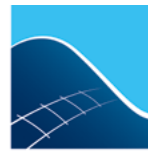


# 2019 ANNUAL REPORT



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



# 2019

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



Co-financed by the Connecting Europe  
Facility of the European Union

# TABLE OF CONTENTS

	<b>Glossary</b>	<b>6</b>
<b>1</b>	<b>INTRODUCTION</b>	<b>8</b>
	Main Corridor Activities in 2019	8
<b>2</b>	<b>CORRIDOR OVERVIEW</b>	<b>9</b>
	2.1 Executive Board	10
	2.2 The EEIG	12
	2.3 The PMO	12
	2.4 Regulatory Body	14
<b>3</b>	<b>CORRIDOR DOCUMENTATION</b>	<b>14</b>
	3.1 Corridor Information Document	14
	3.2 Customer Information Platform	15

<b>4</b>	<b>CORRIDOR ACTIVITIES 2019</b>	<b>16</b>
	4.1 Boost-on-Rail	16
	4.2 International Contingency Management	17
	4.3 C-OSS Activities	17
	4.3.1 Capacity Management	17
	4.3.2 Corridor results - Annual Timetable 2020	
	Publication and requests	18
	4.4 Train Performance Management	20
	4.5 ERTMS	21
	4.6 Customers Related Activities	22
<b>5</b>	<b>QUALITY OF SERVICE ON THE FREIGHT CORRIDOR</b>	<b>24</b>
	5.1 Med Corridor Key Performance Indicators (ART. 19.1)	24
	5.1.1 Capacity Management	24
	5.1.2 Average commercial speed	26
	5.1.3 Market development - Ratio of allocated capacity	26
	5.1.4 Operation	27
	5.2. User Satisfaction Survey Highlights	28



# 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

**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)

**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

**HŽI** 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** 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 Boards

**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 path for which standard priority rules apply (art.14 of the FCA 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)

**PMO** Permanent Management Office

**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 NETWORK** The grouping of all the Rail Freight 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 Capacity Allocation Office, which is responsible for nationwide capacity allocation on the rail network and for determining network access charges





# 1. INTRODUCTION

The main objectives of the 2019 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 2019.

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 Regulation 913/2010.

## Main Corridor Activities in 2019

- ▶ **International Contingency Management:** first publication of Med RFC re-routing overview for TT 2019;
- ▶ **Two severe disruption in France took place, managed with Med RFC support:**
  - Modane disruption in July (ICM applied)
  - Sète-Beziers disruption in Oct/Nov (ICM applied)
- ▶ **Execution of the survey “Boost on Rail”** in cooperation with Federchimica (Italian Federation of the Chemical Industry).
- ▶ **Implementation of new features to the Customer Information Platform (CIP)** for the benefit of the applicants.
- ▶ **Consultation of Railway Users and Terminal Operators** on Rail Investment’s priorities.
- ▶ **Appointment New C-OSS leader.**
- ▶ **Participation to the main logistics events in Europe:** Transport Logistic in Munich, SITL in Paris, SIL in Barcelona and International Supply Chain Conference of BVL (German Logistics Association) in Berlin.



# 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;
- ▶ 5 European Core Cargo Seaports and 2 important Riverports
- ▶ The most interconnected Rail Freight Corridor (7 RFCs interconnected)

The main figures of the Mediterranean Rail Freight Corridor are:

- ▶ Total length about 8.000 km of railway lines
- ▶ of which, more than 7.000 km of principal route
- ▶ and about 650 km of diversionary routes
- ▶ More than 100 freight terminals
- ▶ Along its East to West routing, the Mediterranean Rail Freight Corridor involves 3 of the 4 main manufacturing areas of Europe: Catalonia, Auvergne-Rhône-Alpes and Piedmont-Lombardy
- ▶ The territories covered by Med RFC represent 18% of the European population and 17% of European GDP.

# 2.1 Executive Board

The EXBO is chaired by the French Ministry of Transport and represented by the President Joseph Lunet de la Malène. In order to exchange the best practices and to define common guidelines, a Network of Executive Boards, “NEXBO”, was established in 2017, actively supported by the board. The EXBO met twice in 2019:

- Brescia, 22/04/2019
- Paris, 22/10/2019

Following a decision of the EXBO (20.04.2018), the line Gyékényes–Murakeresztúr – Nagykanizsa – Zalaszentiván in Hungary was added to the RFC as a diversionary line starting from 2019.

“

“There’s no doubt that railway transport means huge benefits in most areas: sustainability, safety, even speed, once it’s organised and engineered according to 21<sup>st</sup> century principles. But there’s also something more profound about railways: they connect the EU together not only in physical terms. Setting up a coherent and functional network across all Europe is an exercise in political cohesion. The European Year of Rail is not a random event. It comes at an appropriate time, when the EU needs this kind of collective undertaking.”

Adina Vălean, EC Commissioner for Transport

”



## Governance chart

MEDITERRANEAN RAIL FREIGHT CORRIDOR





## 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 Kecec (SŽ-INFRA) chairs the GA as the president of the MB.

**Nikolina Ostrman** from HZ Infrastruktura was appointed as 3rd Manager following legal obligation from the Statute of the Mediterranean RFC.

## 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.

In December 2019 Stephane Dastot was nominated as C-OSS manager.



### FURIO BOMBARDI

#### Managing Director/EEIG Manager

*"Our goal is to be able to grow the share of rail transport on the corridor in line with European horizons, which expect to reach 30% of the modal share by 2030. This means that we have about ten years to double the current average percentages. This can be a reachable target, if we are able to involve large industrial companies, large districts and large ports, which have every interest in finding those development paths capable of combining growth and sustainability, results and quality. In other words, if we are able to speak the same language of final customers, properly understanding their needs."*

  
Furio Bombardi



### ISTVÁN PÁKOZDI

#### Deputy Director/Infrastructure Advisor/EEIG Manager

He is one of the EEIG Managers and a full-time manager dedicated to the EEIG/PMO. He is responsible for the infrastructure activities of the EEIG/PMO, such as:

- reviewing and updating the Corridor Information Document (CID) Books in line with the current version of RNE Common Structure, with the support of Infrastructure WG;
- managing and coordinating the Corridor Train Performance Monitoring WG;
- managing and coordinating the development and yearly update of MED RFC ICM Re-Routing Scenarios
- managing and coordinating the Corridor Information Platform (CIP) activity, as a member of Change Control Board (CCB) of CIP;



### STEPHANIE JONCOUR / STEPHANE DASTOT (FROM DEC. 2019)

#### 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. Mr Dastot replaced Ms Joncour in December 2019.



### GIULIA GARGANTINI

#### Project Manager

She is responsible for different projects concerning corridor development and she is in charge of preparing the reporting documents and information towards the European Commission and the Innovation and Networks Executive Agency (INEA).

In 2019, among others, she dealt with the following activities and projects:

- Reporting procedure for the Connecting Europe Facility and PSA funding;
- Customer Information Platform developments and maintenance, as CIP Development group member for MED RFC;
- Boost on Rail survey execution and analysis.



### 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.

**AUTORITÀ DI REGOLAZIONE  
DEI TRASPORTI (ART)**

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# 3. CORRIDOR DOCUMENTATION

## 3.1 Corridor Information Document

Mediterranean RFC is updating yearly the Corridor Information Documents in which stakeholders and customers can find the necessary information for the use of the freight corridor. The complete set of documents is published on the corridor website and since the end of 2018 on the Customer Information Platform (CIP). The CID Books structure is harmonised according to RailNetEurope (RNE) Common Structure. Since 2018 the text of CID Books (excluding the Implementation Plan) has been harmonised across corridors. Mediterranean RFC has achieved 100% of compliance since 2017.

All the RFCs information (that is now available in the corridors CID Books in pdf version) is going to be digitalized to ease the accessibility of information on Rail Freight Corridors to the interested users. Customers will be able to navigate CID Books of all RFCs on line through easier, more customer friendly tool to be ready and available by the end of 2020. As a member of the Task Force RFC MED took part in defining the specification of Network Statements and **CIDs digitalisation** and also testing of the available features. This job is running under the umbrella of RNE.

## 3.2 Customer Information Platform



### CIP Development

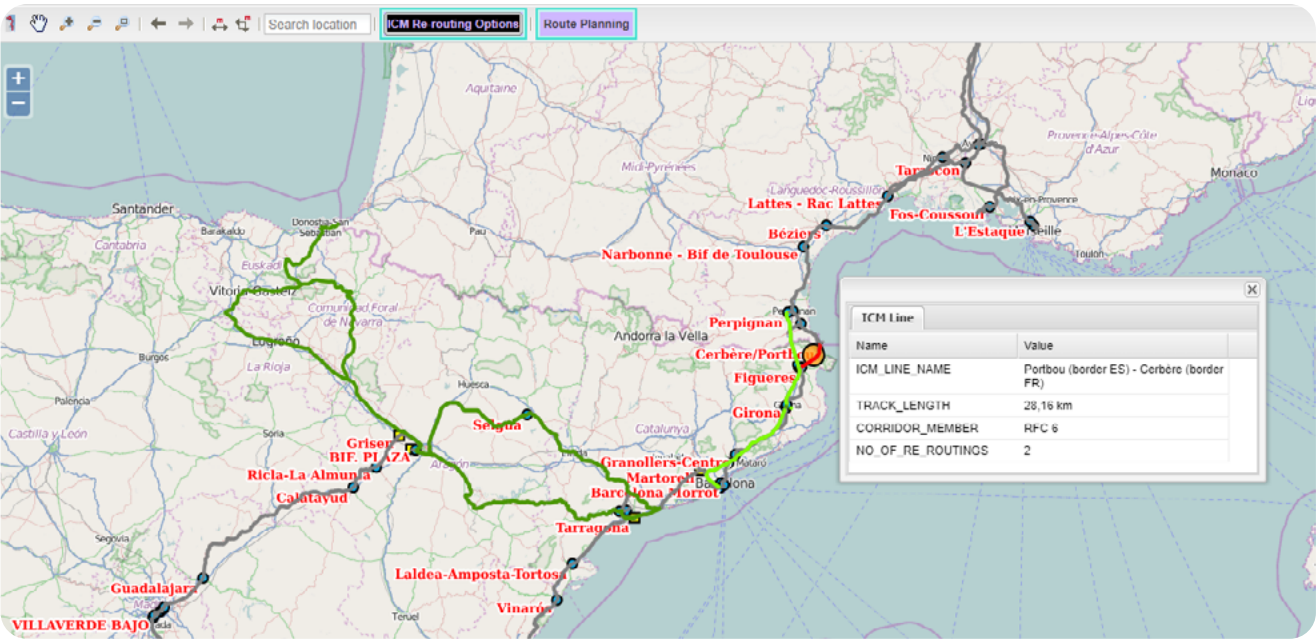
The Customer Information platform (CIP) is an **online platform providing easy access to harmonized information about the Rail Freight Corridors**. RFC Med joined the platform in December 2018 and since then we have continuously improved the information provided to our customers and stakeholders. In particular, the platform gives an overview on the **technical parameters of the lines** (among others, traction power, signalling type, intermodal freight code..) in a very accessible way through the interactive map.

In 2019 a new corridor joined the team (RFC Amber), thus CIP currently displays harmonized information of

10 out 11 RFCs and the railway lines of 24 European Countries.

The Med RFC regularly updates and reviews the information provided in the Interactive map and in 2019 projects and ERTMS information have been added.

Another important achievement of 2019 was the start of the implementation of the **ICM re-routing options in the interactive map**, which provides to the users a fast visualization of the re-routing overview directly on the map. This task is still under implementation along the RFC Med, but already displays the re-routing options for more than half of the Corridor lines.



Screenshot of the ICM Re-routing options in CIP

<https://cip.rne.eu>

The ICM line (**red one**) indicates a main line of the RFC for which a re-routing option (alternative route that may be taken in a situation of a disruption to reach the same destination) is proposed. The green lines indicate the 2 possible re-routings available. Clicking on the **green lines** additional operational information is available.

## 4. CORRIDOR ACTIVITIES 2019

### 4.1 Boost-on-Rail

#### Seeking partnership with Industries

During 2019, The Med RFC conducted, in partnership with Federchimica (Italian Federation of the Chemical Industry), a **survey on rail transportation and the use of RFCs**. This is the first phase of a project aimed at boosting the usage of the rail mode for the shipment of chemical freight flows which are currently run with other transport modes, with the final aim of increasing the rail share for the chemical industry.

From May, 8th to June, 14th 2019 we performed an online survey focused on the Chemical sector and addressed to all the industries which are part of Federchimica. The survey was aimed at examining the decision-making process in modal transport choices, the knowledge of European Rail Freight Corridors, rail and combined transport usage and the weaknesses and strengths of the rail mode.



The Panel of respondents was composed of 65 Chemical companies of small, medium and large sizes. The results of the Survey were analysed in depth and the main results were presented during several events and conferences, including SERAC. Based on the outcomes, specific pilot projects are going to be developed in the near future, with the goal to transfer specific flows from the road to the rail.



Boost-on-Rail presentation at Logistic Conference by Federchimica, 02/07/2019

### 4.2 International Contingency Management

The **Re-routing Overview of International Contingency Management** on the Mediterranean Rail Freight Corridor has been prepared and published for the first time, with reference to TT 2019.

In 2019 two major disruptions took place in France and were managed with **relevant ICM activation**, in line with the International Contingency Management procedures:

- ▶ On the evening of July 2nd, a mudslide, due to the storms of the previous days, interrupted the rail traffic between Saint Michel de Maurienne and Modane in the Maurienne Valley (railway link Italy – France in the Alps via Modane). Three weeks were needed to stabilize the mountain side and re-open the tracks. The Modane disruption lasted 20 days in the period 03/07-22/07/2019, and impacted more than 500 freight trains, about 10% of which were successfully re-routed through Ventimiglia and Switzerland.



- ▶ Due to extreme volume of rain, on 23rd October 2019 morning in the South of France the rivers flooded, and the tracks were badly damaged. The traffic was stopped between Sète and Beziers (line Montpellier – Narbonne) for more than 30 days, from 23/10 to 25/11/2019. Re-routing alternatives have been activated in France mainly on the Atlantic route. More than 900 planned freight trains were involved, about 20% of which were properly rerouted.



- ▶ After the two disruptions a careful analysis was performed based on the Return on Experience on the ICM application and on the relevant lessons learned, with the goal to propose improvements to the ICM processes and procedures. This study was also used for an exchange of views with RUs and the other stakeholders, to better understand their choices and issues and to improve future coordination. The main results were presented during several events and conferences.

### 4.3 C-OSS Activities

#### 4.3.1 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.

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 2019 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 together with other corridors for informing about the corridor offers and news.

The year 2019 saw the improvement of the Annex VII for Directive 2012/34/EU enhancing the role of IMs to consultation of customers and coordinating works with neighbouring IMs. Appointed as “Temporary Capacity Restriction coordinator” for Mediterranean 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. All TCR are published on CIP for the applicants.

**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;

4.3.2 Corridor results - Annual Timetable 2020 publication and requests

For the Annual TT offer 2020, Mediterranean RFC offered 14,3 Mkm PaPs as equal the last year.

The request from the customers considerably

- ▶ Review of International Timetabling Process;
- ▶ PCS Developments with a new tool in 2020 for TT 2021;
- ▶ Participating in the “C-OSS community” meetings gathering all C-OSS of all corridors aiming at finding common solutions and processes for all corridors.

**The three main products** offered by Mediterranean Rail Freight Corridor are:

- ▶ **Annual TT offer:** Focused on medium/long-term capacity needs with high frequency. TT 20XX PaPs are published at X-11. 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;

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

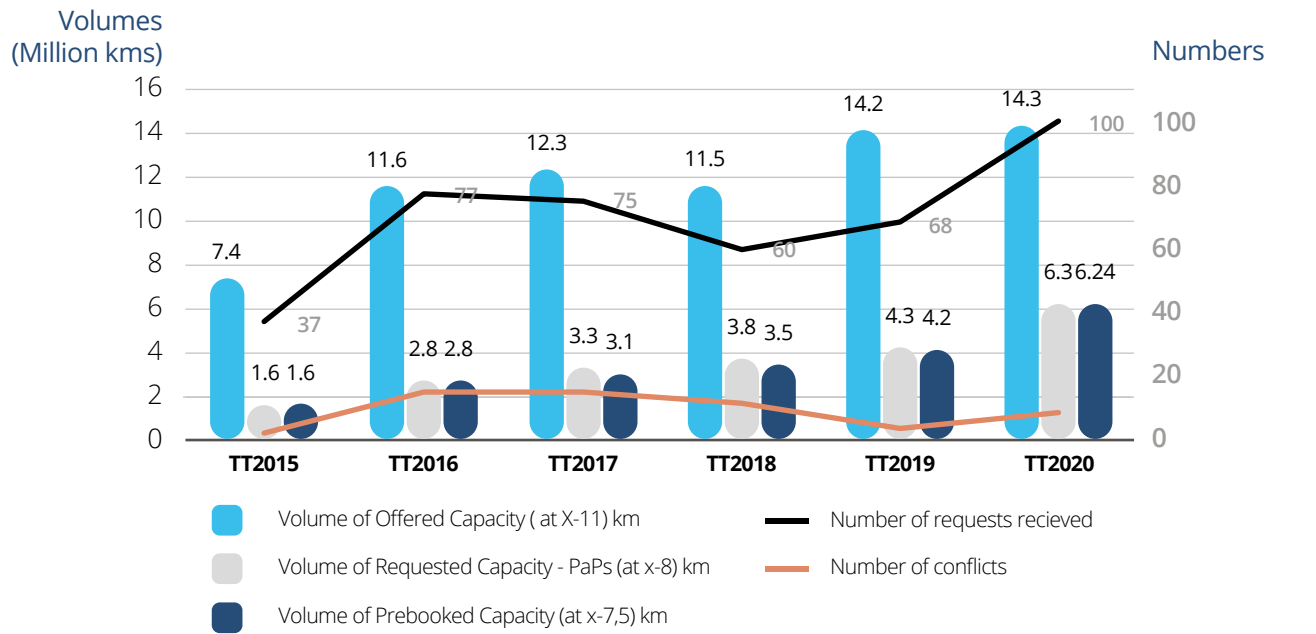
PaPs are protected against unilateral decision of modification by IMs and AB. During the preparation of the offer, the Mediterranean Rail Freight Corridor C-OSS Managers duly takes into account:

- ▶ Customer feedbacks of collection of needs;
- ▶ 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.

increased as 6,3 Km PaPs were requested, showing an increase of 47% of the volume. The increase is general but more important in relative percentage value (ADIF

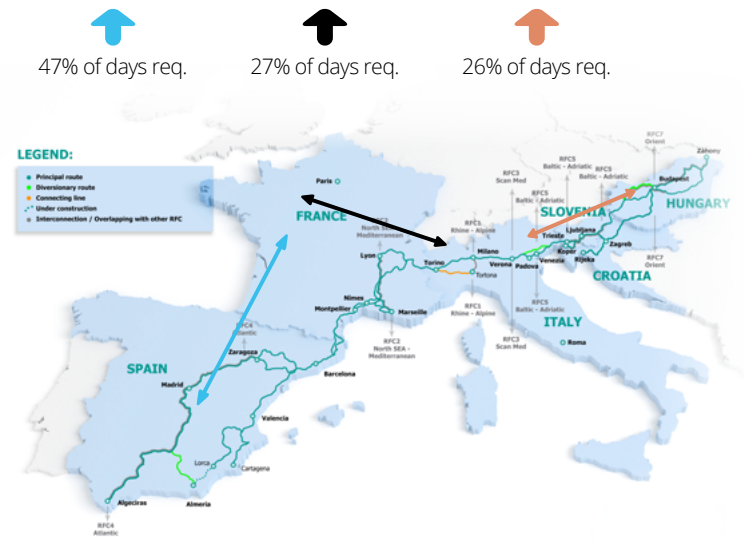
and VPE) and very strong for SNCF R in Km PaPs (+ those requests, adaptations and tailor made solutions 867000). 9 requests received were in conflict but for all have been found.

FCA KPIs evolution - Mediterranean Rail Freight Corridor



In 2019, there was a large increase in the number of requests: 14 applicants chose the pre-booked capacity offers, and the first two applicants (SNCF Fret and DBCargo) requested a good 50% of that. The repartition of circulations requested through annual corridor requests for **TT 2020** is as follow:

Distribution of running days pre-booked - TT 2020



The majority of the flows between Italy-France and Spain-France have been requested due to the fact that the SNCF Réseau’s complete offer has been published in PCS.



# 4.4 Train Performance Management

Since the opening of the corridor, the Mediterranean Rail Freight Corridor has been committed, in cooperation with its members and RNE, to define procedures and tools to be used in order to put in place a solid Performance Monitoring System.

## 1. Monitoring of international freight trains passing through the corridor lines and crossing the borders.

In 2019 the Train Performance Monitoring WG

- ▶ Prepared the first ICM related to re-routing overview for TT2019. In this document various re-routing scenarios have been elaborated on the network of the member IMs in Spain, France, Italy, Slovenia, Croatia and Hungary. Some scenarios have already been visualized in Customer Information Platform (CIP).
- ▶ Checked and analysed the raw data of train runs and together with RNE identified the reasons why the trains are not linked automatically and started the elaborations of solutions to improve the linking procedure via defining the standardized process for linking of trains (who, when, how). Also analysed the possibilities of linking the ad-hoc trains in more automatic way as nowadays.

## 2. Meeting with Railway Undertakings

Effective from 2019, twice a year, the Train Performance Management (TPM) Working Group met with the interested RUs

- ▶ to better understand the traffic patterns;
- ▶ to identify the weak points, (bottlenecks, etc);
- ▶ to carry out joint analysis of the key problems, especially at the borders and some other affected areas.

Additionally, as there is a huge volume of cereal products shipped by rail between Hungary and Italy, in 2019 (first time) a HU/IT cereal shipments quadrilateral

The Performance Monitoring of Mediterranean Rail Freight Corridor is carried out in two segments:

- ▶ The new RNE Guidelines for Train Performance Management on RFCs were approved in May 2019, by RNE GA. RFC MED WG studied thoroughly the existing set of RNE reports and decided to proceed with 2 reports out of the RNE Reporting portfolio:
  - Point oriented report, which enables the detailed performance analyses in a specific point, e.g. in border stations. Report provides detailed information about the amount of trains in the selected point, their punctuality, the delay causes and dwell time analyses.
  - Traffic flow report, in case a deeper focus on specific traffic flows is needed. It provides the basic performance information, as punctuality and delay figures, for the pre-defined trains in pre-defined locations.

IM-RU meeting was organised for the stakeholders of Italy, Slovenia, Croatia and Hungary together with the Hungarian Cereal Association. 31 representatives attended: 4 IMs (RFI, SZ-I, HZI and MAV) and 11 RUs. The meeting dealt with problems identification, prioritization and possible solutions.



# 4.5 ERTMS



ERTMS WG Leader  
Stefano Maroccio

On the other hand, according to the experience gained in the last years, it has been noted that the deployment of ERTMS can bring problems related to the lack of harmonization between neighboring countries (due to different adopted versions of ERTMS and different technical and operational national rules that have to be taken into account).

**The Mediterranean Corridor is therefore the organization supporting the effort at Corridor level**

The regulation envisages among the responsibilities of Mediterranean Corridor the development and harmonization of ERTMS along the corridor. The Deployment of the ERTMS along the corridor clearly depends on National Decisions and negotiations with EC.

**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 and the ERTMS breakthrough initiative proposed by the European Commission with the objective to define short term achievements and the way how to have a reliable and stable ERTMS system is pushing Corridor Organizations to have a proper structure to deal with it.

According to the above mentioned needs several targets have been identified:

- ▶ Harmonized operational rules along the corridor;
- ▶ Monitoring the status of national implementations;
- ▶ Bilateral activities in order to obtain dynamic transition at state border;
- ▶ Exchange of technical results from National ERTMS implementations;
- ▶ Support for RUs.

The ERTMS Working group meets regularly and fully supports any technical request coming from the Operators.





## 4.6 Customers Related Activities

### Advisory group (TAG-RAG) meetings

The TAG-RAG meetings are 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 **Marseille on the 27th of February 2019**) and in the eastern part of the corridor (in **Rijeka on the 26th of September 2019**). As requested by DG Move on May 8th an assessment of the infrastructure needs by Railway undertakings

and Terminal operators has been performed, based on a consultation of the RAG and TAG on the RFC investment plan and the work plan of the CNC, with the final goal to achieve an overview of infrastructure priorities from the market perspective, able to improve the use of rail infrastructures.

The final document was approved during the 14th TAG RAG meeting in Rijeka and presented during the XIV Mediterranean CNC Forum on the 20th November.



14th Tag Rag meeting at Port of Rijeka



13th Tag Rag meeting at Marseille

### Customer related initiatives

#### Transport logistic - Munich, 04-06/06/2019

The Med RFC attended the International trade fair for logistics, mobility, IT and supply chain management together with 3 other Corridors (1,3 and 8). In 2019, 2.374 exhibitors and 63.891 visitors from all over the world met in Munich. This leading exhibition for logistics, telematics and transport takes place every 2 years. It brings together industry experts and investment decision makers from all over the world. The most important issues affecting the industry and new potential innovation were discussed in this platform. One of the goals to be achieved was

to introduce the corridor network to a variety of potential users and customers from the logistics sectors otherwise difficult to reach.



Our common stand  
Rail freight Corridors managers at the stand

Credits: Alexander Paulus (www.fotopaulus.ch)

#### Semaine de l'innovation transport&logistique (SITL) - Paris, 26-28 /03/2019

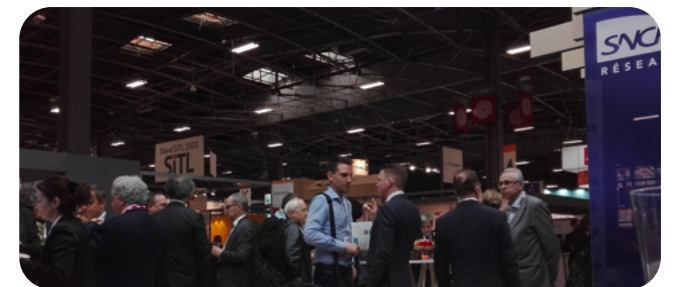
This event takes place every year. The Med RFC as guest of SNCF Réseau was there to present the Med RFC and freight corridor network activities, as the french SNCF Réseau is part of the corridor.

During this week the most complete and varied offer of transport and logistics solutions and equipment was presented, distributed in 7 main sectors:

- ▶ Transport and logistics services;
- ▶ Energy and transportation equipment;
- ▶ Real estate and logistics infrastructures;
- ▶ Technologies and information systems;
- ▶ Warehouse equipment and solutions (intralogistics, robotics and automation);

- ▶ Packing-packing and pallets;
- ▶ Security and cyber;

SITL 2019 recorded an increase in visitor numbers +8.3% and an overall attendance of 30.750 participants which gave an important opportunity to the Med RFC to show to the community the commercial possibility of the corridor network.



Paris, 27/03/2019 [www.sitl.eu](http://www.sitl.eu)

#### Salón internacional de la logística (SIL) - Barcelona, 26-27/06/2019

SIL is the Leading Exhibition for Logistics, Transport, Intralogistics and Supply Chain in Southern Europe.

This exhibition is considered one of the leading trade fairs in logistics, transport, intralogistics and supply chain in southern Europe. As in previous years, it was held at the Montjuïc-Plaza España Exhibition Center of Feria de Barcelona. This edition involved more than 650 companies with more than 50 countries represented. Among the participating companies, 42% are transport, logistics, distribution and derivative services companies. 31% are intralogistics, storage and equipment companies. And the remaining 27%, companies of new technologies and IT solutions.

The Med RFC attended invited by LFP, the high speed line company (Lineas Figueras Perpignan) which is part of the corridor, to show the opportunity of connections from west to east and south to north, given by the Med RFC and the whole RFC network to new potential stakeholders belonging to different sectors.



Petros Papaghiannakis  
and Furio Bombardi

[www.silbcn.com/](http://www.silbcn.com/)

#### International Supply Chain Conference of the German Logistic Association (BVL) - Berlin, 23-25/10/2019

This conference provided industry leaders the opportunity to share best practices and discuss current trends and upcoming innovations in the supply chain management field. The 3-day conference attracted more than 3.500 attendees from 40 countries, 120 speakers, and over 200 exhibitors. The Managing Director attended this congress to present the activities

and the developments of the corridor network in particular of the Med RFC, and its potential.



Berlin, 23-25/10/2019

<https://www.shippeo.com/en-events/bvl-congress-2019>



# 5. QUALITY OF SERVICE ON THE FREIGHT CORRIDOR

## Performance monitoring

The Article 19(2) of Regulation (EU) 913/2010 concerning a European rail network for competitive freight requires the Management Boards of the RFCs to **monitor the performance** of rail freight services on their respective freight corridors and publish the results once a year. To facilitate the fulfillment of the above obligation, a joint RNE-RFC project team developed a set of KPIs commonly applicable to all RFCs.

These KPIs were included into the Guidelines 'Key Performance Indicators of Rail Freight Corridors' and are available since 2017 on.

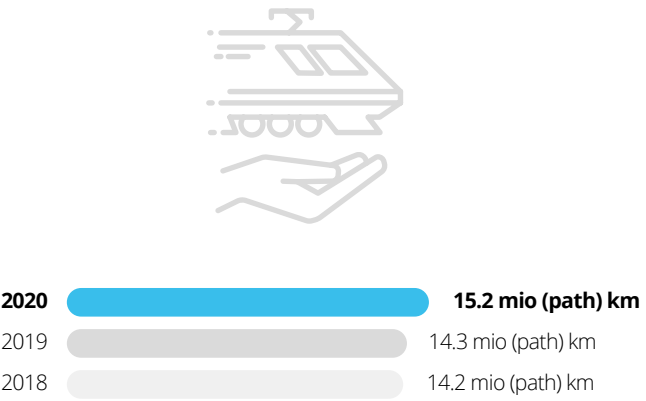
Performance of the RFCs in the following business areas:

- Capacity management;
- Commercial speed;
- Market development;
- Operation: Number of train runs /Punctuality KPIs.

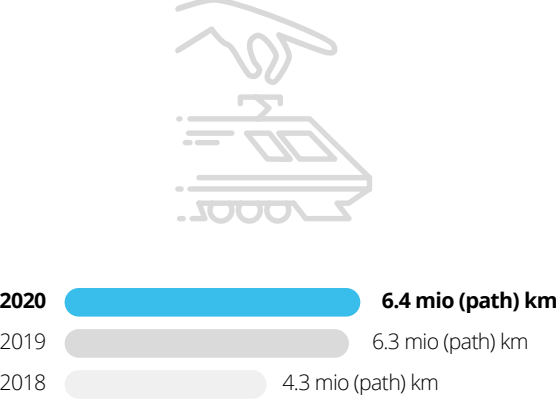
## 5.1 Med Corridor Key Performance Indicators (ART. 19.1)

### 5.1.1 Capacity Management

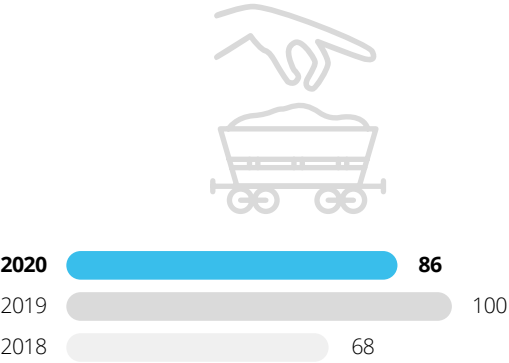
Volume of offered capacity - PaPs (at X-11)



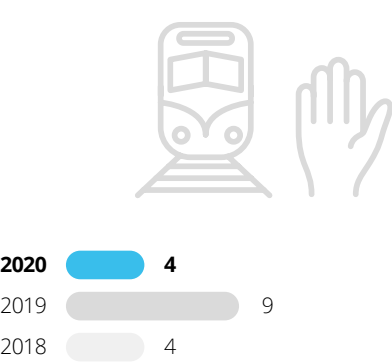
Volume of requested capacity - PaPs (at X-8)



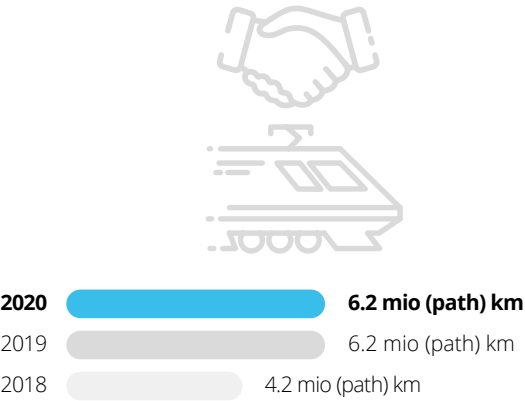
Volume of requests - PaPs (at X-8)  
(number of PCS dossiers)



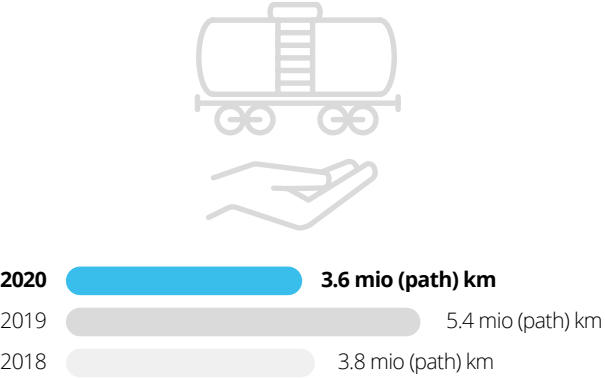
Number of conflicts - PaPs (at X-8)  
(number of conflicting PCS dossiers)



Volume of pre-booked capacity - PaPs (at X-7.5)

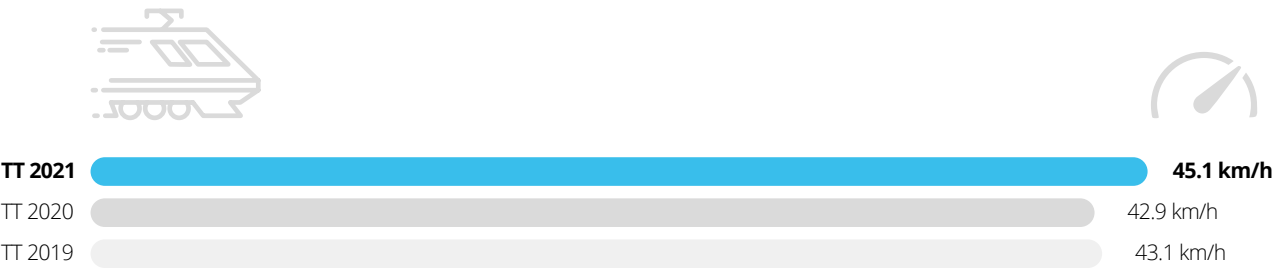


Volume of offered capacity - Reserve Capacity (at X-2)





5.1.2 Average commercial speed



5.1.3 Market development - Ratio of allocated capacity

Here it is compared the ratio of allocated capacity by the corridor (final offer TT), versus global capacity allocated by the IM at the borders of the RFC (at the start of TT).

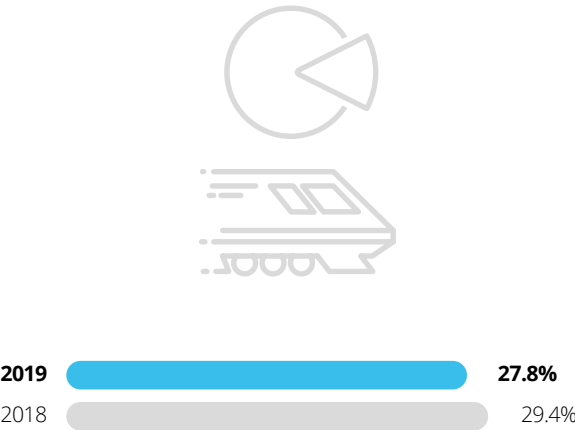
- ▶ The average for TT 2020 is **28%**.
- ▶ This performance indicator provides information on the share of trains running on the corridor which

were ordered via the C-OSS Leader, compared to the amount of the corridor programmed circulation ordered via the IM. The borders between Slovenia - Hungary and Italy - France improved particularly.

Relation between the capacity allocated by the C-OSS and the total allocated capacity (applicable for 2019)

Between member states		Between operational points		Ratio of capacity allocated by C-OSS
France	Spain	Cerbère	PortBou	56.0%
France	Spain	RFF - LFP	Adif-LFP	38.0%
France	Italy	Modane	Bardonecchia	56.0%
Italy	Slovenia	Villa Opicina	Sežana	9.0%
Slovenia	Hungary	Hodoš	Őrissentpéter	49.0%
Croatia	Hungary	Botovo	Gyékényes	11.0%
Slovenia	Croatia	Dobova	Savski Marof	6.0%

Relation between the capacity allocated by the C-OSS and the total allocated capacity



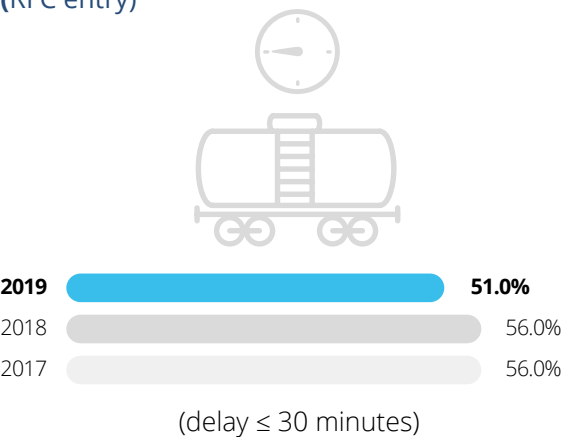
Traffic volume

Number of freight trains crossing defined pairs of border points

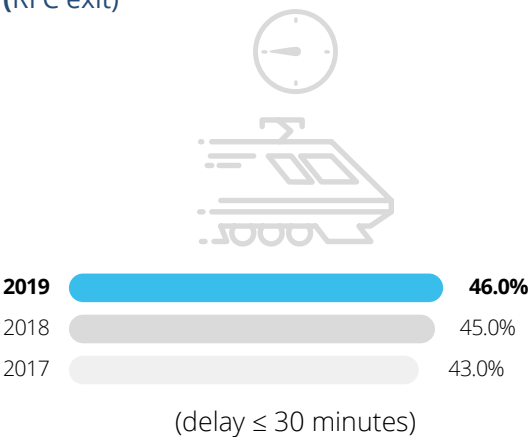


5.1.4 OPERATION

Punctuality at origin (RFC entry)



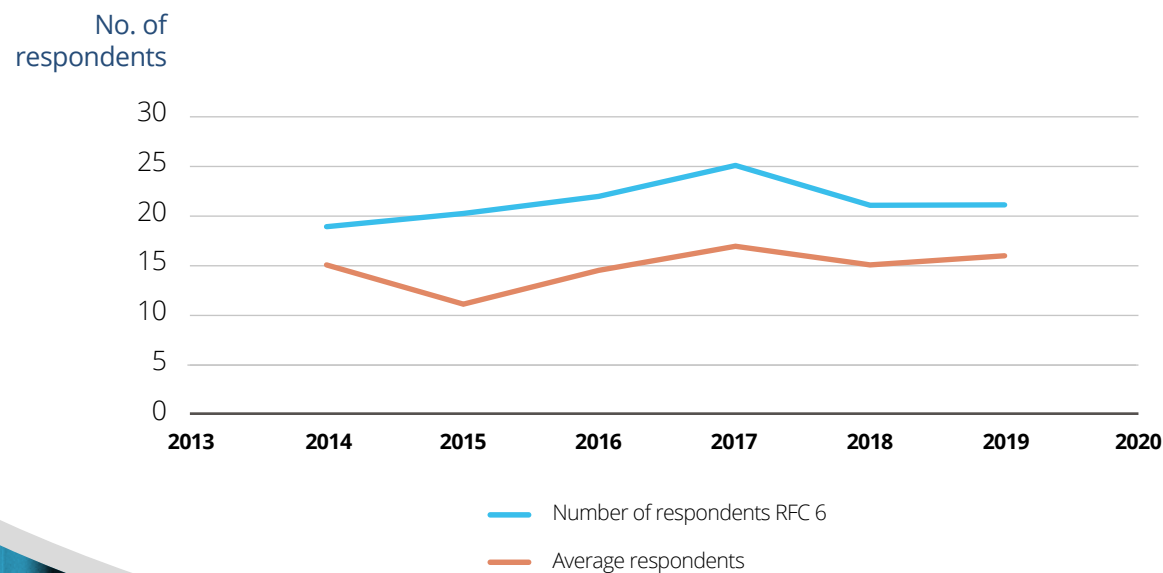
Punctuality at destination (RFC exit)



# 5.2 User Satisfaction Survey Highlights

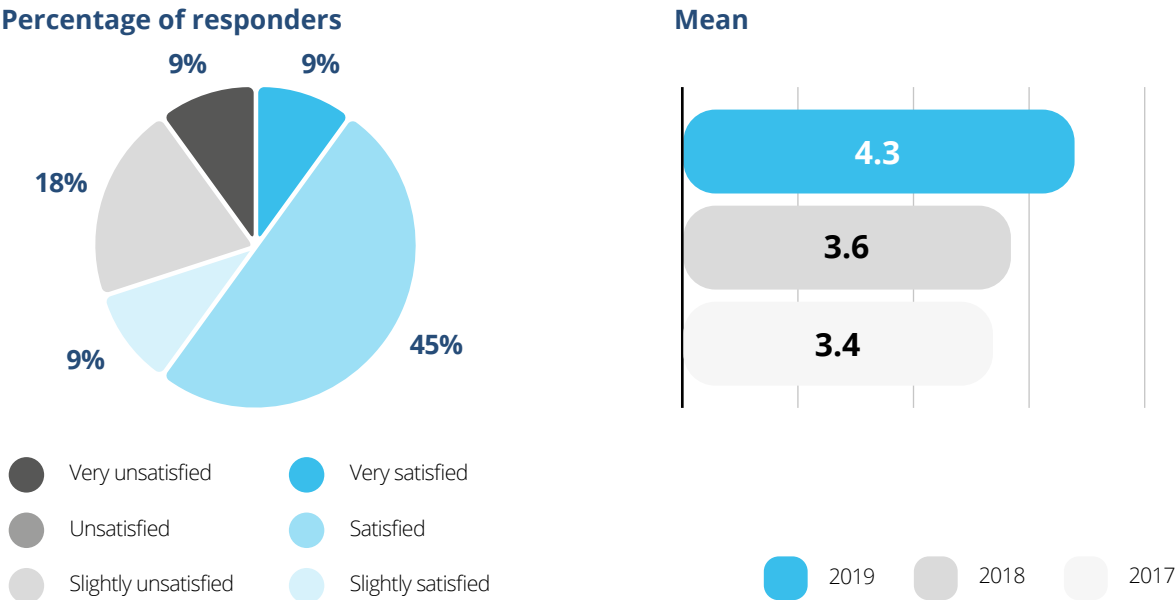
In line with the Regulation, a User Satisfaction Survey (USS) is performed every year. In 2019, a common Satisfaction Survey was conducted by the RFC Network (8 different RFCs participating) to evaluate the satisfaction of the users of each specific corridor. As usual, the User Satisfaction Survey was launched mid-September and closed mid-October, 2019. The USS touches several topics among which: CIDs, communication, C-OSS activities, PaP quality, Infrastructure parameters, Governance etc. The results are always discussed during Advisory Groups meetings (Terminals & Railway Undertakings) following the execution of the survey. An overview of the results is also published as soon as available on the Med RFC website for public consultation. As far as the Med RFC is concerned the number of respondents is quite stable through the years (see the graph below) and the corridor gets a very high response rate (73%, 2018 - 69%, 2019) addressing the real corridor users.

## Respondents RFC 6 vs average RFCs

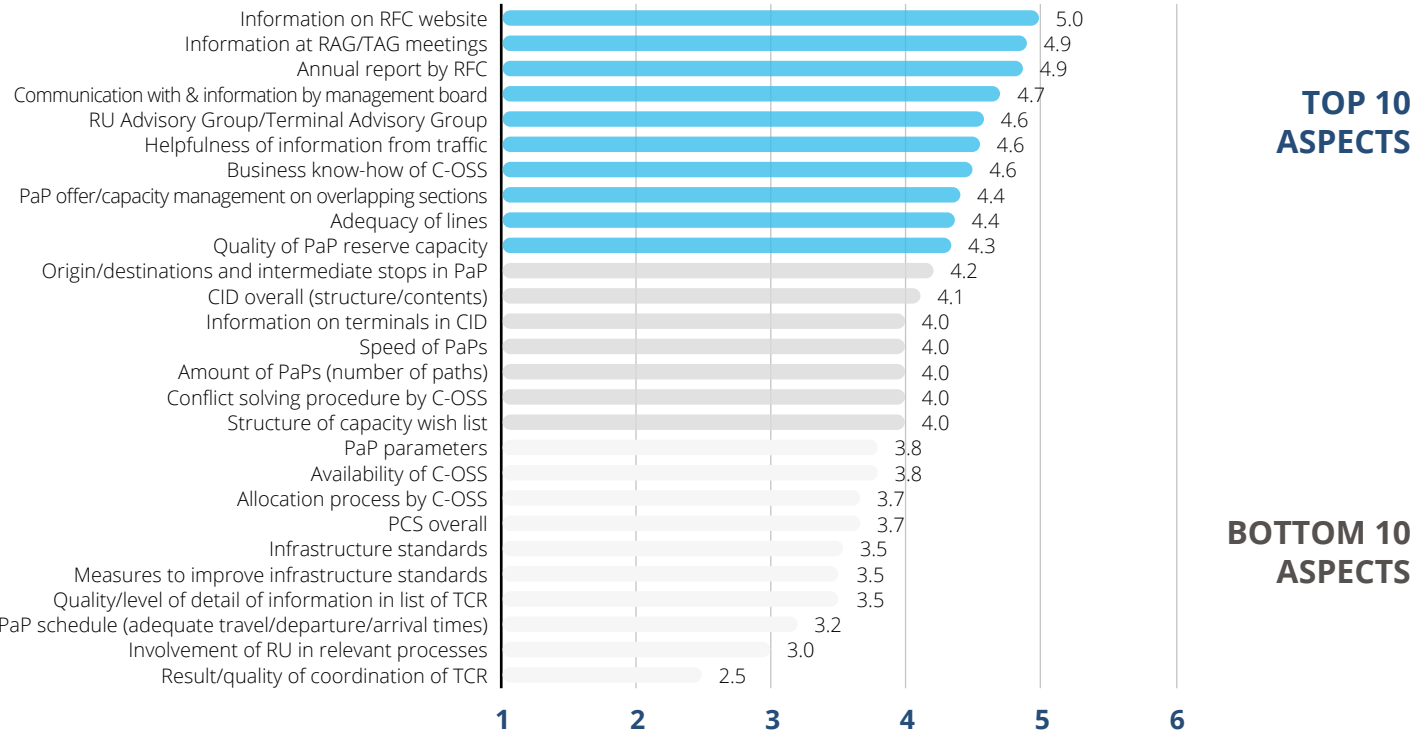


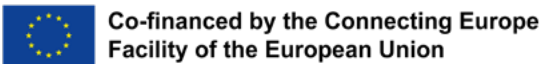
According to the overall satisfaction question, the **general satisfaction of the Mediterranean RFC users has a positive trend** (+0.7 compared to 2018).

## Overall satisfaction RFC 6



## Top 10 & Bottom 10 Aspects - Med RFC USS 2019





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## THE MEMBERS OF MEDITERRANEAN RAIL FREIGHT CORRIDOR

