

Mediterranean Corridor - RFC 6 TAG RAG

Ljubljana, 14th November 2017

AGENDA



PT	Topic	Speaker	Timing
	Registration-Welcome Coffee		9:00 9:30
1	Pre-meeting RUs and TMs;	RUs/TMs	9:30 10:00
2	Chairman Welcome;	Chairman	10:00 10:15
3	SZ-Infrastruktura Director presentation;	SZ-Infra	10:15 10:30
4	Corridor State of Play;	Managing Director	10:30 10:45
5	<ul style="list-style-type: none"> ➤ Short Term Pilot; ➤ Time Table 2018 feedback; ➤ Time Table 2019 Preparation; 	OSS Leader	10:45 11:30
	Coffee Break		11:30 11:45
6	Corridor Extension Requests state of play;	Managing Director	11:45 12:10
7	TAG/RAG spokesmen feed back (Feedback about pre-meeting, experiences running on RFC 6, ECCO etc.);	TAG/RAG representatives	12:10 13:00
	Lunch Break		13:00 14:00
8	Letter of Intent implementation;	Managing Director	14:00 14:15
9	Corridor Information Platform Implementation;	Deputy Director	14:15 14:45
10	<ul style="list-style-type: none"> ➤ Train Performance Management state of play; ➤ Customer Satisfaction survey; 	Deputy Director	14:45 15:00
11	Last Mile Study;	Project Manager	15:00 15:30
12	AOB;		15:30 15:45
	End of the meeting		15:45
	Railway Museum Visit		15:45 17:00

State of Play



Sector Inputs

- **Sector statement 10 priorities;**
- **Customer Satisfaction survey;**
- **Advisory Groups findings and request of extension;**
- **RU feed back about TT and RC**
- **End user involvement;**

Mediterranean Corridor Feed back

Highlights 2017 (a part from routine activities)

- Corridor CEOs letter of intent;
- Pilot on Short Term Capacity Allocation (30 days to 8 days - eastern part);
- TT 2018 - Increase of Ratio Requested/Offer Capacity;
- Paps workflow monitoring;
- Full compliance with RNE Guidelines; (full harmonization of procedures/manuals);
- Involvement of Executive Board and MS for Corridor Extension requests;
- Corridor Conference;
- Cross Corridor workshop with end users involvement (21st of February);
- Strong involvement with Corridor Talk/ECCO/corridor organizations to improve the performance of the Corridors
 - Sector declaration (SSG);
 - ECCO meetings; and Assessment;
- Development of last mile study;

State of Play



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Mediterranean Corridor Feed back **Highlights 2018 (a part from routine activities)**



- **Corridor CEOs letter of intent Action Plan and Implementation;**
- **Pilot on Short Term Capacity Allocation (30 days to 8 days - eastern part) follow up;**
- **Implementation of CIP;**
- **TPM new reporting system with RU involvement (Corridor workshop at the next TAG RAG);**
- **Paps workflow monitoring further implementation;**
- **Full compliance with RNE Guidelines; (full harmonization of procedures/manuals);**
- **Involvement of Executive Board and MS for Corridor Extension requests;**
- **Cross Corridor action plan implementation;**
- **Specific cooperation with ECCO - Pilot on KPIs;**
- **Conclusion of of last mile study (including On Train Experience);**
- **Further Corridor Studies (recast, and long train);**

TAG RAG Findings 2017

Corridor Feed Back

Feedback - last TAG/RAG



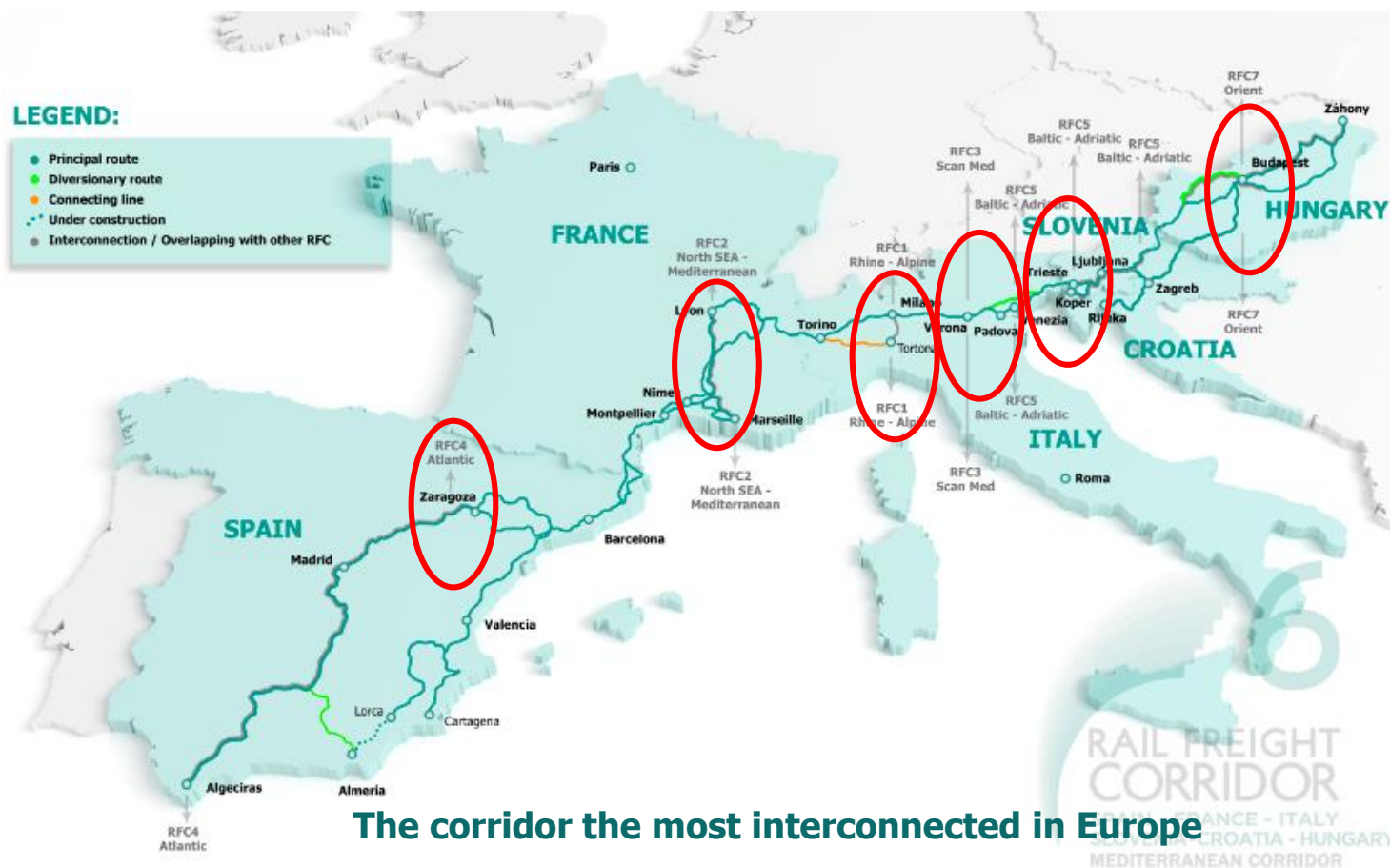
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[TAG RAG feed back.docx](#)

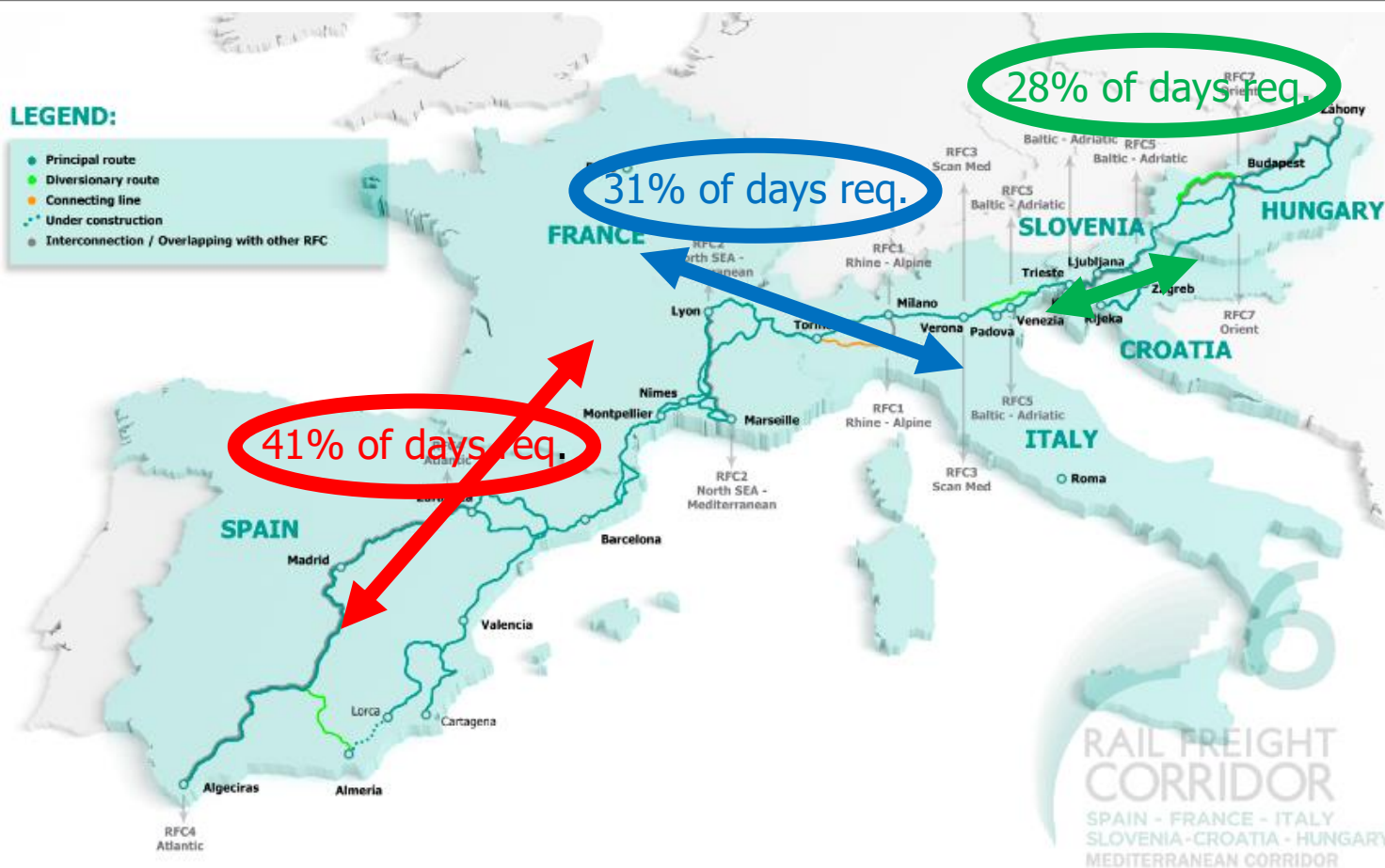
C-OSS State of Play

- PaPs Results & Feedbacks up to 2018
- Focus on Reserve Capacity & Short term Capacity Pilot
- TT 2019 preparation
- Temporary Capacity Restrictions

Introduction to Mediterranean Corridor RFC 6

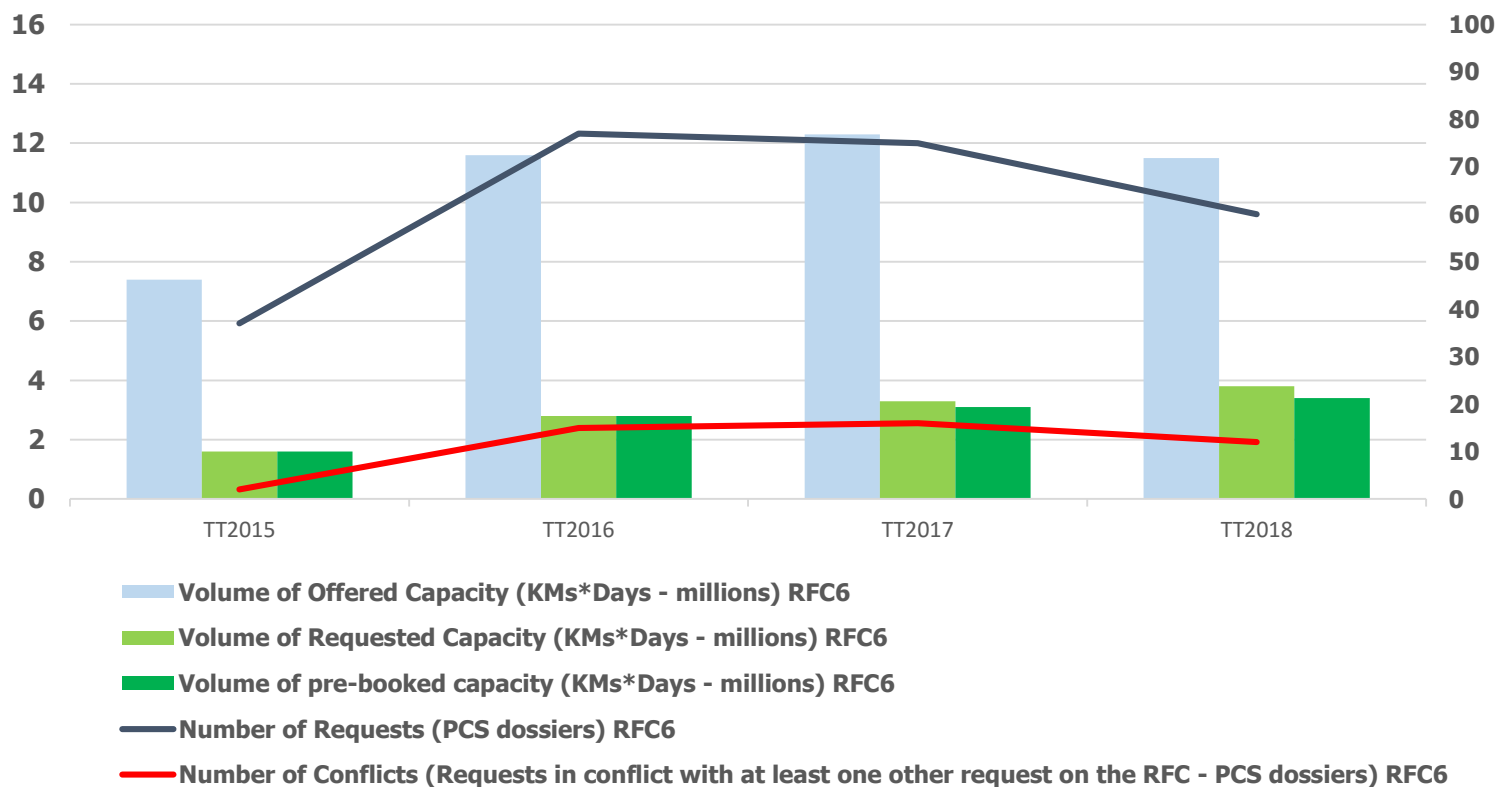


TT 2018 results & Feedbacks



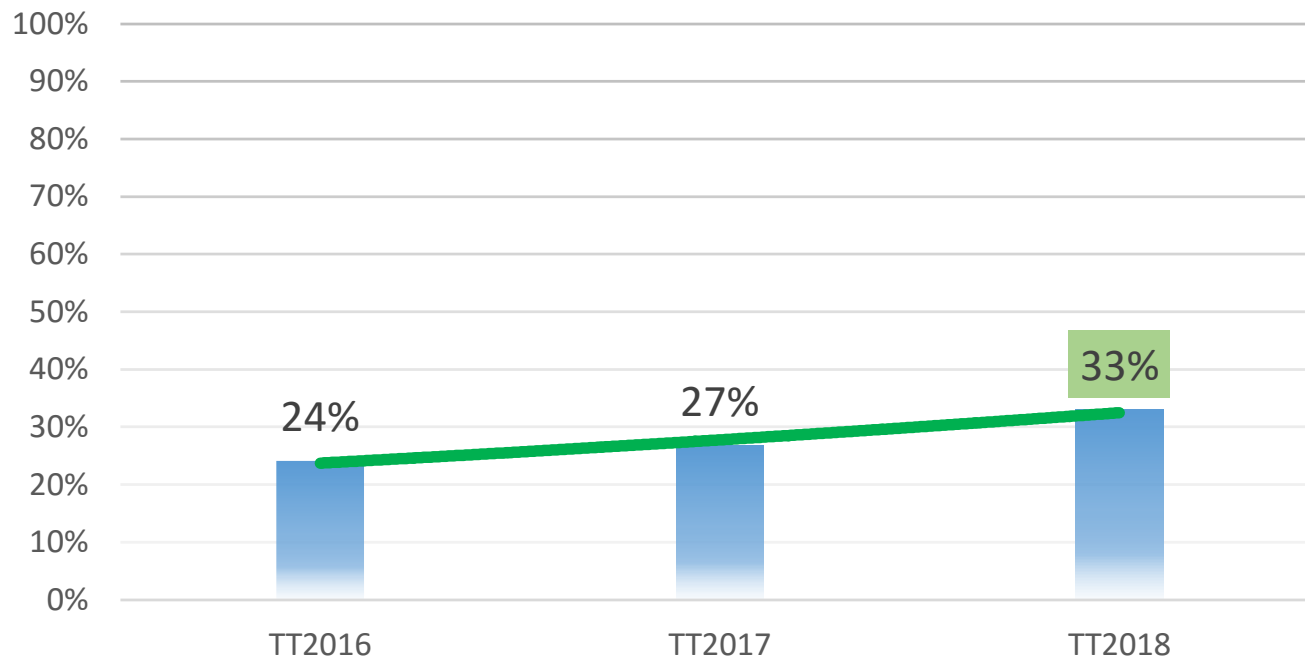
TT 2018 results & Feedbacks

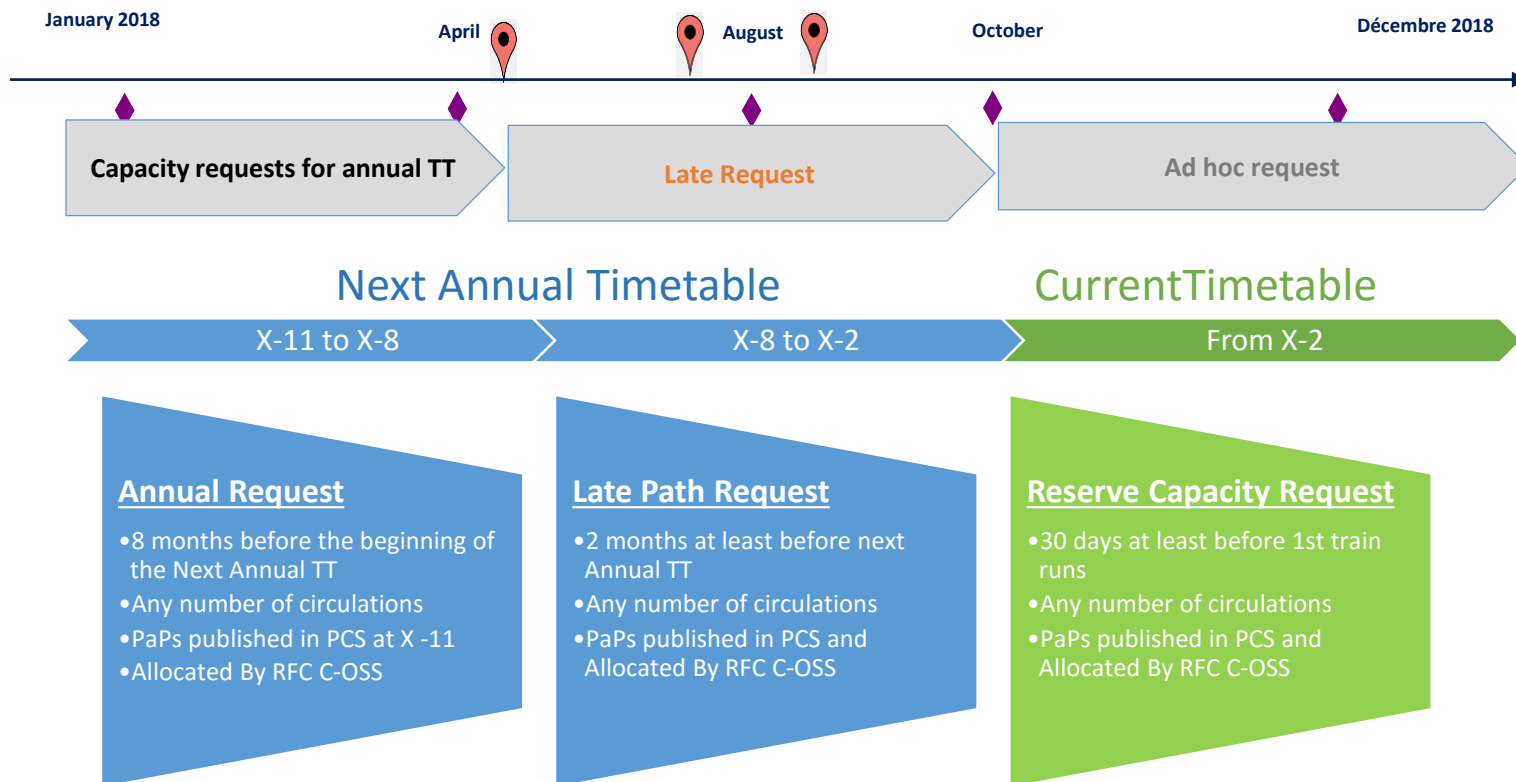
FCA KPIs evolution since the creation of the Rail Freight Corridor 6



TT 2018 results & Feedbacks

EVOLUTION REQUEST / OFFER





- PaPs for Annual TT 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 the 2nd Monday of April (at X-8). Just After this deadline, Late Path Request can be placed.
- Reserve Capacity for individual train path can be requested until 30 days before the train runs.

Late requests and Reserve Capacity requests will be treated and allocated according the principle “first come – first served”.

TT 2018 results & Feedbacks

➤ 2018 Results

- 60 Dossiers Requested, All offered by IMs on the 21st August
- 2 LPR Dossiers, all offered
- 2 conflicts solved by consultation

➤ 2018 Feedbacks

- PCS issues in the Request phase (Paps not req. Correctly, errors in dossiers...)
- PCS issues in the Offer phase
- Harmonisation between IMs to be strengthened

C-OSS State of Play

- PaPs Results & Feedbacks up to 2018
- Focus on Reserve Capacity & Short term Capacity Pilot
- TT 2019 preparation
- Temporary Capacity Restrictions

Focus on RC & STC Pilot

➤ Reserve Capacity as the current product was published on the 17th of October for all the IMs

- ADIF, SNCF R and RFI (Modane side) : Paps offered in January and not requested
 - Limited offer (Networks engaged in other pilots)
- RFI (VO), SZ-I, HZ-I, VPE
 - New paps

Focus on RC & STC Pilot

RFC KPIs FCA	Offer	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	Reserve Capacity	4,8	0,01	2	0,01	
TT2017	Reserve Capacity	7	0,05	2	0,05	

TT2018 : 3.8 km*days published in October 2017

Focus on RC & STC Pilot

Context for a Short Term Capacity Pilot on RFC 6

- Among other measures, IMs agreed by signing a Letter of Intent in Zagreb including : « To fit the strong demand on Short Term Capacity, the Signatories shall search for the most suitable solution in terms of new products to be offered »
- RUs asking to **reduce deadlines of the Reserve Capacity offer on the corridor** and especially on the Eastern side of the corridor
- IMs through the Train Performance Management group looking for very short term measures in order to **address congestion issues at borders on the line Villa Opicina – Hodos.**

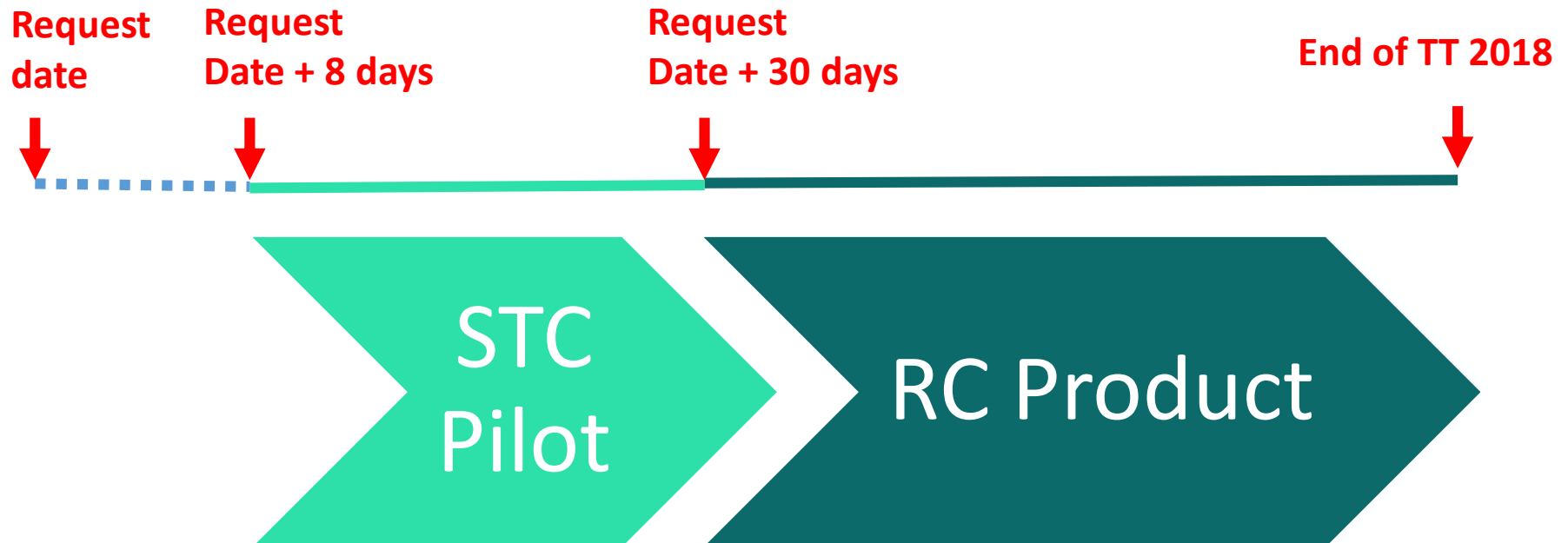
Focus on RC & STC Pilot

What kind of Product for the STC Pilot?

- Request Deadline ? ***8 Working days (30 for RC Product) involving TT Teams***
- Need for C-OSS coordination ? ***Yes, Acts as a guarantee of IMs compliance with the agreed process as for RC product.***
- Tool to be used ? ***PCS as for RC product involving TT teams and C-OSS***
- Proposed harmonised paths versus Tailor Made solutions ? ***as for RC product.***
- Scope of the products ?
 - ✓ ***If booked 30 days earlier : RC Product, all published days can be booked***
 - ✓ ***If booked between 8 and 30 days : dedicated to spot traffic***

Focus on RC & STC Pilot

One Offer on PCS : 2 possibilities for booking



Focus on RC & STC Pilot

LEGEND:

- Principal route
- Diversionary route
- Connecting line
- Under construction
- Interconnection / Overlapping with other RFC



**The offer will remain
at 30 days on the
Western side**

**Under the umbrella of RC Product,
the offer on the Eastern side will
be offered up to 8 days**

Focus on RC & STC Pilot

Western side of the Corridor :

- **RC at 30 days**
- **whole TT 2018**

Eastern side of the Corridor :

- **STC Pilot between 8 and 30 days**
- **For 6 months**
- **RC at 30 days**
- **whole TT 2018**

Focus on RC & STC Pilot

Offer for STC & RC :

	Both Drections
Zahony-Hodos-Koper	2
Zahony-Hodos-Vicenza	2
Ferencvaros - Gyekenyes - Ljubljana	1
Ferencvaros - Gyekenyes - Rijeka	1

Focus on RC & STC Pilot

Timeline for the Pilot :

- **1st December 2017:** start of pilot
- **10th December 2017:** first available running day
- **31st May 2018:** End of pilot
- **June 2018:** Analysis of feedbacks from IMs & Results

Focus on RC & STC Pilot

Still focusing on the congestion at borders on the line Villa Opicina – Hodos

RFI, SZ-I and VPE/MAV also decided to display pre harmonised paths that are likely to be offered by operational teams/ dispatchers

- Mainly to follow and reinforce the action of Operational teams/Dispatchers as there is a need of offering already harmonised slots on the 3 networks
- a list of harmonised slots which are likely to be available between 5 and 0 days.
- Those harmonised slots will be published on the website of the corridor from the beginning of december.
- Among those, will also be listed the slots offered for STC pilot as if not requested, they are still likely to be offered by dispatchers
- Use of RFC Websites and PCS to communicate about these harmonised offer

Focus on RC & STC Pilot

Other Pilots for STC on other RFCs and different approaches :

- RFC 5 – started in May 2017 and to be continued
- RFC 3 & 7 – to start at the beginning of december 2017

➤ Feedback on different approaches for all RFCs

C-OSS State of Play

- PaPs Results & Feedbacks up to 2018
- Focus on Reserve Capacity & Short term Capacity Pilot
- **TT 2019 preparation**
- Temporary Capacity Restrictions

TT 2019 Preparation

3 pillars as basis for the RFC PaP Catalogues

1

Capacity Wishes Survey

- offer based on real demand / expectations
- no priority for expressed capacity wishes
- Added value for the customer: higher probability for a PaP offer that fits to its needs

2

experiences of the previous years

- Not all clients submit their capacity wishes
- Not all international traffic flows are submitted as capacity wish
- Not all capacity wishes collected will be offered per definition as PaP

3

IM/AB specific capacity possibilities/constraints

- To allow capacity for new traffics
- To allow a more stable offer

- One standard file for all RFCs to gather information from customers
- Information exchange between C-OSS
- Better view on O/Ds, no matter which corridor

Preparation of the TT 2019

Volume of Paps per border point being currently studied by all IMs :

- **Between Spain & France and France & Italy, we are trying to increase the volume**
- **Between Italy & Slovenia, Slovenia & Hungary : the volume should be about the same as last year**
- **Between Slovenia & Croatia and Croatia & Hungary, it should be about the same as we did not get any request on that line last year**

TT 2019 Preparation

PCS Evolutions :

TT2019 : C-OSS timetable

- On top of RU timetable (as requested) and IM timetable (as offered), the C-OSS timetable will be created.
- To increase the capabilities of the C-OSS to solve potential errors in requests, together with the concerned clients, to be able to proceed with the path request

Major changes for TT2020

- Empty Envelope concept → simplify the structuring of PCS dossiers
- Revised PaP definition (Bandwidth Concept) → increase flexibility of the offer for RFCs and IMs

TT 2019 Preparation

Publication Strategy – STILL TO BE DEFINED FOR RFC6

One approach that is being discussed and is supported by SNCF R :

Publication of 365 days in PCS in order **to avoid using the PaP/Tailor made function in PCS**

How would this help ?

By avoid the creation of unmanageable “managed by PCS” subsidiaries in case a client wants a path on days for which the PaP was not constructed/offered

How to show RUs what days are really pre-constructed?

Publication on the RFC Website of the calendar showing days at risk for more transparency

2018	MON	TUE	WED	THU	FRI	SAT	SUN	WEEK	MON	TUE	WED	THU	FRI	SAT	SUN	WEEK	
JAN	1	2	3	4	5	6	7	1	JUL							1	26
	8	9	10	11	12	13	14	2		21	3	4	5	6	7	8	27
	15	16	17	18	19	20	21	3		9	10	11	12	13	14	15	28
	22	23	24	25	26	27	28	4		16	17	18	19	20	21	22	29
	29	30	31					5		23	24	25	26	27	28	29	30
										30	31						31
FEB				1	2	3	4	5	AUG			1	2	3	4	5	31
	5	6	7	8	9	10	11	6		6	7	8	9	10	11	12	32
	12	13	14	15	16	17	18	7		13	14	15	16	17	18	19	33
	19	20	21	22	23	24	25	8		20	21	22	23	24	25	26	34
	26	27	28					9		27	28	29	30	31			35
MAR				1	2	3	4	10	SEP						1	2	35
	5	6	7	8	9	10	11	11		3	4	5	6	7	8	9	36
	12	13	14	15	16	17	18	12		10	11	12	13	14	15	16	37
	19	20	21	22	23	24	25	13		17	18	19	20	21	22	23	38
	26	27	28	29	30	31		14		24	25	26	27	28	29	30	39
APR							1	15	OCT	1	2	3	4	5	6	7	40
	2	3	4	5	6	7	8	16		8	9	10	11	12	13	14	41
	9	10	11	12	13	14	15	17		15	16	17	18	19	20	21	42
	16	17	18	19	20	21	22	18		22	23	24	25	26	27	28	43
	23	24	25	26	27	28	29	19		29	30	31					44
	30							20									
MAY		1	2	3	4	5	6	21	NOV				1	2	3	4	45
	7	8	9	10	11	12	13	22		5	6	7	8	9	10	11	46
	14	15	16	17	18	19	20	23		12	13	14	15	16	17	18	47
	21	22	23	24	25	26	27	24		19	20	21	22	23	24	25	48
	28	29	30	31				25		26	27	28	29	30			49
JUN					1	2	3	26	DEC						1	2	50
	4	5	6	7	8	9	10	27		3	4	5	6	7	8	9	51
	11	12	13	14	15	16	17	28		10	11	12	13	14	15	16	52
	18	19	20	21	22	23	24	29		17	18	19	20	21	22	23	53
	25	26	27	28	29	30		30		24	25	26	27	28	29	30	54
										31							
Initial path requests for the next annual timetable																	
8 January PaP catalogue publication																	
22 January Last day for correction of detected errors in the PaP catalogue																	
23 January - 9 April Submission of requests for PaP products																	
10 April - 2 July Construction of the Timetable																	
23 April Last day on which C-OSS can send out PaP pre-booking info to applicants																	
18 June - 21 June RNE Technical meeting																	
2 July Publication of the International Draft Timetable																	
3 July - 3 August Observation and comments from customers																	
20 August Deadline for final answers to customers; Publication of final offer																	
Late path requests for the next annual timetable																	
24 April First day for submission of Late path requests to C-OSS																	
21 August First day for answers of Late path requests from C-OSS																	
15 October Last day for submission of Late path requests for timetable 2019 to C-OSS																	
12 November Last day for answers of Late path requests from C-OSS																	
Ad-hoc path requests during the running timetable 2018																	
9 October Last day for Publication of Reserve Capacity TT 2019; First day to apply for Reserve Capacity																	
Further dates: Updates of the Timetable 2018 (Incl. editorial deadlines)																	
5.2. (11.12.17); 9.4. (12.2.); 10.6. (9.4.); 3.9. (9.7.); 1.10. (6.8.)																	
9 December 00:01 Start of the timetable 2019																	

Initial path requests for the next annual timetable

8 January	PaP catalogue publication
22 January	Last day for correction of detected errors in the PaP catalogue
23 January - 9 April	Submission of requests for PaP products
10 April - 2 July	Construction of the Timetable
23 April	Last day on which C-OSS can send out PaP pre-booking info to applicants
18 June - 21 June	RNE Technical meeting
2 July	Publication of the International Draft Timetable
3 July - 3 August	Observation and comments from customers
20 August	Deadline for final answers to customers; Publication of final offer

Late path requests for the next annual timetable

24 April	First day for submission of Late path requests to C-OSS
21 August	First day for answers of Late path requests from C-OSS
15 October	Last day for submission of Late path requests for timetable 2019 to C-OSS
12 November	Last day for answers of Late path requests from C-OSS

Ad-hoc path requests during the running timetable 2018

9 October	Last day for Publication of Reserve Capacity TT 2019; First day to apply for Reserve Capacity
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9 December 00:01 Start of the timetable 2019

TT 2019 Preparation

PCS Trainings

- February 2018 : 3 locations for 9 corridors (Frankfort, Paris, Budapest)
- One more in Slovenia?

How to become a PCS User

- Access to PCS is FREE OF CHARGE
- Contact PCS Service Desk at support.pcs@rne.eu
- PCS Service Desk will send you the PCS User Agreement, which you need to sign
- The Link to PCS is: <https://pcs-online.rne.eu/pcs/login>

C-OSS State of Play

- PaPs Results & Feedbacks up to 2018
- Focus on Reserve Capacity & Short term Capacity Pilot
- TT 2019 preparation
- Temporary Capacity Restrictions

Temporary Capacity Restrictions

- **High amount of works carried out along the RFC Mediterranean**
- **IMs try to find alternative solutions when days are not published (PAPS, RC)**
- **RFC 6 is organising Bi lateral and Multilateral meetings for IMs to check and harmonise TCRs in advance.**

Temporary Capacity Restrictions

Until the new tool is developped by RNE, on RFC6, we will continue to work with the existing tool (ADONI excel file) to which each IM can add a map of its own which the C-OSS will put on the website.

Publication on the RFC Website :

End of July

End of december

Corridor extension requests



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Corridor Extension Marseille Ventimille Genova

At the last Executive Board the topic was formally discussed: SNCF Réseau underlined that they don't have enough capacity to to dedicate to the Corridor in form of PAPS; RFI pointed out that the traffic belonging to the axe Marseille – Genova is not belonging to the Mediterranean Corridor (not generating from or directed to) according to the transport market study. The Executive board is taking into consideration all the inputs provided (RU and Ims) to make a final decision. For the time being, either the Ims and MS recognized the need to support the RU as far as TCR along the axe Marseille Genova is concerned and the bilateral working group composed of MSs and Ims dealing with TCR harmonization will be reactivated at the beginning of 2018 with the involvement of the interested RU under the framework of the Mediterranean Corridor. Decision on going;

Corridor Connecting Line Pivka Rjeka inclusion;

The Slovenian Ministry requested the Management Board to get clarification about the real need of this extension (diversionary with or without PAPS); Decision suspended;

Diversionary routes inclusion between Hungary, Croatia and Slovenia (with PAPS): Murakeresztur-Chakovíc-Ormoz;

The Slovenian Ministry requested to postpone the decision to better analyze the document; Decision suspended

Spanish terminal inclusion: Seat Martorell and Granollers Mercaderias;

ADIF accepted them. The CID will be updated accordingly in December;

Slovenian Terminal inclusion: Revoz Novo Mesto;

SZ Infra accepted it. The CID will be updated accordingly in December;

Slovenian Terminal inclusion: Gorenje Velenje;

SZ Infra accepted it. The CID will be updated accordingly in December

Italian Terminals inclusion: Cervignano and Portogruaro terminal;

RFI will provide a feed back during the TAG RAG;

Hungarian Terminal inclusion (corridor initiative): Metrans Budapest;

The terminal accepted to join the Corridor;

TAG RAG spokesmen Feed-back



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ECCO Presentation

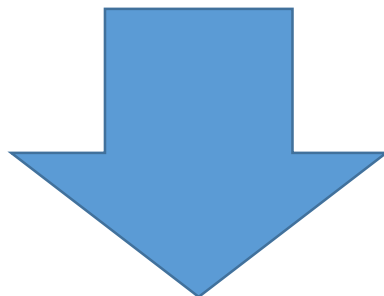


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Letter of Intent



- Customer satisfaction survey
- Advisory Groups
- Capacity allocation results
- Bilateral meetings
- Sector declaration



Letter of intent

Sector Declaration



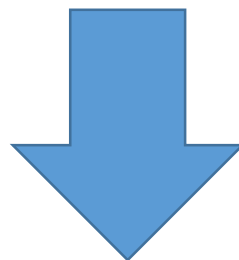
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June 2016: Rotterdam TEN-T Days

Ministerial Declaration: Rail Freight Corridors to boost international rail freight



"Boosting International Rail Freight": Sector Statement of Rail Freight Corridors



10 Priorities agreed by the Corridors

Sector Declaration



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Sector Statement Priority

1. Following the TimeTable Redesign project (TTR)
2. New concepts for capacity offer on RFCs
3. Improving coordination on temporary capacity restraints (TCR)
4. Enhancing use of Path Coordination System (PCS)
5. Improving harmonisation of processes at borders
6. Train tracking and Expected Time of Arrival (ETA)
7. Monitoring TEN-T parameters on RFCs
8. Following ERTMS Implementation
9. Monitoring the quality of freight services with implemented and shared KPIs
10. Harmonising the Corridor Information Document (CID)

Letter of Intent



1) Improvement of the commercial offer provided by the Corridor:

- To enable the shaping of good quality pre-constructed products, the Signatories commit to enhance the coordination of international corridor train paths;
- To adapt the quantity of PaPs to market demand, the Signatories shall support the corridor in aligning the corridor commercial offer to the expression of needs received from all the customers;
- To fit the strong demand on short term capacity, the Signatories shall search for the most suitable solution in terms of new products to be offered (e.g. slots with harmonized timetable at the borders, tailor made paths, the implementation of a Corridor Path Catalogue integrated with the last mile capacity);

Such solutions are the target to reach with the involvement of all other actors of the transport logistic chain such as RUs and Terminal Operators.

Letter of Intent



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2) Implementation of the temporary capacity restrictions (TCR) coordination process

In order to better link the corridor commercial products to the market needs, the Signatories will make all possible efforts to coordinate temporary capacity restrictions along the Corridor with the purpose to:

- optimise the planning and use of available infrastructure capacity;
- reduce the impact on customers' traffic and allow RUs to anticipate and organise their operational business;
- publish reliable information on works and possessions in advance.

Letter of Intent



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3) Enhancement of infrastructure standards

In order to foster the fast and coordinated implementation of TEN-T requirements, the Signatories recognise the corridor's role in highlighting the necessary investments which are necessary to increase rail freight traffic on the corridor.

4) Strengthening of RFC KPI monitoring system harmonized with all the European Corridors:

The Signatories commit to implementing a set of a harmonized and shared KPIs.

Letter of Intent



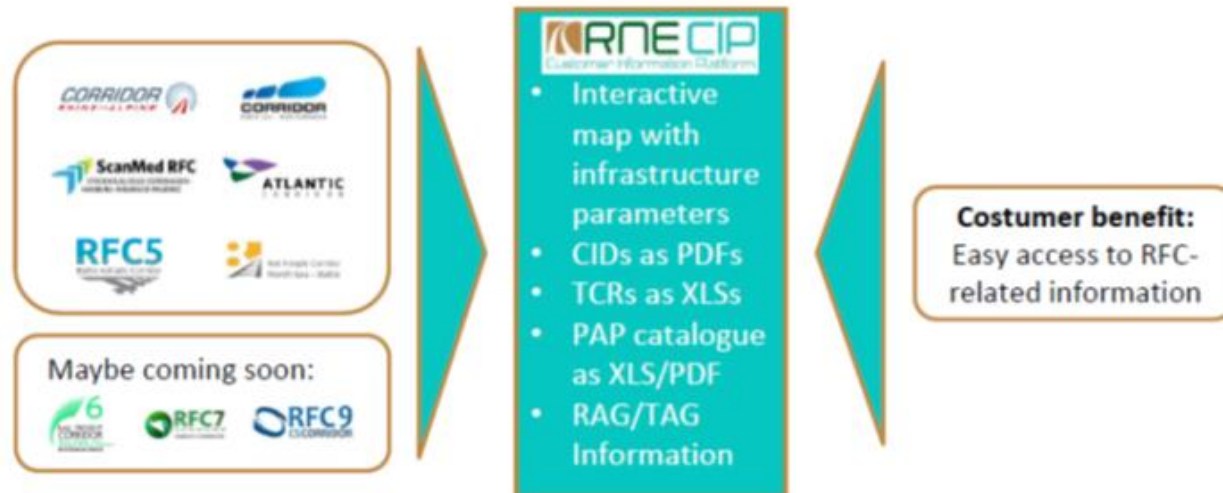
5) Train performance management

The Signatories strive to remove, as much as possible, those technical and regulatory barriers which limit the interoperability of trains and ensure better performances in operation by exchange of information, implementation of projects to eliminate technical barriers, harmonization of administrative procedures which are under their responsibility. To this end, they commit to:

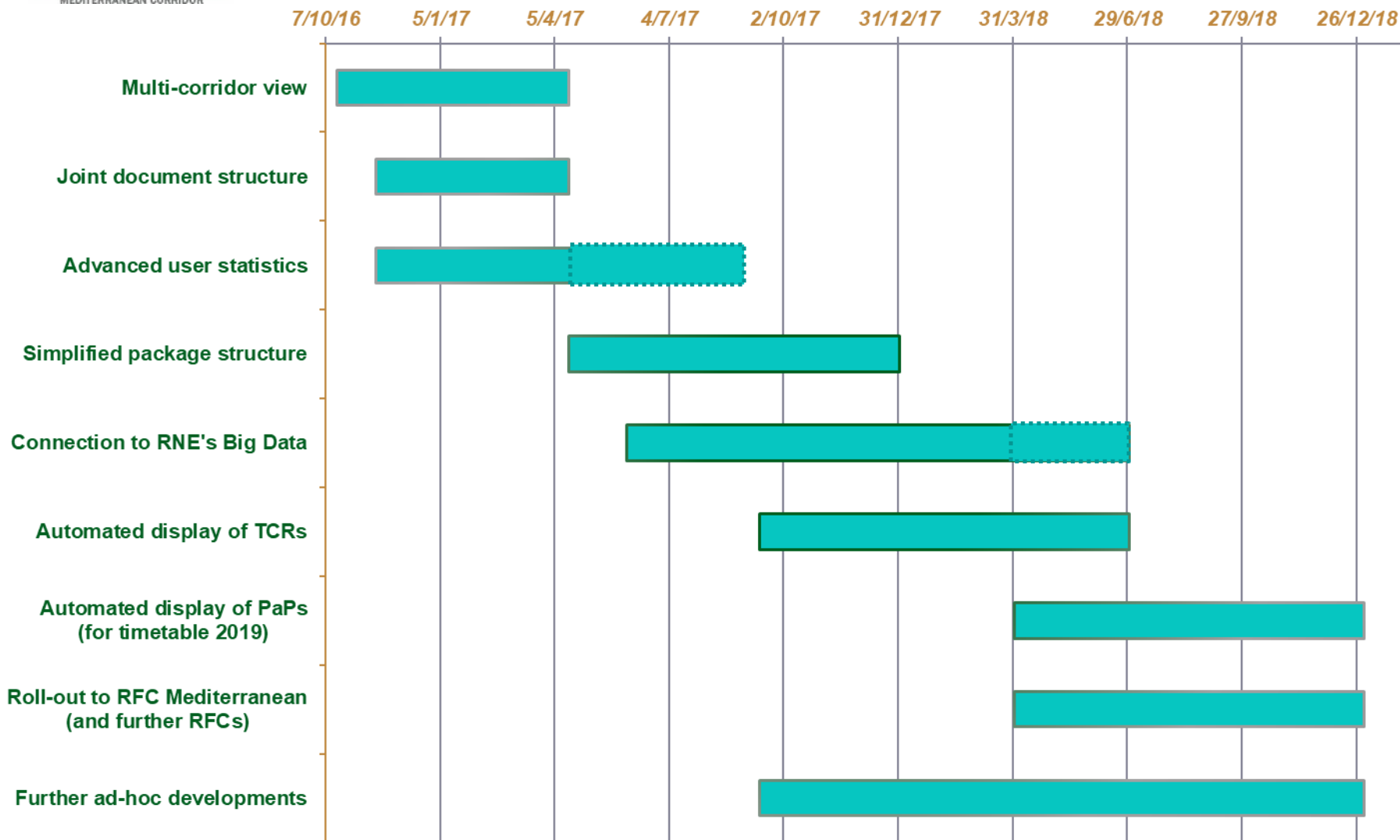
- Extending the use of TIS data by improving the data quality for all Freight International traffic in the Corridor;
- Supporting RNE to continuously improve TIS/OBI functioning;
- Implementing the “ETA (estimated time of arrival)” project on the corridor, which includes the implementation of TAF-TSI;
- Implementing RNE TPM guidelines with the involvement of RUs.

- Why CIP, at all? – digitalization, visualization platform for RFC customers

Short term goal / collection of quick wins:
Positioning of CIP as Information One-Stop Shop



- » **Provide all RFC-related information in a harmonised format at a single spot:**
 - » Reduction of complexity for customers when searching for information
 - » "Information One-Stop Shop" can be used as a catchy marketing message
 - » The required information is already available, just presented differently



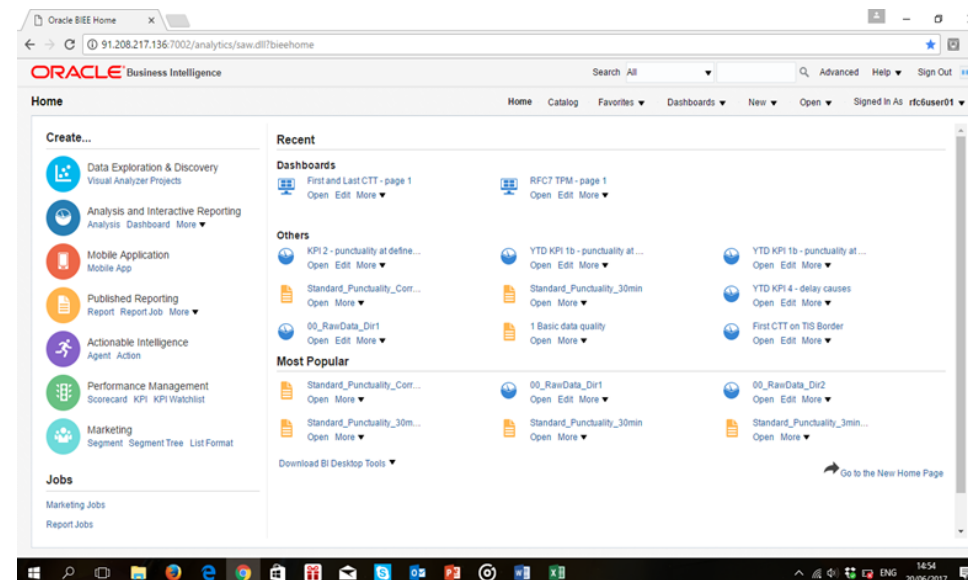
TPM state of play



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➤ RNE TIS/OBI 12c - reports

- RFCs' Main focus
 - RU's involvement 2Q 2018
 - Detailed analyses of punctuality (origin/entry/exit/destination)
- Direct OBI Access (contract) for RUs
 - Same filtering criteria as in TIS, automatically, based on the user login
 - January 2018, testing period with some RUs
 - 2Q 2018



Satisfaction Survey 2017



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- Gratitude
- Overall satisfaction
- Reasons of dissatisfaction
- Users vs Potential Users
- RUs only
- Higher response rate
- Top 10 vs Bottom 10 aspects
- Benchmarks to overall results
- Further analysis
- Action plan











Satisfaction Survey 2017



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- » Response rate and number of interviews
- » Figures of 2016 are shown in brackets ()

	Overall			 ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN- HAMBURG-INVROBRUCK-PALERMO	 ATLANTIC CORRIDOR	 RFC5 Baltic-Adriatic Corridor	 6 RAIL FREIGHT CORRIDOR SPAIN - FRANCE - ITALY SLOVENIA - CROATIA - HUNGARY MEDITERRANEAN CORRIDOR	 RFC7 ORIENT CORRIDOR CZ - SK - SE - HU - RO - BG - GR	 Rail Freight Corridor North Sea - Baltic
Total number of interviews	76 (69)	22 (18)	21 (17)	12 (10)	14 (21)	13 (14)	27 (23)	17 (16)	15 (14)
Full interviews	72 (65)	21 (15)	20 (13)	9 (9)	13 (20)	13 (13)	26 (20)	17 (15)	14 (12)
Partial interviews	4 (4)	1 (3)	1 (4)	3 (1)	1 (1)	0 (1)	1 (3)	0 (1)	1 (2)
Interviews (users)	70 (64)	22 (18)	19 (17)	11 (10)	13 (19)	13 (13)	25 (22)	17 (15)	15 (14)
Interviews (potential users)	6 (5)	0 (0)	2 (0)	1 (0)	1 (2)	0 (1)	2 (1)	0 (1)	0 (0)
Invitations sent	324 (321)	66 (42)	84 (93)	34 (20)	81 (80)	31 (41)	36 (44)	68 (61)	44 (41)
Response rate	23% (21%)	26% (24%)	21% (15%)	24% (25%)	12% (24%)	32% (29%)	53% (34%)	21% (21%)	25% (22%)

Satisfaction Survey 2017



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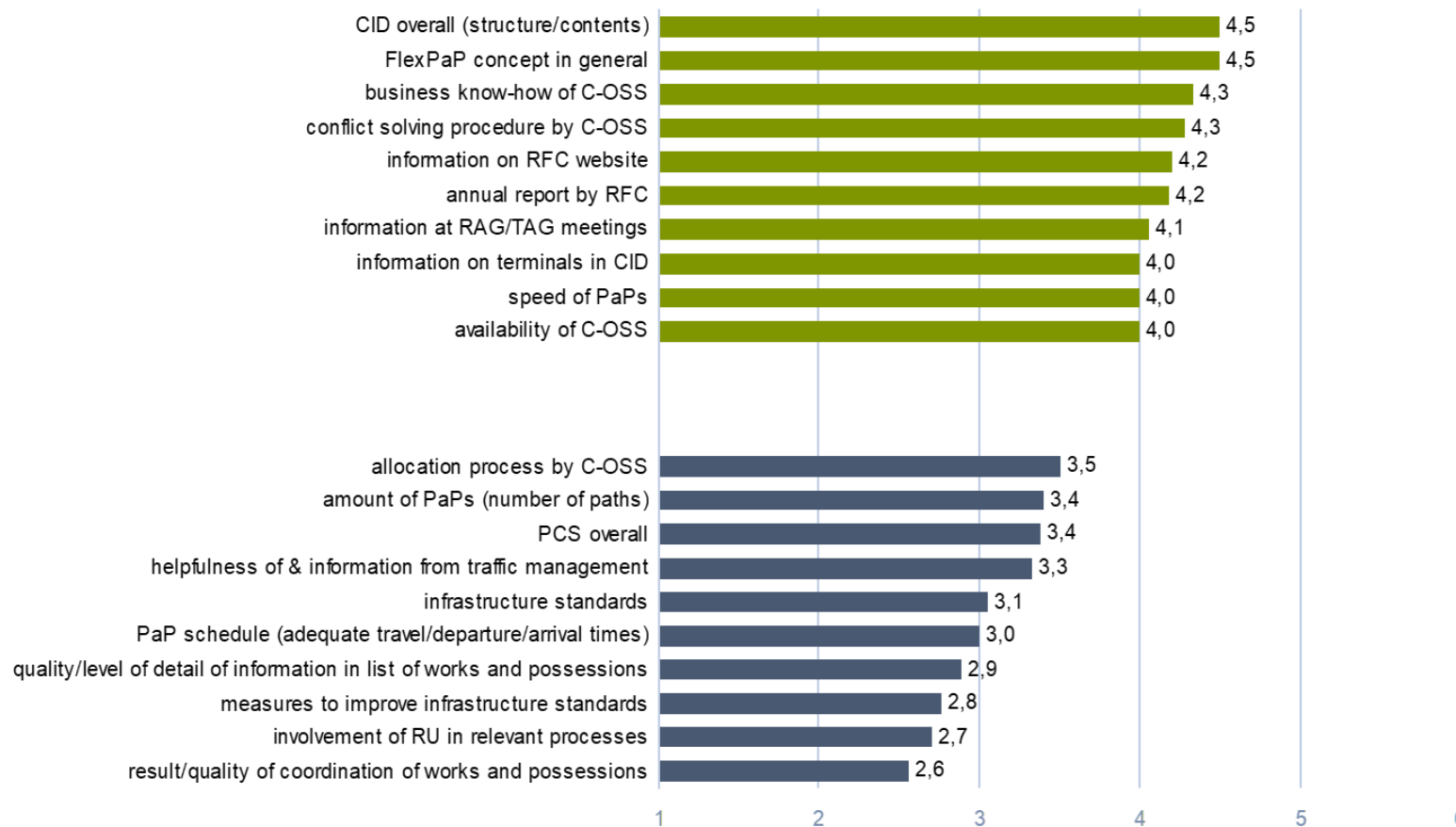


Satisfaction Survey 2017



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mean



Satisfaction Survey 2017



- Next steps
 - Analysis
 - Discussions
 - Synthesis
 - Action plan
- Follow up – next TAG/RAG in 2018
- Corrective actions

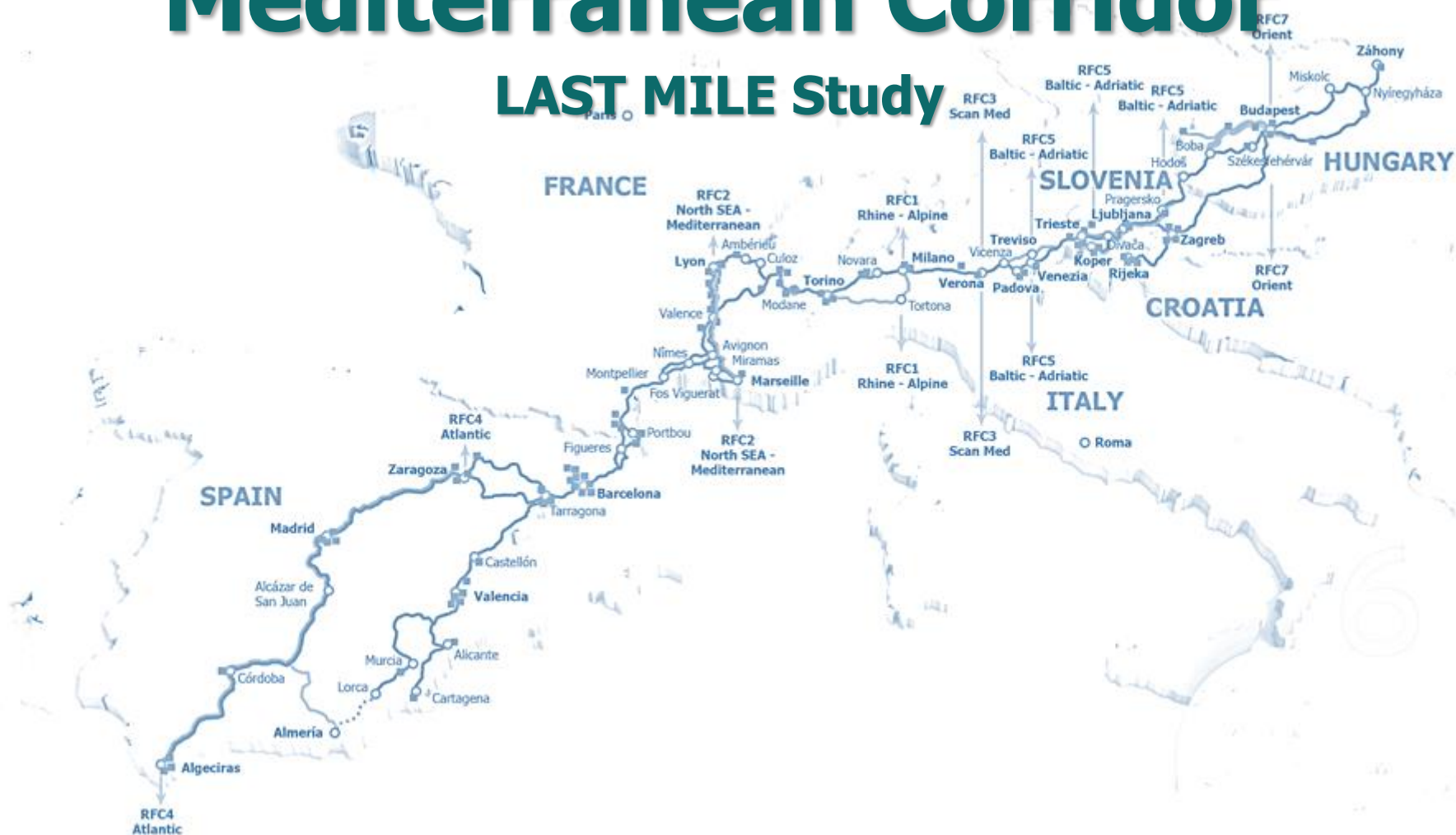
Access to service facilities



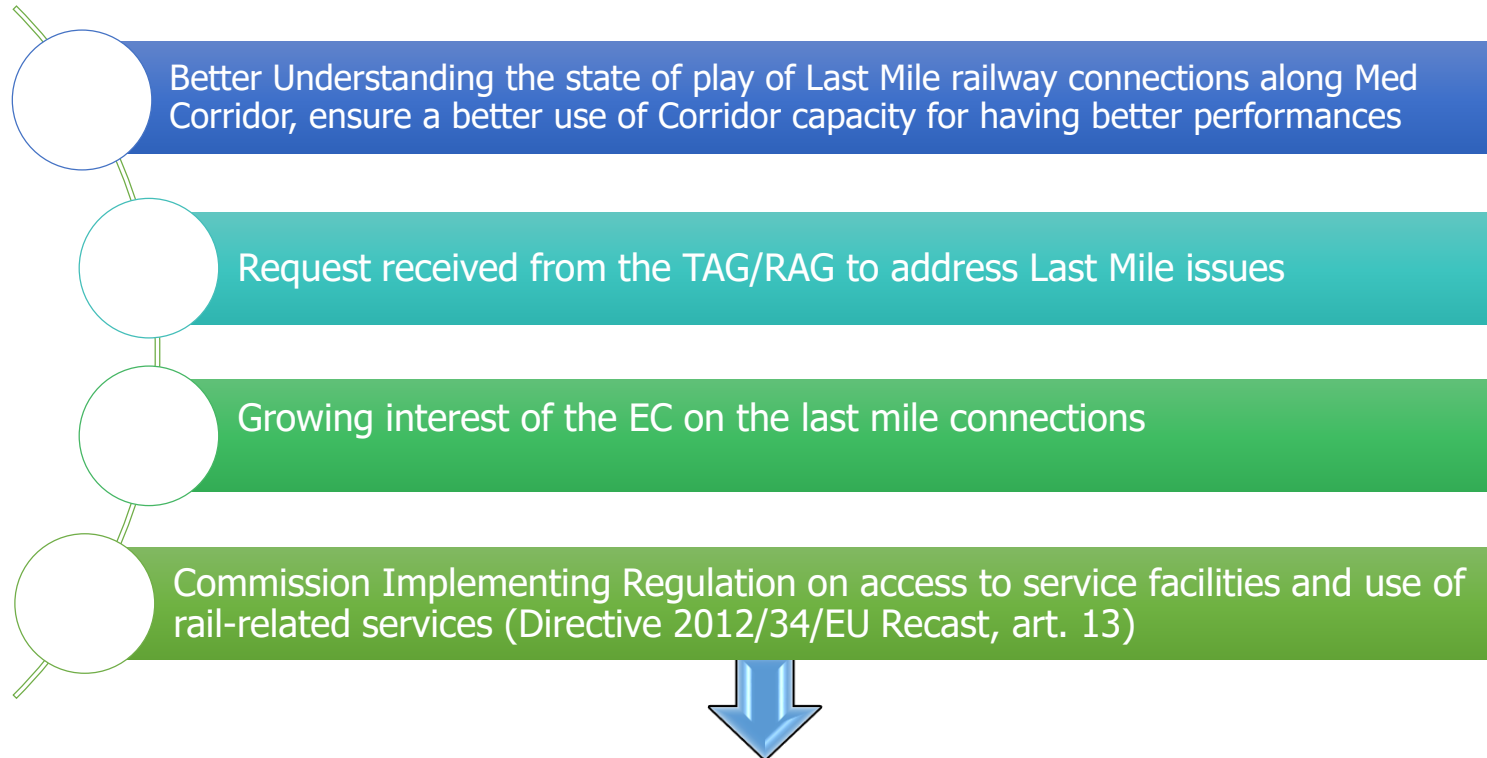
- Implementing Regulation on access to service facilities and rail-related services
 - Linked to Annex II of Directive 2012/34/EU
 - Scope, conditions of gaining access to and using of service facilities:
 1. Passenger stations
 2. Freight terminals
 3. Marshalling yards and train formation facilities (shunting facilities)
 4. Storage sidings
 5. Maintenance facilities
 6. Cleaning and washing facilities (+ “other technical facilities”)
 7. Maritime and inland port facilities linked to rail activities
 8. Fuelling facilities
 - Entry into force: December 2017 [Implementing Regulation + Template\Draft Implementing Regulation access to service facilities.pdf](#)
 - Template drafted by RNE [Implementing Regulation + Template\20171004 Common Template for Service Facilities draft.docx](#)
 - Deadline: 30 June 2019
 - New role of Regulatory Bodies

Mediterranean Corridor

LAST MILE Study



WHY a Last Mile Study?



The Med Corridor Last Mile Study is included in the CEF call for proposal 2015-2018. According to the CEF Action Plan the Final Report of the Last Mile Study has to be delivered by the **31st of March 2018**

OBJECTIVES of the Study

The **objectives** of the Med Last Mile study consist in:

- drafting an updated picture of the **state of play** of the Last Mile railway connections to intermodal terminals;
- collecting selected **characteristics** of the Last Mile Infrastructure:
TEN-T parameters; accessibility; operational and managerial elements;
- issuing a **comparative analysis of the operational structure** of sample intermodal terminals located in different Countries of the Mediterranean Corridor;
- gathering existing **Last Mile bottlenecks** from available studies;
- defining and carrying out a **Pilot on integrated capacity**;
- collecting **best practices examples** from our Terminals in terms of ongoing projects, IT tools..etc.
- in depth analysis of the organization/management of **shunting movements** across countries.

GEOGRAPHICAL SCOPE of the Study

The study focuses on the **nodes** resulting from the combination of the Mediterranean corridor alignment ex Reg. 1316/2013 and the CNC Seaports and Inland terminals identified in Reg. 1315/2013.

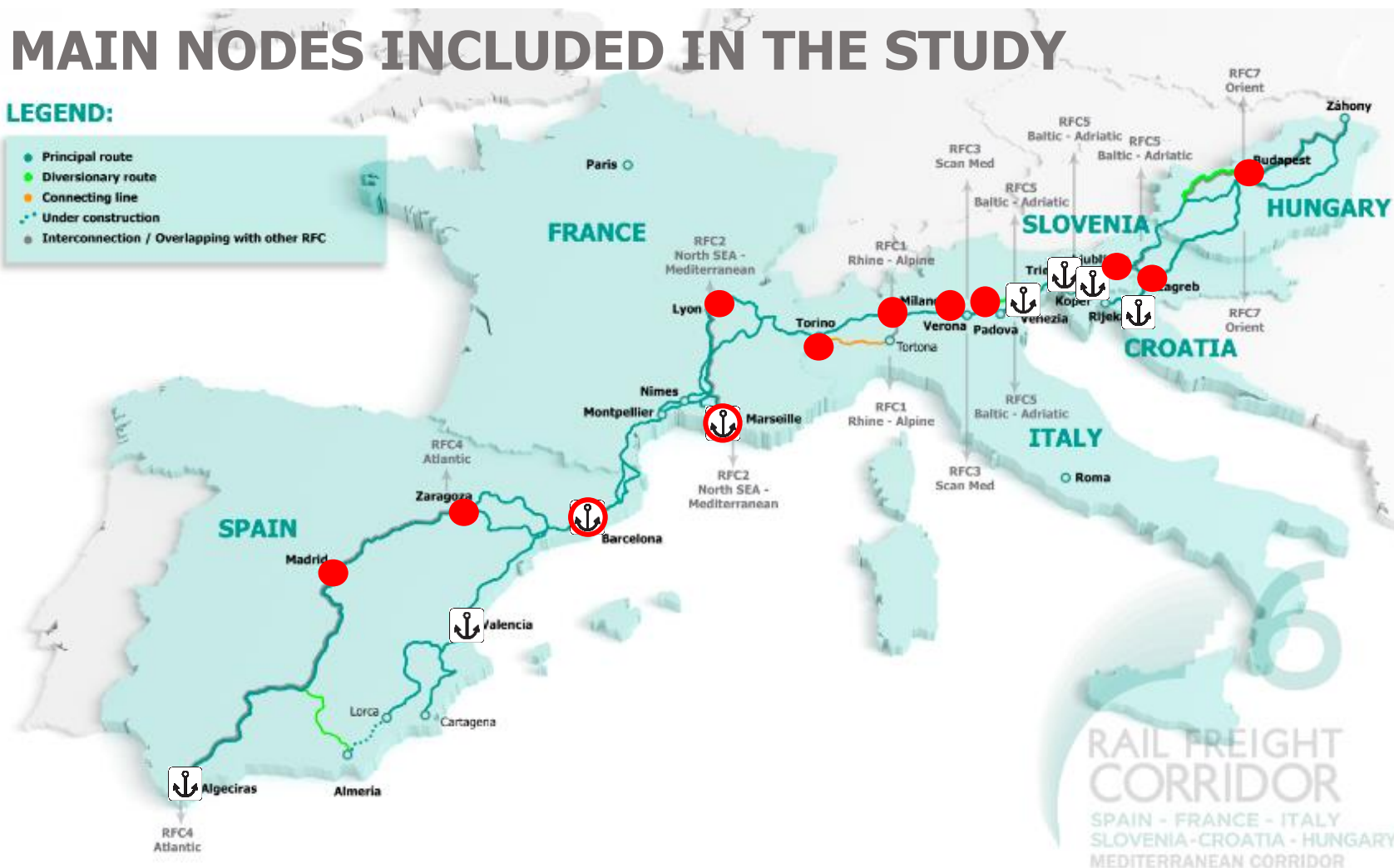


The object are **Intermodal Terminals** located on the core nodes of the Corridor. Marshalling yard/handover stations shall also be taken into consideration if they are part of the terminal operational organization

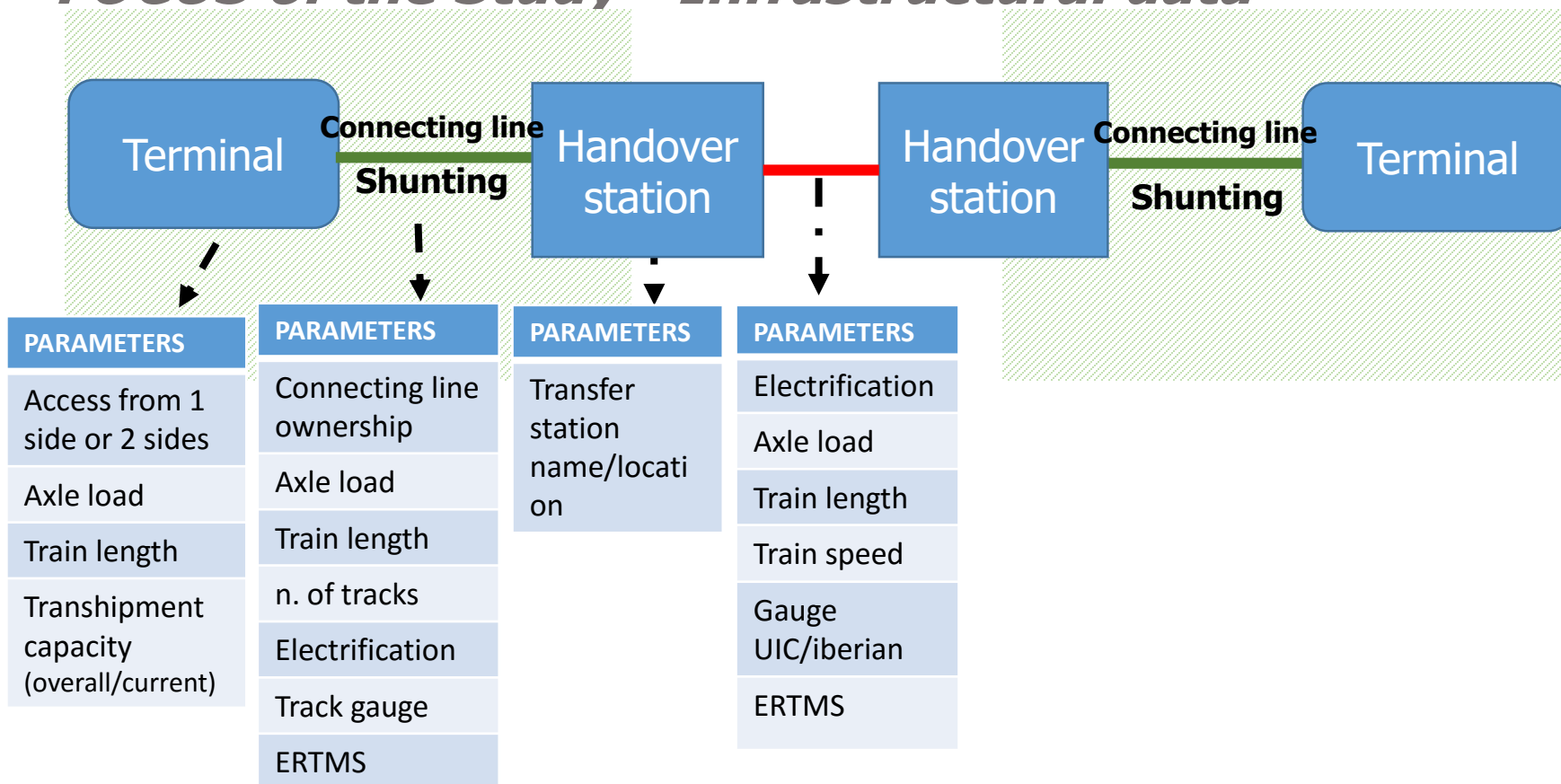
MAIN NODES INCLUDED IN THE STUDY

LEGEND:

- Principal route
- Diversionary route
- Connecting line
- Under construction
- Interconnection / Overlapping with other RFC

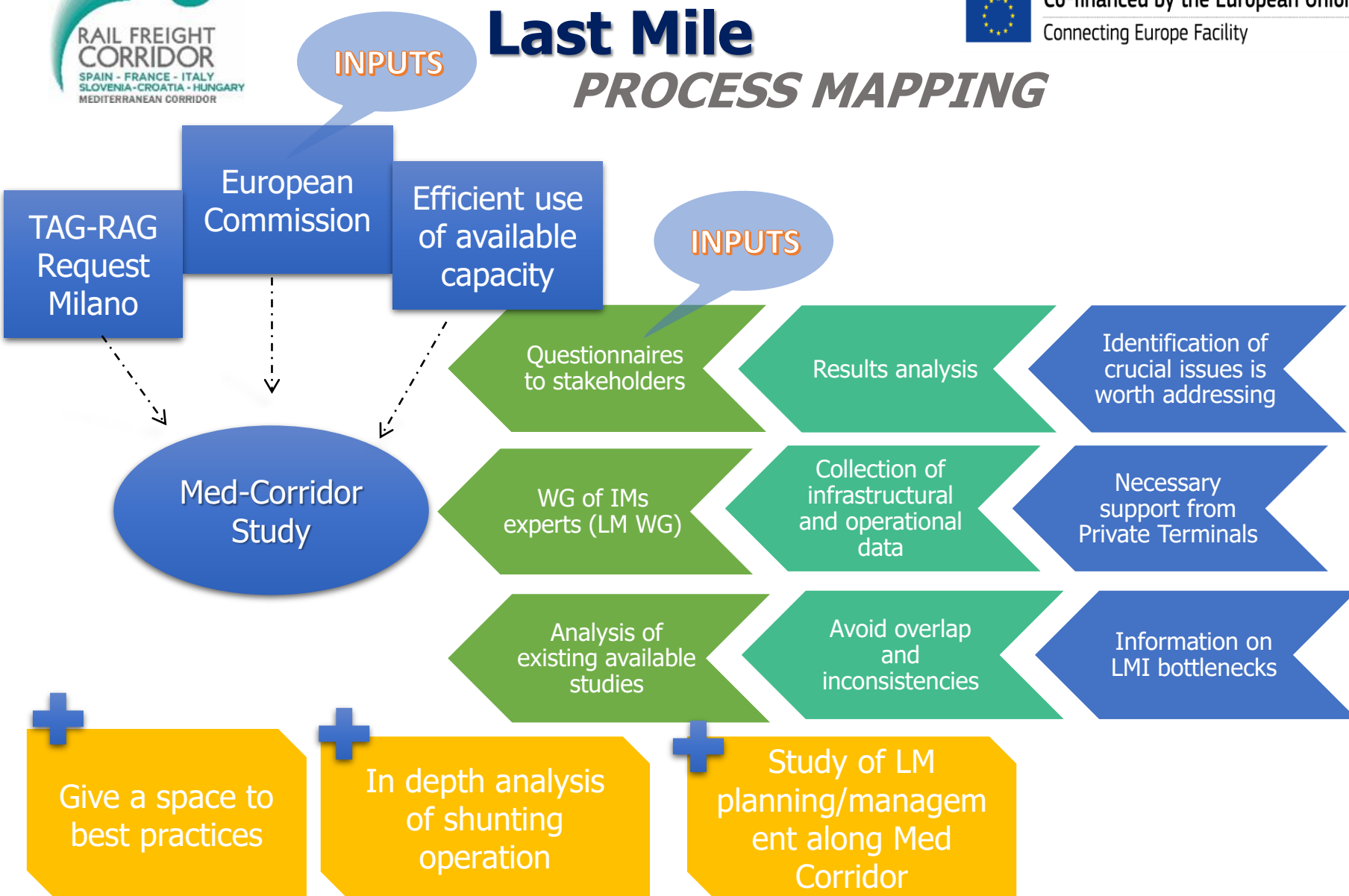


FOCUS of the Study - Infrastructural data



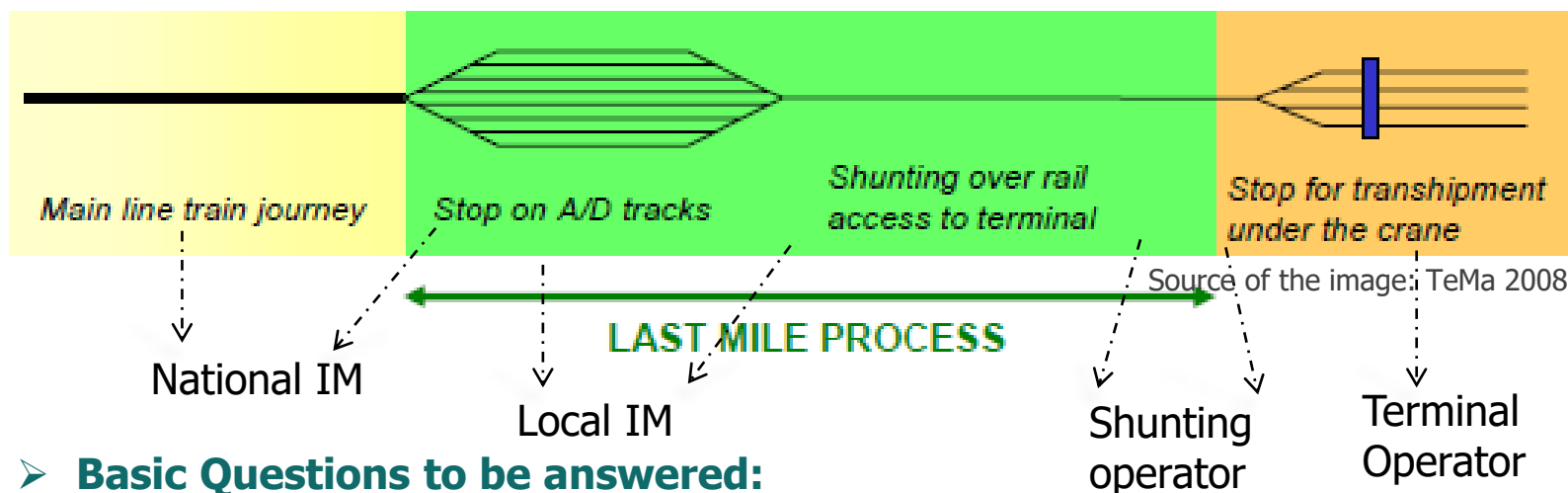
The **focus** of the Study is on the Last Mile Infrastructure (LMI), anyway the parameters of the railway sections next to the terminals will be collected for the preparation of the Last Mile parameters/compatibility table.

Last Mile PROCESS MAPPING



COMPARATIVE Study of the managerial/planning organization of LMI across Countries

Collect information on the management of the Last mile infrastructure components in the wake of the TErMinal MAnagement Study released in 2008.



➤ **Basic Questions to be answered:**

Who are the actors?

How planning is organized?

This second part of the Study will only be carried out for selected Terminals, ideally for one Port and one inland Terminal per Country.

STRUCTURE OF LAST MILE Study

LAST MILE Project

LAST MILE Analysis

Last Mile Study

On Train Experience

Reportage with
monitoring of the
main operations

Video

SPECIFIC COMMUNICATION OBJECTIVES

Med- Corridor Study

- Inform about the situation of LMI along the Corridor
- Attract investments and advise stakeholders
- Release a new updated study
- Collect Last Mile information to support our partners in high-level forum and find suitable solutions

On train Experience Video

- Make the operational part of the Corridor more visible
- Spread knowledge about RFCs
- Unveil the real work behind a RFC and the different actors involved

***REMEMBER TO RETURN THE
QUESTIONNAIRES, YOUR
OPINION IS VALUABLE TO US!***

THANK YOU!





ON TRAIN EXPERIENCE – What is it?

*A **fresh way** to show the functioning of the Corridor and spread the knowledge of the Mediterranean Corridor and its stakeholders.*

- Follow one real **freight train from Origin to Destination** focusing in particular on the **Last Mile** sections of the journey
- Make a short **Movie** (5/6 min) out of the experience
- Prepare a **Reportage** with deeper information about the experience and accompanying the movie
- Show what is behind a freight train – people commitment, procedures...

STRONG POINTS OF THE PROJECT

INNOVATIVE

IDEA OF
CORRIDOR

VISIBILITY FOR
ALL THE PARTNERS

COOPERATION

REAL
OPERATION

VISIBILITY AT
EUROPEAN
EVENTS

LOGISTIC
CHAIN

MAIN COMMUNICATION MESSAGES OF THE PROJECT:

1) Highlight the **operational activity** of the Mediterranean Corridor, notably the activities of the Ports and inland terminals of the Corridor involved in the journey;

2) Highlight the **socio-economic advantages** of the rail freight transport compared to other modes of transport (low CO2 emissions, safety, traffic...);

Any Other Business



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THANK YOU !