious and compatible deployment of ERTMS and defining technical and operational rules. For instance, one of the main goals would be to complete and harmonize the rules that have been collected into books, or guidelines, that could be used by all the operators.

Moreover, since the corridor fully supports the Bilateral Activities and agreements among the Infrastructure Managers in order to facilitate ERTMS crossing the borders (the definition of common technical choice at the border are necessary in order to permit the dynamic

transition), in 2018 the ERTMS systems development and implementation achieved more goals.

Indeed, thanks to the investments done with particular attention to the latest development, the ETCS border between Slovenia and Hungary have been concluded, then in Spain and Slovenia good results were achieved, and between Italy and Slovenia it was signed a memorandum of ETCS cooperation.

Finally, every Infrastructure Manager has published the National Implementation plan where is indicated the ERTMS status and planning.



ETCS in Slovenia on MED RFC



4.4 ADVISORY GROUPS

The TAG-RAGs are meetings organized by the management of the Mediterranean Rail Freight Corridor 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 of the Regulation). Advisory Groups participation is free and on a voluntary basis. These meetings alternatively took place in the western part of the Corridor (in Valencia on the 31st May 2018) and in the Eastern part of the corridor (in Budapest on the 28th of November 2018).



TAG-RAG MEETING in Valencia at Valencia Port



TAG-RAG MEETING in Budapest at Mahart Container Center MCC-28/11

RAG SPOKESMAN FEEDBACK

- Faster and better-quality train paths on Eastern part of Med RFC, nearer to market needs and higher performance in rail operations (strong delays and uncertainties on train prosecutions, due also to Schengen borders controls in Croatia);
- A better coordination among RFCs to have a complete view of TCR, ICM, PaPs and other products;
- Harmonisation of works among the different RFCs with the offer of alternative PaPs on diversionary routes;
- Greater reliability and guarantee of the PaPs: once published the PaPs should not be changed or restricted due to infrastructure works with the exception of force majeure;
- More information on the planned extension of international track gauge to Spain and the request to properly support the need of reaching also the domestic destinations with competitive costs.

TAG SPOKESMAN FEEDBACK

- Better information on the European Service Facility Portal as per EU Regulation 2177/2017 (data displayed, update of the data);
- Homogeneous and limited set of data should have to be published on the portal with a link to each terminal website, so to assure that they are always updated.

4.5 CORRIDOR STUDIES AND PROJECTS IN 2018

- Completion of the Last Mile study along the Med RFC
- Report of the analysis on train length
- Customer Information Platform Adhesion
- Finalization of Short Term Capacity Request pilot (IT,SI,HR,HU)
- PaP Workflow Monitoring project

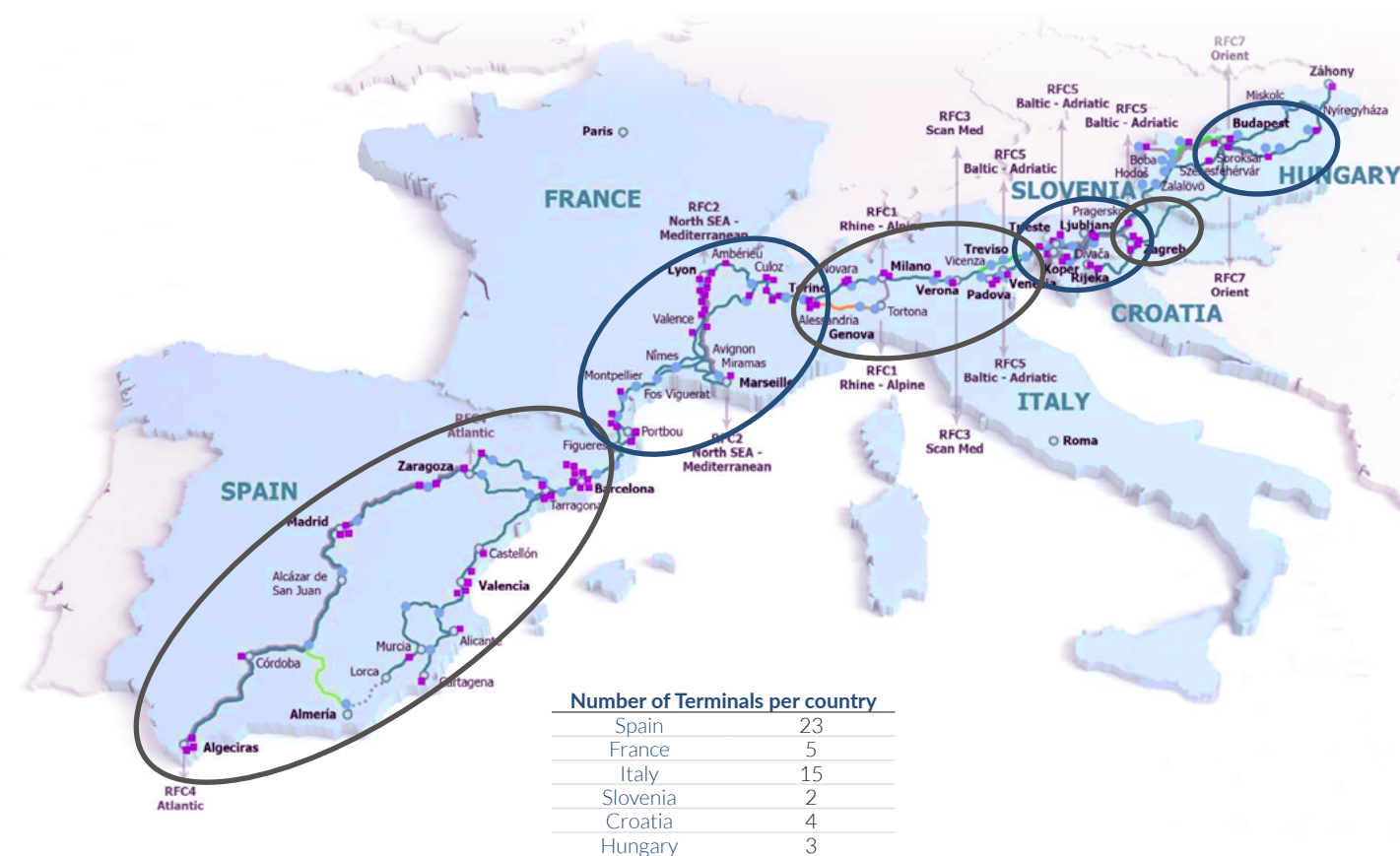
Completion of the Last Mile study along the Med RFC

In 2018 the Corridor completed the Last Mile study, which was approved by the General Assembly in July 2018. The Last Mile study had different objectives:

- drafting an updated picture of the state of play of the last mile railway connections to intermodal terminals (it was a decision of the group to limit the scope to this category);
- collecting selected characteristics of the last mile infrastructure: TEN-T guidelines degree of compliance and check of the homogeneity of parameters along the railway logistic chain;

- gathering existing Last Mile bottlenecks from available studies;
- collecting best practices examples from our Terminals in terms of ongoing projects;
- in-depth analysis of the organization/management of shunting movements across countries of the Med RFC.

The study covered most of the intermodal freight terminals across all the Med RFC. The study was designed in order to encompass both the infrastructural aspects of the last mile connections and the operational ones.



Report of the analysis on train length

The Med RFC prepared a report with the aim of analysing the state of play of the fulfilment of the 740 m train length target for the Core Network lines (by 2030) and propose priority interventions with the best value for money approach based on the traffic flows indicated in the Transport Market Study (TMS) of Med RFC released in 2014. The aim was thus to apprise the state of play of

the train length parameter along the Mediterranean Rail Freight Corridor (RFC) as for the year of release (2018), and by two different timelines: by 2025 and by the target date according to the Reg. 1315/2013, which is 2030. The report has been published on the RFC website www.railfreightcorridor6.eu within the Documents section and it was presented during Advisory Group meetings.

Overall Mediterranean RFC state of play					
2018			2030		
max train lenght	km	%	max train lenght	km	%
740	2496.00	32%	740	5129.65	65%
650	95.00	1%	650	95.00	1%
625	263.46	3%	625	0.00	0%
600	897.40	12%	600	418.00	5%
x≤597	235.00	3%	x≤597	162.00	2%
x≤575	3763.00	49%	x≤575	2086.66	26%
tot. km	7749,86	-	tot. km	7891.31	-

Length of freight and mixed lines divided by permitted train length on the lines of Med RFC.

Length of freight and mixed lines divided by permitted train length on Med RFC lines (projection by 2030). The difference in the overall Km from 2018 is due to the construction of the new line in Spain from Almería to Lorca (142 km of line)

Customer Information Platform adherence

During 2018 the Med RFC was worked on the implementation of the Customer Information Platform (CIP). CIP is a common platform, hosted by RailNetEurope (RNE), where all participating RFCs (8 in 2018) publish the routings, line proprieties, terminals information and CIDs in a single place and using a common structure. The Med RFC successfully implemented CIP by the end

of 2018, in time to go-live for the RFD in Vienna, on the 6th December 2018. In the next years the tool will be enriched with further contents and will be a crucial tool to present the RFC Network.



Finalization of Short Term Capacity Request pilot

During TT 2018, the C-OSS followed, with the concerned IMs, the pilot for Short Term Capacity offer. This pilot has been well perceived by the customers as it was an opportunity to exchange on specific customer needs regarding Short term Offer. The customers also highlighted that due to the lack of interfaces between national systems and PCS, double work is still needed which is not compatible with Short term

requests. This might have triggered new Reserve Capacity requests (30 days before train runs) but did not prove good results between 30 and 8 days, so the pilot was resumed. The C-OSS will still be discussing further options for alternative pilots aiming at answering to the strong demand for short Term capacity on the Eastern part of the Corridor.

PaP Workflow Monitoring project

The C-OSS also carried out a specific project called PaPs **workflow monitoring** aimed at studying the behaviour of the PaPs after the allocation phase when the booked capacity is handed over to the IMs/AB. This initiative was the first one of this kind having the final objective to monitor

the stability of PaPs after the allocation. As for TT 2017, the results were showing 12,5% of the requests being cancelled before the start of the TT. For TT 2018, 8% of the requests were cancelled before TT start.

4.6 CUSTOMER RELATED INITIATIVES

Customers have always been important for the Med RFC, that's why the RFC management has always sought for meetings or other platforms for involving its stakeholders

in the shaping of the corridor products and paying particular attention to their voice. These are the specific activities performed in 2018:

Common RAG meeting, Paris 09/03/2018-14/11/2018	PCS Trainings, Vienna 12-13/6/2018, Vienna 20/11/2018
PCS Training, Paris 21-22/02/2018	PCS Days, Vienna 21/11/2018
PCS Training for Short Term Requests, Ljubljana, 22/03/2018	TAG-RAG meeting Valencia 31/05/2018
Semaine de l'innovation Transport&Logistique (SITL) Paris 22/03/2018	COSS Collection of Needs from customers june-july 2018 for TT2020
National RFCs Conference, Ljubljana (Slovenia) 05/05/2018	TAG-RAG meeting Budapest 21/11/2018

From April 25th -27th, the European Commissioner for Transport Violeta Bulc invited Ministers, Members of the European Parliament and key stakeholders to Ljubljana to discuss how to contribute to smart, sustainable and safe Mobility, relying on the trans-European transport network and investments in transport connectivity. The TEN-T Days hosted also an idea accelerator and futuristic lab, to allow young European entrepreneurs and companies to showcase innovative mobility solutions. There was a high-level Interinstitutional meeting to discuss further synergies between transport, energy and digital connectivity, and the investment support with highest EU value-added in the post-2020 framework, leading to a Ljubljana declaration by all relevant stakeholders on key principles for investment in smart, sustainable and safe mobility. Among the high-level events, there were Ministerial sessions with Western



TEN-T DAYS Group photo with all the corridors representatives

TEN-T Days

Balkans and Turkey, and with Southern Mediterranean countries. The Med RFC together with all the 9 freight corridors gathered together with RNE at one stand to support the diffusion of the goals and possibilities of the freight corridors to all the stakeholders and presenting also, during a specific event, the future development of the CIP, Customer Information Platform system, which will improve a delete every possible limit to the communication among the parties allowing a better usage of the corridors.

Every year since 2014 in Brussels the European Commission organises with RailNetEurope, CER and UNIFE the European Rail Freight Days Conference where all the stakeholders and applicants can discuss topics related to the rail-freight sector as key for the sustainability of the transport system.



F. Bombardi during one of the panel-RFD at Bourse, Vienna

Rail Freight Days

Some of the topics discussed concerned the revitalisation of the rail-freight system throughout a faster development of specific strategies and through the improvement of interoperability and capacity management. The RFD 2018 took place on the 6th of December 2018 in Vienna.

More than 1000 participants joined the event, 4 panels where organized and the Mediterranean Rail Freight Corridor Managing Director, on behalf of RFCs' Network, made a speech related to how to improve rail freight competitiveness in a challenging environment.

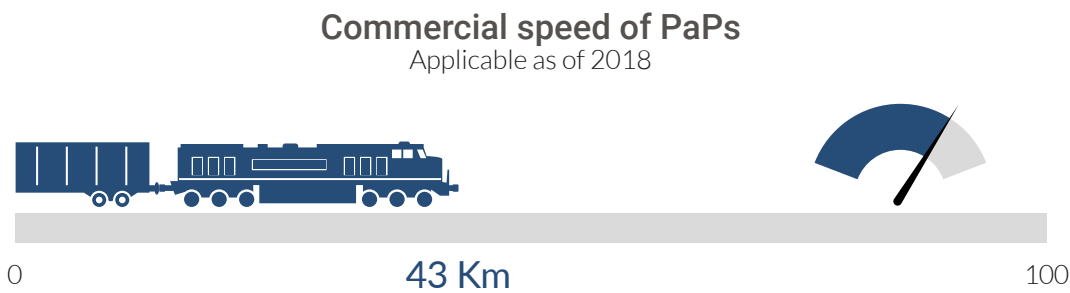
5. QUALITY OF SERVICE

5.1 CORRIDOR KEY PERFORMANCE INDICATORS

CAPACITY MANAGEMENT KPIS

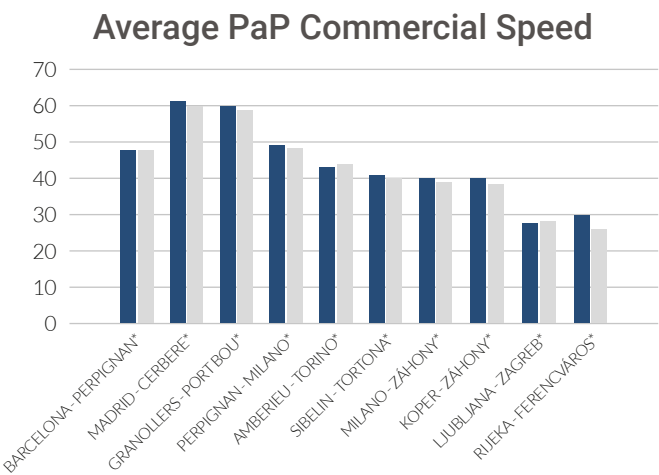
CAPACITY MANAGEMENT*	2016 (TT2017)	2017 (TT2018)	2018 (TT2019)	2019 (TT2020)
Volume of offered capacity - PaPs (at X-11) (million km)	12,3	11,5	14,2	14,3
Volume of requested capacity - PaPs (at X-8) (million km)	3,3	3,8	4,3	6,31
Volume of requests (at X-8) (number of PCS dossiers)	75	60	68	100
Number of conflicts (at X-8) (number of conflicting PCS dossiers)	16	12	4	9
Volume of pre-booked capacity (at X-7.5) (million km)	3,1	3,5	4,2	6,24
Commercial speed of PaPs (km/h)	Applicable as of 2018		43	44
Volume of offered capacity - Reserve Capacity (at X-2) (million km)	7	3,8	5,4	
Volume of requested capacity - Reserve Capacity (at X+12) (million km)	0,05	0,22	0.83 (up to date)	
Volume of requests - Reserve Capacity (at X+12) (number of PCS dossiers)	3	4	9 (up to date)	

*KPIs in the respective year refer to the capacity available for the following TT year. Eg. figure of year 2016 is the capacity offered/ requested/etc. for TT 2017.



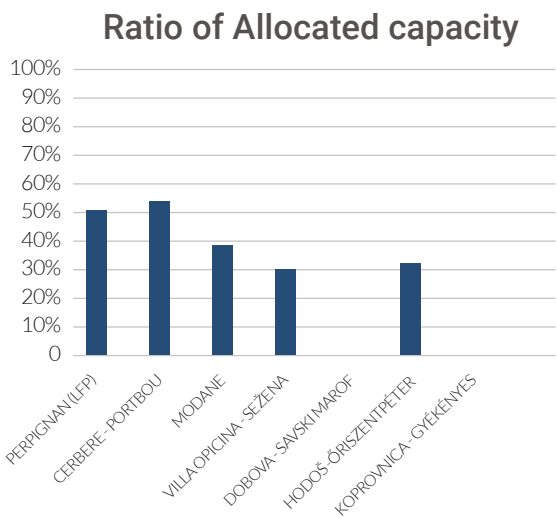
New KPI's were developed in 2018 :

- The **average commercial speed** KPI calculation is displayed below for a sample of O/D pairs on the Corridor. **The average value for 2018 is : 43 km/h.**
- This performance indicator shows the average PaP commercial speed and transit time on a sample of O/D pairs chosen by the corridor to offer a relevant overview of the mediterranean RFC PaP Offer.



The Ratio of Allocated Capacity by the corridor versus global capacity allocated by the IM at the borders of the RFC :

- Details per borders are represented below and **the average value for TT 2019 Annual allocation process is 29,4%.**
- This performance indicator provides information **on the share of trains** running on the corridor which were ordered via the C-OSS, compared to the amount of corridor programmed circulation ordered via the IM.



RFC section	Distance	2020		2019	
		Average transport time	PaP speed (km/h)	Average transport time	PaP speed (km/h)
BARCELONA - PERPIGNAN*	164 km	4:21	48 km/h	4:21	48 km/h
MADRID - CERBERE*	659 km	14:53	61 km/h	15:07	60 km/h
GRANOLLERS - PORT BOU*	138 km	2:17	60 km/h	2:21	59 km/h
PERPIGNAN - MILANO*	983 km	20:05	49 km/h	20:32	48 km/h
AMBERIEU - TORINO*	286 km	6:47	43 km/h	6:33	44 km/h
SIBELIN - TORTONA*	425 km	40:34	41 km/h	10:28	41 km/h
MILANO - ZÁHONY*	1374 km	34:01	40 km/h	35:33	39 km/h
KOPER - ZÁHONY*	1016 km	25:06	40 km/h	26:51	38 km/h
LJUBLJANA - ZAGREB* - FERENCVÁROS	510 km	19:39	28 km/h	18:34	28 km/h
RJEKA - FERENCVÁROS*	597 km	20:04	30 km/h	23:21	26 km/h

*Border dwelling times between Spain and France are not included here as it would be irrelevant for the calculation of average speed (High Dwelling are due to change of Axle Load, transshipment or answer to customer resource optimization).

Total allocated trains Via C-OSS (end of August)

Border crossing Via Pap or Tailor Mode

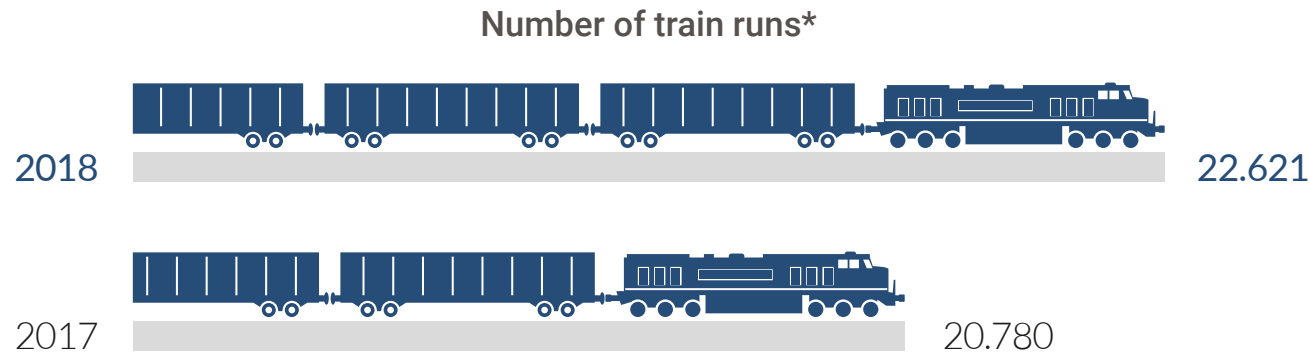
Total scheduled international freight train (as per start of timetable)

Border	source	Total scheduled international freight train (as per start of timetable)	Total allocated trains Via C-OSS (end of August)	Ratio of Allocated Capacity via the C-OSS
Perpignan (LFP)	ADIF	2496	1262	51%
Cerbere - Portbou	ADIF	4784	2575	54%
Modane	RFI	9828	3768	38%
Villa Opicina - Sežena	SZ-I	3566	1060	30%
Dobova - Savski Marof	HZI	10870	0	0%
Hodoš - Őrszentpéter	VPE	6566	2173	33%
Koprovnic - Gyékényes	VPE	7202	0	0%

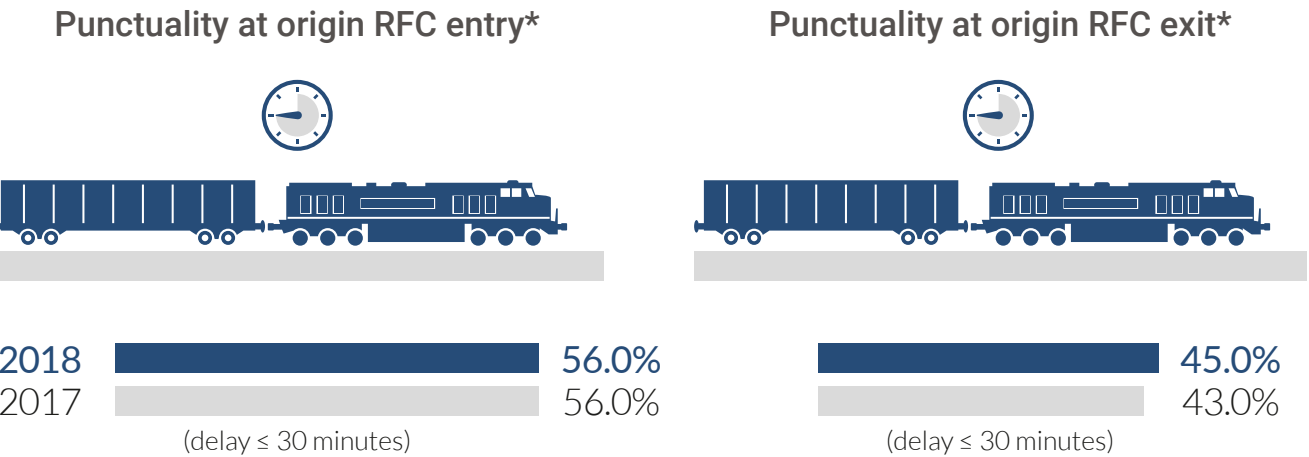
Figures can only be regarded as an indication:

- Works or last minute demands from the customer might lead to changing timetables, routing or calendar; partly or entirely
- Cancellations (between allocation by C-OSS and start of timetable; partly or entirely)

OPERATIONS & MARKET DEVELOPMENT KPIS



*Total number of train runs having a running advice on selected pairs of border points.

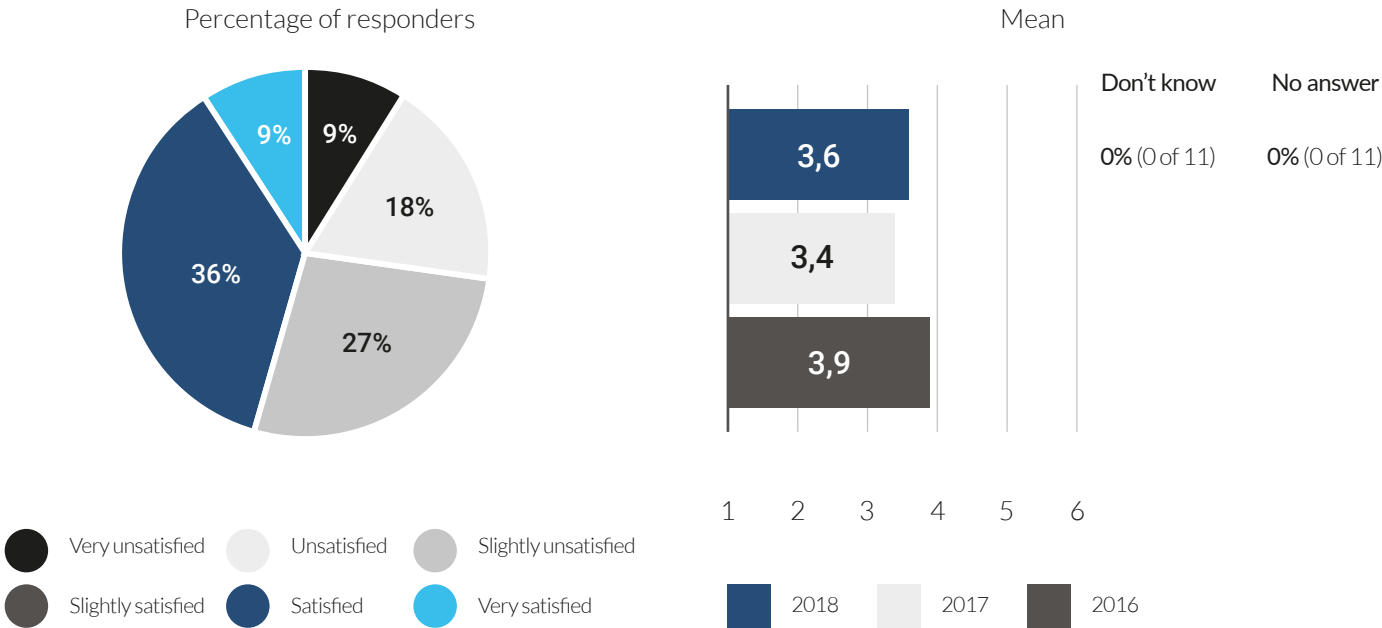


*Explanation can be found in the RNE Guidelines for KPIs of RFCs

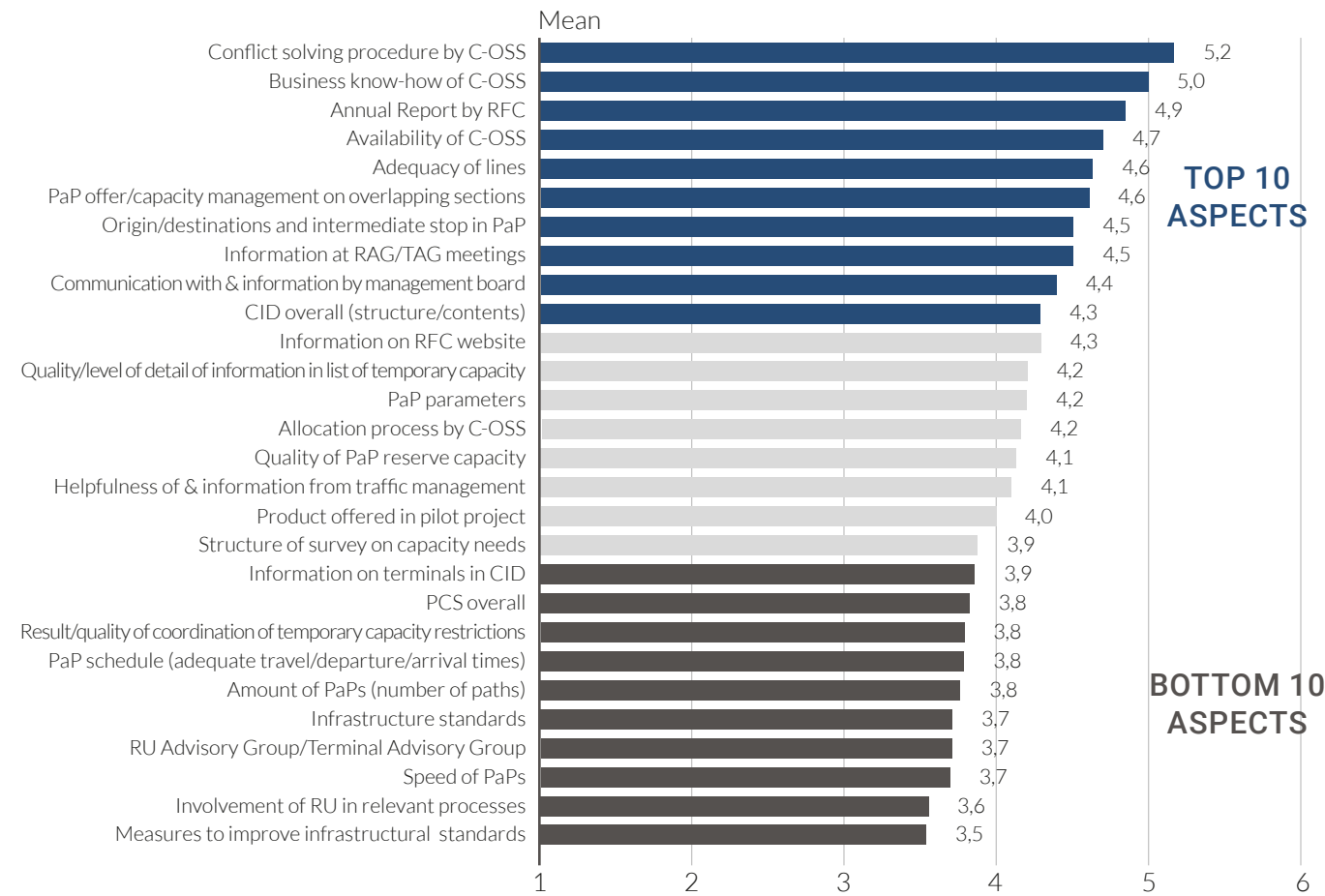
5.2 USER SATISFACTION SURVEY HIGHLIGHTS

Under RNE coordination, a common User Satisfaction Survey (USS) was carried out in 2018 for all RFCs. For Mediterranean Rail Freight Corridor, the survey was sent to 15 invited corridor users, and the response rate was 73%, which is 20% higher than 2017, even if the target group is smaller than 2017. Here below a short overview of the results of the survey related to the Mediterranean Rail Freight Corridor is presented.

OVERALL SATISFACTION



Summary - Satisfactory Rating - RU only



There was neither significant drop, nor notable increase in satisfaction in any of the topics.

Among the top 10 Results, there are the following topics:

- CID;
- C-OSS;
- Provision of information, communication;

Among the bottom 10 Results:

- Coordination of TCRs;
- Improvement of infrastructure standards;
- Quality of PaPs.



6. COOPERATION WITH OTHER RFCS - THE CORRIDOR NETWORK

The Mediterranean Rail Freight Corridor is providing a big support to the construction of the European network of RFCs. The Corridor Network 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 were the inputs coming from the Common RAG meeting can be dealt with and prioritized

Rail sector representatives gathered on 24 October 2018 in Brussels for the 5th Sector Statement Group (SSG) meeting. As on previous occasions, the meeting was attended by representatives of the sector associations, rail freight corridors, infrastructure managers, rail operators, and terminals and intermodal operators. Representatives from the Network of Executive Boards of the Rail Freight Corridors (NexBo RFC) as well as DG MOVE also participated.

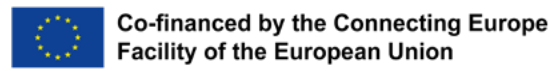
The meeting focused on reviewing the ten SSG priorities. It was decided to close Priority 10 on Corridor Information Document (CID) as the activity has been completed. Furthermore, Priority 11 on International Contingency Management (ICM) was added, for which Oliver Sellnick (DB Netz) was appointed rapporteur.

Dr Thomas Spiegel (Austrian Ministry for Transport, Innovation and Technology) informed participants about the Informal Meeting of Transport and Environment Ministers which took place on 29-30 October 2018 in Graz under the Austrian Presidency, and in particular about the 'Graz Declaration'.

With respect to the Progress Report on the implementation of the Sector Statement, which was finalised and adopted on 8 October 2018, it was decided to add a technical glossary, an introductory statement on the SSG, as well as contact details of the rapporteurs. Furthermore, it was agreed to supplement the Progress Report with a short non-technical statement written from the end-customer's point of view on the progress achieved or expected to be achieved. This non-technical statement is expected to be presented at the Rail Freight Day in Vienna on 6 December 2018. Finally, the meeting also served as a platform for coordinating the sector input for the upcoming Rail freight Day. Reinhard Haller from DG MOVE presented the detailed programme and asked the sector to make suggestions for high-level speakers.

The 11 sector priorities

1. Redesign of a more flexible and stable international timetable TT PROCESS TTR;
2. New market oriented concepts for capacity offer on RFCs;
3. Improving coordination on Temporary Capacity Restraints (TCR);
4. Enhancing the use of Path Coordination System (PCS);
5. Improving harmonization of Processes at Border;
6. Train tracking and Expected Time of Arrival (ETA);
7. Prioritisation, funding instruments, and monitoring of TEN-T parameters;
8. Facilitating concrete ERTMS Implementation;
9. Monitoring the quality of freight services with implemented and shared KPIs;
10. Harmonising the Corridor Information Document (CID);
11. International Contingency Management (ICM).



MEDITERRANEAN RAIL FREIGHT CORRIDOR

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

The Members of Mediterranean Rail Freight Corridor



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Via Ernesto Breda, 28 20126 Milano
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