



**MEDITERRANEAN
RAIL FREIGHT CORRIDOR**
Spain France Italy Germany Austria Hungary

Minutes of the 11th TAG_RAG Meeting of the Mediterranean Corridor - RFC 6

Venue: Edificio del Reloj – Muelle del Grao, s/n – Port of Valencia, Valencia (Spain)

Date: 31/5/2018 9:00-16:00

Pre-meetings RUs and TMs

As it is practice since the 6th Mediterranean Corridor – RFC-6 TAG-RAG Meeting, according to the Mediterranean Corridor – RFC 6 Procedures for TAG-RAG Consultation (Ch. 8.1.1. of the Implementation Plan), the meeting started with a first session where RUs and TMs, guided by the TAG and RAG spokesmen, independently collected inputs, needs and requests to be presented to the Mediterranean Corridor Management.

1. Welcome from the Port of Valencia

Mr. Manuel Guerra, Deputy General Manager of the Port authority of Valencia, opened the meeting and made an introduction of the functioning and characteristics of Valencia Port. The Port of Valencia is one of the 28 Port Authorities managed by the Spanish government, in particular the Port Authority of Valencia (PAV), is the public body responsible for running and managing three of the state-owned ports of the eastern coast of Spain: Valencia, Sagunto and Gandía. The Port of Valencia has an important share of container traffic and it is the 29th ports in the world ranking and 5th port in Europe. Presentation attached.

2. Adif presentation

Mr. Moreno Espí, manager of logistic services in ADIF, presented the future investments foreseen for the Terminal Valencia Fuente San Luis that gives access to the Port of Valencia. Moreno Espí said that ADIF is launching a network of strategic logistic and intermodal terminals and underlined the importance of the Valencia node, which is of course part of the project. The Terminal Valencia Fuente San Luis will be extended in different phases and a logistic area will also be installed. Presentation Attached.

3. Mediterranean Corridor – RFC6 Train Performance Management

The Deputy Director (DD), Istvan Pakozdi, introduced the technical presentation of the train performance management along the Mediterranean Corridor - RFC 6. First of all, he made a general introduction about the role of RNE and the available tool (TIS) for train performance management on RFCs. The DD explained that through the Oracle Business Intelligence Suite Extended Edition software (OBI), it will be possible to download different kind of reports both for IMs, RFCs and RUs. The RFC report is currently in a test phase. Access for Railway undertakings to OBI is upon payment, all the information is available in the PPT attached. The DD illustrated the procedure foreseen by the Mediterranean Corridor – RFC 6 to generate added value through the analysis of train performance reports and data. The proposal is to have twice a year a meeting with RUs and the Train Performance Management WG of the Corridor and to have quarterly assessment and analysis of the monthly reports based on "top 10 most delayed trains" at origin and destination of the journey together with Mediterranean Corridor - RFC 6 entry and exit. Additionally, bilateral meetings with RUs could be arranged if needed. The Managing Director (MD) specified that the cumulative approach, in a view to analyse the top ten worst performances all together, both the RFC and the RUs, entail some confidentiality issues. So, the Corridor RUs will have to decide whether to have meetings all together or bilateral discussions. The coming weeks the Corridor staff will approach the RUs as to collect their



impressions about this point. The MD is welcoming this new procedure because the joint analysis (RFC & RUs) of the delay causes was the missing pillar in the Corridor organization and underlined that the DD is doing a huge work of identification of the TIS point in order to produce a reliable report.

SNCF Réseau TPM presentation – Denis Prigent

The general introduction made by the DD was followed by a Train Performance Management snapshot from the French IM – SNCF Réseau held by Mr Denis Prigent. Denis Prigent illustrated that the French network is interested by 3 RFCs. Starting from June 2017 SNCF Réseau has been experiencing a bottleneck in Modane (FR-IT) due to circulation restrictions on the French side of the tunnel, where only one freight train at a time could travel. Due to these restrictions SNCF Réseau and the counterpart in Italy, RFI, had to adapt the timetable. The works to solve the issue started at the beginning of 2018 and soon there will be the visit for the authorization to restart the normal circulation. Mr. Prigent presented the main punctuality issues inferred from the analysis of the data of the first quarter of 2018 along the stretch of the French network included in the Mediterranean Corridor – RFC 6 (excluding alpine rail traffic). Rolling motorway performance is excluded from the analysis and these are part of monthly discussion between IM and RUs. Presentation attached.

4. OSS state of play

The C-OSS Manager presented the results of the TT requests for the year 2019 and showed the KPIs evolution through the years. The results are detailed in the presentation attached. The C-OSS Manager highlighted the fact that responses to the PAP offer from one country to the other along the corridor were not homogeneous and that we should take into account country specificities when for instance Tailor made products can satisfy Applicants and IMs as well. A lot of Tailor Made were also requested through the corridor and PCS when PAP product did not offer enough attractiveness for applicants. The C-OSS Manager informed the attendees about the preparation of TT 2020 and the collection of needs phase. This year the whole C-OSS community has sent out a common e-mail to all the RUs to avoid duplication, and one common deadline was proposed: August the 1st. This common approach is necessary to show applicants that corridors work together, national specificities will be taken into account to help Applicants and IM to remain in line with their own processes. The C-OSS Manager highlighted the necessity for a multi corridor approach for customers, as the Mediterranean Corridor – RFC 6 is yet the most interconnected corridor but upcoming corridors 10 and 11 will also share sections of line with Mediterranean Corridor – RFC 6. The C-OSS Manager presented the new KPIs defined at RNE level and then showed the results of Late path request and Reserve capacity volume, which was really low. According to the request of the customer to have a product within a shorter deadline, the C-OSS put in place a short-term capacity product (pilot including Italy, Slovenia, Croatia, Hungary) offering paths with a deadline closer to the running day, namely between 30 and 8 days. There were no requests for this product but there was a first Reserve capacity request through Croatia with 3 new customers using the corridor. The short-term pilot was set up for 6 months, but it might continue till the end of the year. The C-OSS Manager informed the RUs that a feedback about this initiative would be welcomed, in order to shape products according to their needs. The PCS developments were illustrated and the envelope concept (empty envelope concept) and its characteristics were described, in general this will allow a better visualization and understanding of the request by the users. The OSS also gave an overview of the main current and foreseen TCRs affecting the Mediterranean RFC that are available in the PPT attached. The MD strongly emphasized that a big organizational and operational effort has been made to put in place the short-term pilot and, for the time being, the feed back from the market hasn't been encouraging; therefore, it is important that a specific and detailed feed back is provided to the Corridor by the TAG RAG members as far as the Pilot is concerned as this was implemented in order to fulfil specific request coming from the TAG RAG platform itself; the responsibility of identifying and implementing new solutions for the benefit of the freight transport has to be shared by all parties otherwise the overall system loses its credibility.

5. TAG RAG Issues Corridor Feed back

The MD provided the TAG RAG members with the feedback related to the issues identified at the previous meeting.

Issues identified during the last TAG-RAG in Ljubljana:

- 1. The RUs are interested to get an update of the construction works much in advance;*

The OSS Manager explained that at the moment, IMs from Mediterranean Corridor – RFC 6 are publishing TCR updates through the corridor website twice a year in July and December.

With the approval of the annex 7 to Directive 2012/34/EU and the creation of the RNE guidelines, new rules will be applied by IMs in order to communicate TCRs to Applicants. This will certainly help to better coordinate TCRs and also provide better information to Applicants.

2. *Checking the possibility to extend the loading gauge by running an operational test with special equipped wagons as the on-going test in RFC 2;*

The Mediterranean Corridor – RFC 6 staff organized a meeting with RFC North Sea-Med and they received the information that they were experiencing problems in certifying the new gauge parameters identified during the test. On this issue both SNCF fret and Lineas intervened specifying some information about the loading gauge test and underlying the importance of the results for the RUs active on the French Network: First of all, it was said that the test will also be extended on the lines of the Atlantic Corridor (it has been postponed due to the social issues undergoing in France). The RUs suggested to have a coordination platform between RFC 2, 6 and 4 for the execution and implantation of the results of the test on the French network and the RUs also offered to cover part of the cost as it was done in case of RFC 2. The RUs also suggested having a global approach for the 3 corridors crossing France and, if necessary extend the test in neighbouring networks. The two RUs underlined that the results of the test were sufficient to extend the loading gauge on the Swiss network and the difficulties in translating the results into an extended loading gauge were due to safety margin discussion and old-fashioned measurement applied by SNCF Réseau. SNCF Réseau underlined that the data available are not sufficient to permit the authorization for extending the parameter (especially for the bottom part of the tunnel), in any case SNCF Réseau is going to launch a study for prioritizing the lines on which an extension would be necessary and to measure the socio-economic benefit. Also, a review of the method of calculation of the margins will be undertaken. SNCF Réseau clarified that there won't be an increase in the loading gauge before the end of the study. DB Schenker IT clarified that on their side they have no request to implement the test in Italy because in any case the loading gauge extension is already foreseen by 2021 but SNCF Réseau pointed out that it would be the case to launch an inquiry to RUs in order to detect which lines are priorities for their business. After the discussion, the MD pointed out that the Med Corridor will make a coordination with RFC 2 & 4 for the possible extension of the test along Med-Corridor lines in France.

3. *The RUs in Spain are interested to get more information about the timing of track gauge adaptation works;*

Mr Alejandro Faundez, from Adif, made a presentation about the timeline foreseen for the gauge adaptation works in Spain. Presentation attached.

4. *The RUs are interested to get information about the Ten-T parameters implementation plan;*

The information about the Ten-t parameters implementation plan is available in the Corridor Implementation Plan (Book 5) chapter 6.3. Please visit:

https://www.railfreightcorridor6.eu/RFC6/Public/RFC6_CID_Book5_2018-19_20-03-2018.pdf.

5. *The RUs requested to use reflective tail lights on Lyon-Modane-Torino and Villa Opicina-Verona sections;*

Stefano Castro clarified that RFI is currently carrying out 3 pilot projects at borders for the use of reflective plates instead of tail lights. RFI is optimistic about the outcome of the pilot, but only at the end of 2018, when the pilot is concluded, it will be possible to confirm the use of reflective plates that could be extended to all the network lines. SNCF Réseau informed the attendees that they're not planning to do such a pilot but they're currently working with ERA to review the OPE TSI and with the national safety authority to see what can be done.

6. *VIIA requested clarification about priority rules to be applied after the booking phase;*

The C-OSS already delivered all the information to the applicant.

7. *The RUs requested RFI the possibility to carry dangerous goods via Torino-Novara. RFI already clarified that the Mediterranean Corridor - RFC 6 implemented the diversionary route Torino-Tortona-Milano and regularly published PAPS on such a route. The RUs replied that the shortest way via Torino-Novara would be better;*

RFI explained that area is a densely populated area and through Torino Porta Susa underground station it is not possible to transport dangerous goods. The Corridor created a diversionary route on purpose, but its use hasn't been satisfactory for the time being, therefore the MD underlined that a specific feedback concerning the commercial offer on this route is needed.

8. *SNCF Fret reminded the possibility to include the extension to Ventimiglia; not dealt with.*

9. Captrain would make operations faster at the border and get additional stops in case of emergencies, notably in Italy and especially for ad hoc traffic.

The Mediterranean Corridor – RFC 6 will come back to Captrain to better understand this issue.

The MD took the opportunity to give a feedback to the RUs about the request received about the addition of 2 new diversionary routes to the Corridor and the outcome of the last Executive Board where this topic has formally been dealt with:

- Pivka/SI - Rijeka/HR (55 km);
- Murakeresztúr/HU-Kotoriba/HR-Čakovec/HR-Središče/SI-Ormož/SI (63 km);

In the case of the second proposed diversionary route, Hungary and Croatia gave a positive feedback and Slovenia asked the RUs proposing the addition of the line to provide detailed information about the traffic that will interest the line (n. of trains /n. of kms/n. of days), to justify the addition. In any case the MD made clear that the Slovenian Ministry had underlined that no additional adaptation works (like electrification) are foreseen to those diversionary routes if included in the Corridor.

6. TAG RAG Spokesmen presentation

Aldo Maietta, RAG spokesman, made a presentation related to the issues identified during the RAG pre-meeting.

He mainly clarified 3 new issues:

- RUs want to have faster and better-quality corridor **train paths on the HU-HR-SI-IT**. It would be appreciated if the offers would meet with market requirements.
- it would be desirable to have a unique coordination of all the corridors in order to have a complete view on TCR, rerouting, PaPs and other products.
- Harmonization of works between the 3 corridors crossing the Alps (RFC 1,3 and 5) and Mediterranean Corridor - RFC 6.

Additionally, as specifically requested by the MD in order to provide a feed back to the EC, he presented the priority of operational issues to be listed within the Logbook according to the Mediterranean Corridor – RFC 6 RAG:

1. Train composition harmonization of wagon list (with the specification that this topic cannot be divided from the other points regarding train composition, as: working handbrake last wagon; no push 6 axle wagons; buffer wagons);
2. Breaking performance;
3. tail lights vs plates.

The TAG spokesman renewed the request to spread information about the Commission Implementing regulation 2017/2177 on access to service facilities and rail-related services.

7. Last Mile study presentation

The Project Manager (PM) gave an update about the ongoing study about the Last Mile. She presented the geographical coverage of the study and the criteria applied for the selection of nodes and installations to be analysed, the study is focused on intermodal transport terminals. The aim of the study is to have an overview of the state of play of the last mile connections to the selected terminals (sample) and to check chosen characteristics of the terminals such as the state of play of the Ten-t parameters and CNC generic KPIs. The study also has an operational part that focuses on shunting operations. The information collected could also be useful for the future implementation of the Customer information platform (CIP) by the Mediterranean Corridor. The definition of Last Mile infrastructure for rail freight used in the study is the same applied at European level, for example in the following studies: "User-friendly access to information about last-mile infrastructure for rail freight" by Hacon and UIC and the study "Design features for support programmes for investments in last-mile infrastructure" prepared for the European Commission. The aim is to collect comparable information to be shared across different platforms. The study will include some summary tables with information about the state of play of ten-t parameters and CNC generic KPIs for all the intermodal terminals included in the study and divided by Country, and also a "compatibility across table" that will consider the cross compatibility of all the components of the last mile infrastructure that is: transfer station, connecting line (if any), tracks inside the terminal (with the addition of the main line section next to the transfer station).

Finally, the PM informed the attendees about the responses to the questionnaires distributed in December she had received. The Port of Venice highlighted that it will be useful to extend the study to conventional terminals. The Corridor staff will consider a possible extension of the study in the future.

The Managing Director



The Secretary

