

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

TAG RAG 11th Advisory Group meeting

31/05/2018- 09:00-16:00

**@ Edificio del Reloj – Muelle del Grao, s/n Port Of
Valencia, Valencia Spain**

31/05/2018

11th TAG RAG MEETING



AGENDA

	Topic	Speaker	Time
	TAG RAG Pre-meetings	TAG-RAG Spokesmen	9:00 9:30
1	Welcome from Port of Valencia		9:30 9:45
2	ADIF presentation		9:45 10:00
3	Mediterranean Corridor – RFC 6 Train Performance Management process	Deputy Director	10:00 11:00
4	OSS State of Play	OSS Manager	11:00 11:30
	<i>Coffee Break</i>		11:30 11:45
5	TAG RAG Issues Corridor Feed back	Managing Director	11:45 12:00
6	TAG RAG Spokesmen presentation	TAG RAG Spokesmen	12:00 12:45
7	Last mile study presentation	Project Manager	12:45 13:15
	<i>Lunch</i>		13:15 14:00
	Visit to the Port of Valencia		14:00 16:00

TAG RAG Pre-meetings

1/ Welcome from Port of Valencia

2/ ADIF presentation

3/ TPM Workshop

- RNE Technical presentation
- Our procedure
- Performance Monitoring snapshot on the WEST/Spain & France

3/ TPM Workshop

➤ RNE Technical presentation

■ Role of RNE <http://tis.rne.eu/>

- Provides support for the implementation of Train Performance Management measures on RFCs
- Defines standard train run and punctuality reports
- The Data Quality Working Group constantly monitors TIS data quality, proposes measures for its improvement and streamlines the data quality process

3/ TPM Workshop

➤ RNE Technical presentation

- A web-based application for international train management with real-time train data delivery of international ~~passenger~~ and freight trains
- The data is originating directly from the IT systems of 25 Infrastructure Managers
- The system supports internationally active RUs in steering their logistical chains
- Supports to RFCs by providing proper reports for Train Performance Management
- 13.000 trains/day on 21.000 reporting points
- Open to Terminal Operators since 2017 → User Agreement for terminals

3/ TPM Workshop

➤ RNE Technical presentation

- Access to TIS https://tis-online.rne.eu/im_pt/home.seam?cid=15730
- TIS Advisory Board is an advisory body within RNE's organisation
- Proposals for developments of TIS and full access to TIS data if members are involved in the same train run. No need to sign mutual TIS Data Sharing Declaration
- Open to
 - Applicants (RUs and non-RUs)
 - Terminal Operators (TOs)
- Members along MED RFC: SNCF Mobilites FRET, Mercitalia, SŽ Tovorni Promet

Current information

TIS and GDPR (General Data Protection Regulation)
Dear TIS user - We will deploy a new TIS Version where the new GDPR is in force
Therefore you will be asked to accept these rules during the Login Procedure
You can already find some information on the link www.rne.eu/legal-notice

Friday, 18/05/2018 13:07

Deployment of Version 6.7.2
The interface will be down for round about 30 min to deploy the new TIS Version on
Wednesday, 23. May 2018 between 10:00 - 11:00
This version will include the new GDPR request

Friday, 18/05/2018 08:10



6.7.3

Login

Username 83ipakozdi

Language English

Logout





Co-financed by the European Union
Connecting Europe Facility

👥 58 🚆 3996 👤 83ipakozdi



<unnamed>

Train type:

Save

Clear

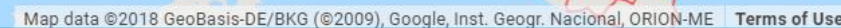
Edit

Saved filters

Name

No filters present

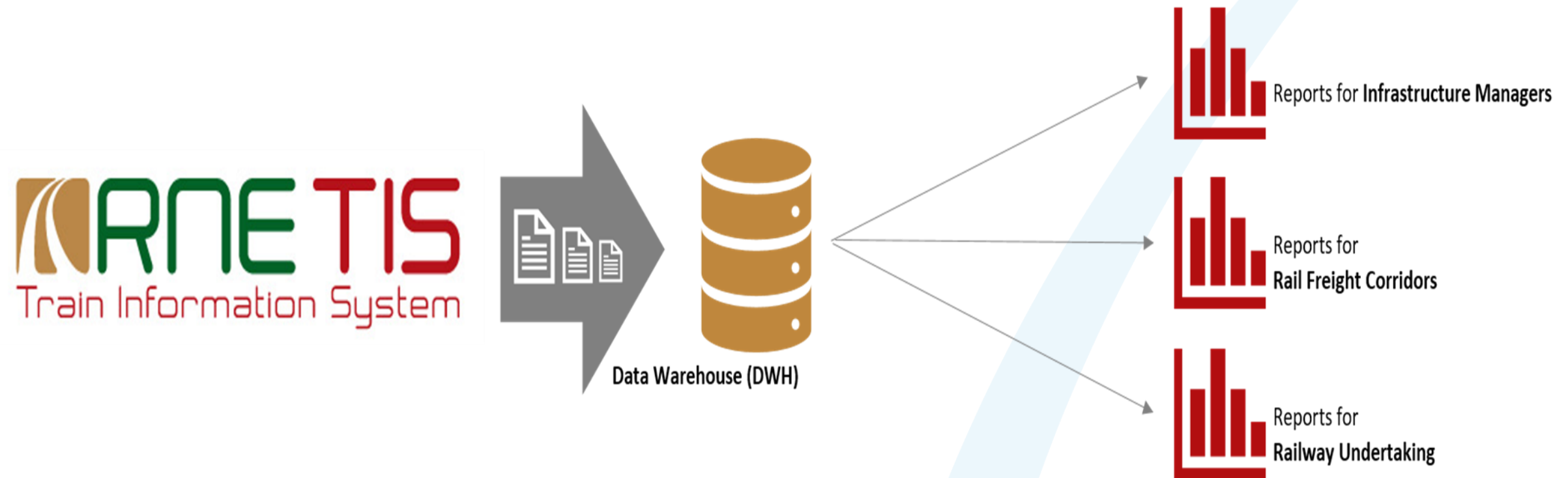
Load filter



3/ TPM Workshop

➤ RNE Technical presentation

- Oracle Business Intelligence Suite Extended Edition software (OBI)
- Access to TIS/OBI 12c <http://91.208.217.136:7002/analytics/saw.dll?bieehome>



TIS - Home page / Login x

Shared Folders - Oracle B x

91.208.217.136:7002/analytics/saw.dll?catalog#%7B"location"%3A"%2Fshared"%7D

☆⋮

ORACLE[®] Business Intelligence

Search All

Advanced

Help ▾

Sign Out

Catalog

HomeCatalogFavorites ▾Dashboards ▾New ▾Open ▾Signed In As 83ipakozdi ▾

Location /Shared Folders

Folders

My Folders

Shared Folders

Tasks

Shared Folders

ExpandRSSDeleteCopyRenameCreate ShortcutProperties

Type AllSort Name A-ZShow More Details

RFC KPI

Last Modified 11/8/2017 1:56:10 PM | Owner BI Administrator Role

New for RFC user

Expand More ▾

RU

Last Modified 11/9/2017 3:11:21 PM | Owner BI Administrator Role

New for RU user

Expand More ▾

TEST

Last Modified 11/2/2017 6:08:39 PM | Owner BI Administrator Role

New reports in testing/validation

Expand More ▾

TPM

Last Modified 11/10/2017 10:09:48 AM | Owner BI Administrator Role

New for PM user

Expand More ▾

Preview

Windows Taskbar

ENG 16:00

3/ TPM Workshop

➤ RNE Technical presentation

- Organisation – Performance Management Working Group
 - for RFC TPM groups
 - for RUs
 - for RFC/RNE KPI Coordination group
- Access to OBI via TIS accounts
 - OBI TIS IM Admin reporting user
 - OBI TPM reporting user
 - OBI RFC reporting use
- The structure of OBI catalogue
 - TPM – relevant reports Standard reports & NEW reports
 - TIS – Data Quality reports, TIS user activity
 - RFC KPI – reports for RFC KPI calculation

3/ TPM Workshop

- Reports in OBI for TPM users
 - Standard Punctuality reports
 - New RFC report – in test phase
 - New Point oriented report – in test phase
- Prerequisites (inputs) for reports
 - RFC Detailed TIS point list – to identify possible RFC entry and exit (all points belonging to RFC should be listed here)
 - RFC Basic point list – to identify RFC related trains (pair of points which should be passed in order to consider the train run as relevant for RFC)
 - Reporting point list – to define the points to be displayed in the report

3/ TPM Workshop

➤ RU access to OBI

- Standard package
 - Total price: 2.000 €/year
- 2nd Standard package for same company 1.500 €/year
- Additional services
 - Automatic schedule of report: 250 €/report
 - Adaptation of standard report: 250 €/report
- Recent developments: <http://www.rne.eu/news/reporting-services-to-rus/>

3/ TPM Workshop

- Our procedure to generate added value
 - 2 times a year meeting with RUs on TPM WG events
 - Quarterly assessment and analysis of monthly reports based on 'Top 10 Highly delayed trains' concept
 - at origin
 - at exit
 - at entry
 - at destination
 - Bilateral meetings with RUs if needed

3/TPM Workshop

- Performance Monitoring snapshot on the WEST/Spain & France
 - Joint presentation of ADIF-LPF-SNCF Réseau
 - Modane – Perpignan – LFP – Limite ADIF – Figueres Vilafant – Barcelona Can Tunis – Barcelona Morrot (UIC gauge line, without any transshipment)
 - Modane – Perpignan – Cerbere – Portbou – Tarragona – Silla – Ford (mixed UIC and Iberian gauge line sections, with transshipments)
 - Interpretation instructions: English/French/Spanish

4/ OSS State of Play

- ❖ State of play of all the different products offered on the RFC :
 - New Path Request 2019 + preparation for 2020
 - Ad Hoc requests (LPR, RC, Short term Capacity pilote introduced at the start of TT 2018
- ❖ What's new on the side of TCRs

4/ OSS State of Play

Main actions taken prior to TT 2019

PaP preparation phase

- Collection of needs campaign enlarged
- Introduction of Bilateral meetings in Italy on reception of collection of needs answers

Publication phase

- Publication of 365 days in PCS, sometimes only for technical reasons

Request Phase

- Assistance / Requests verifications before sending requests
- Introduction of C-OSS TT

4/ OSS State of Play

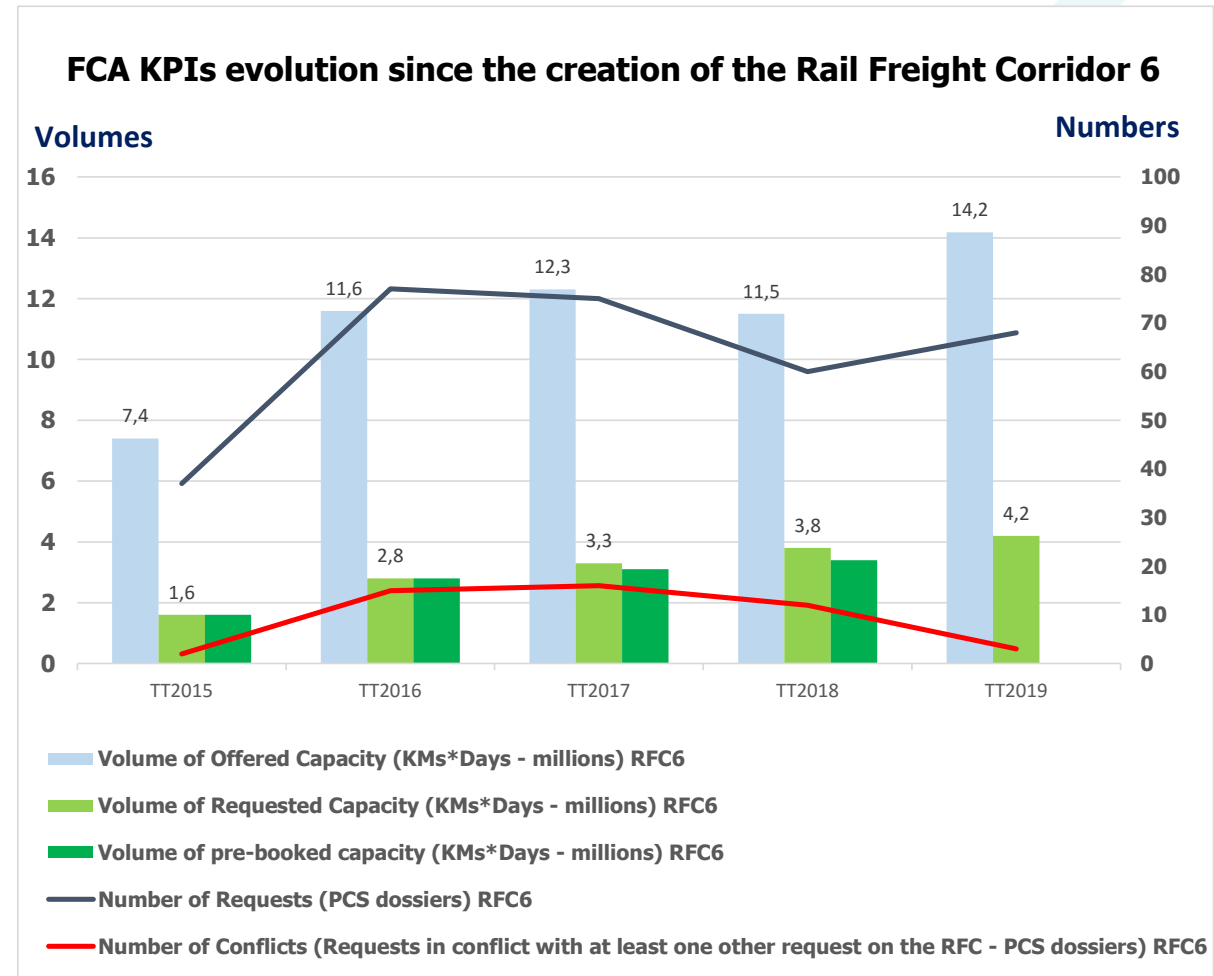
2019 versus 2018 :

- Volume PaP published

+ 24%

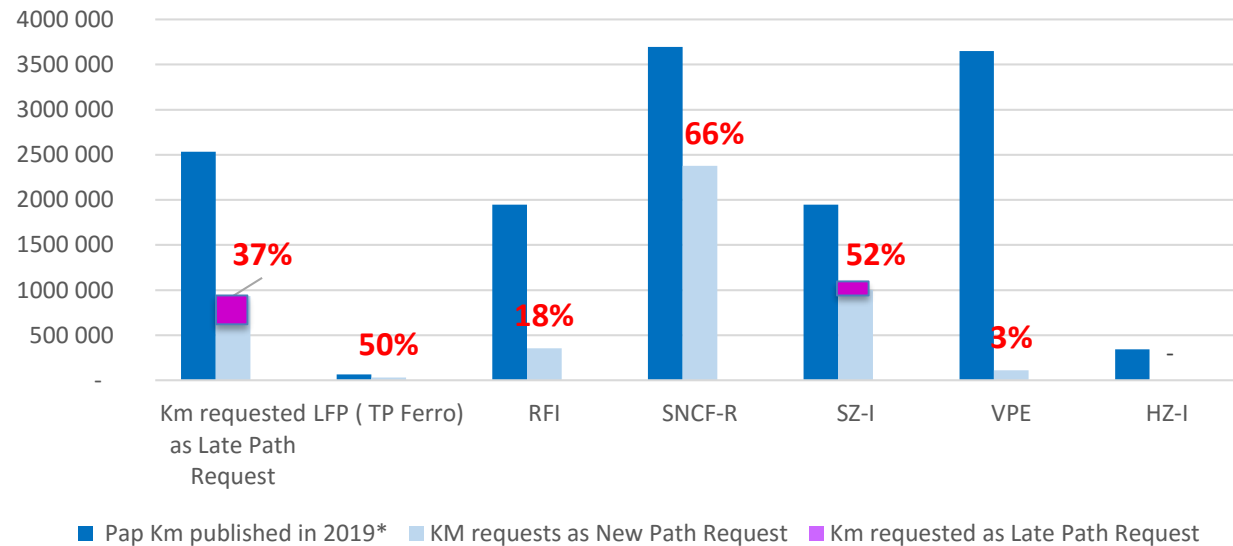
- Volume PaP requested

+ 13%

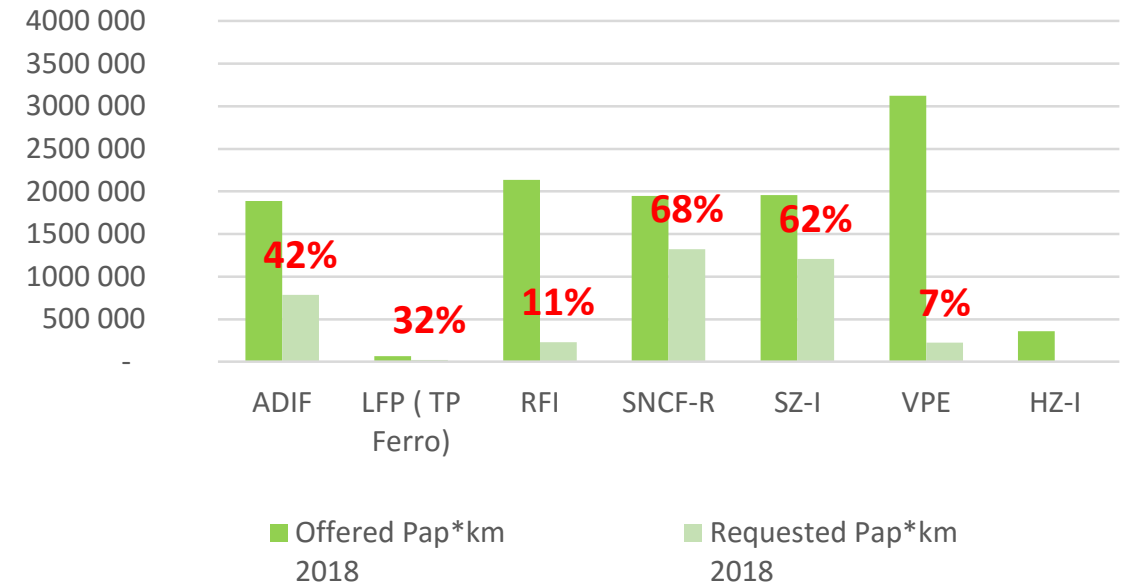


4/ OSS State of Play

RFC 6 Offered & Requested Capacity - 2019
including LPR (Ratio Req./Offer)



RFC 6 Offered & Requested Capacity - 2018



Heterogeneous results along the corridor to be taken into account

- High response rate for Pap product in France and Slovenia
- More Late Path Requests in Spain
- Main requests on Tailor Made in Italy (not appearing here)
- Few attractivity in Hungary and Croatia for the Pap product

4/ OSS State of Play

Preparation of TT 2020

- Collection of needs process started
 - Common email from the whole C-oss community
 - Translations, deadlines adaptations, files adaptations where needed to ensure more feedback from Customers
 - Process of bilateral meetings upon reception of foreseen needs maintained / developped
- Multi corridor Analysis on common networks
- Input necessary from customers to improve the harmonisation process
- Compare corridor results with the global evolution of international Freight requests on the corridor
 - New KPIs

4/ OSS State of Play

General Information								Route			Timing											Technical parameters														
N° of capacity wish	requested capacity type		Existing Traffic (T/M)	Validity Period (dd.Mm.yyy)		Requested Train number	Reference (former PCS dossier ID, FTE agreement, ...)	International Origin	Border or intermediate location	International destination	Arrival time (only in case of)	Deviation in min		Departure time	Deviation in min		Stop Type (change driver, change loc, commercial, ...)	Running days at location							General comments	Type of quadr (combined, Rule, corr, chemical, etc.)	Danger quadr (T/M)	Exceptional constraints (T/M)	Train parameters (valid from origin to destination if no change at stops included)							
	Annual 2019	Reserve capacity		From	To							hh	mm		-	+		hh	mm	-	+	Monday	Tuesday	Wednesday					Thursday	Friday	Saturday	Sunday	Train length (incl. loc)	Max speed (km/h)	Loc type (old)	# of loc
1	x		M	####	####	45678	none	Pernix						18	00				x	x	x	x				no deviation possible due to ferry schedule	combined	Y	M	620	1790	90	e	1	BR186	
								Kijckhar Noord						19	00				x	x	x	x					combined	Y	N	620	1790	90	e	1	BR186	
								Meerzen						22	02				x	x	x	x					combined	Y	N	620	1790	90	e	1	BR186	
								General Oberrhausen Westfalia			22	55		22	57		change driver	x	x	x	x					combined	Y	N	620	1790	90	e	1	BR186		
								HannWeisf.						23	24			x	x	x	x					combined	Y	N	620	1790	90	e	1	BR186		
								Lorber GbF			01	00		01	48		commercial stop	x	x	x	x					combined	Y	N	620	1790	90	e	1	BR186		
									Wulfsburg		02	55				120	88		x	x	x	x				combined	Y	M	620	1790	90	e	1	BR186		
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11																																				

General Information

Route

Timing

Technical Parameters

4/ OSS State of Play

Business area	KPI
Capacity management	Volume of offered capacity (PaPs and Reserve Capacity)
	Volume of requested capacity (PaPs and Reserve Capacity)
	Volume of requests (PaPs and Reserve Capacity)
	Volume of capacity (pre-booking phase) (PaPs)
	Number of conflicts (PaPs)
	Commercial speed of PaPs
Operations	Punctuality at origin
	Punctuality at destination
	Number of train runs
Market development	Traffic volume
	Ratio of the capacity allocated by the C-OSS and the total allocated capacity

The updated RNE Guidelines for KPIs of RFCs including the new KPIs as agreed with the sector representatives were approved by the RNE GA on 6 December 2017 and are available on the RNE website: <http://www.rne.eu/rail-freight-corridors/rfc-kpis/>

4/ OSS State of Play

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)
TT2016	RC (X-2) and Late Path Requests	4,8	0,01	2	0,01
TT2017	RC (X-2) and Late Path Requests	7	0,05	3	0,05
TT2018	RC (X-2) and Late Path Requests	3,8	0,2	4	0,2

For the TT 2019, we received 7 LPR at the end of April 2018

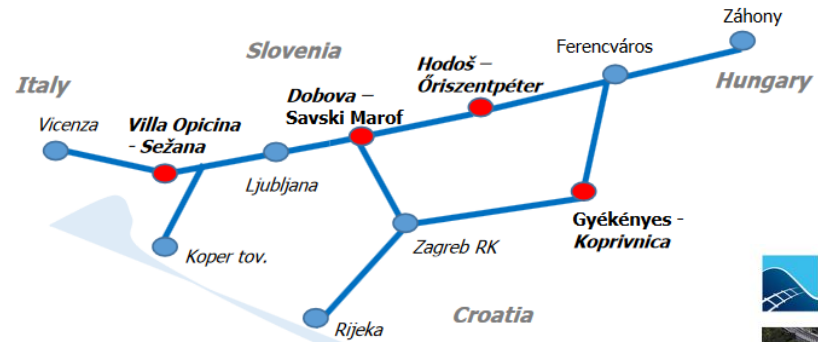
- Few requests for ad Hoc products
- We tried to reduce the deadlines by introducing a Short Term Capacity Pilot for TT 2018

4/ OSS State of Play

Infrastructure Managers and Allocation Body taking part in this Pilot :

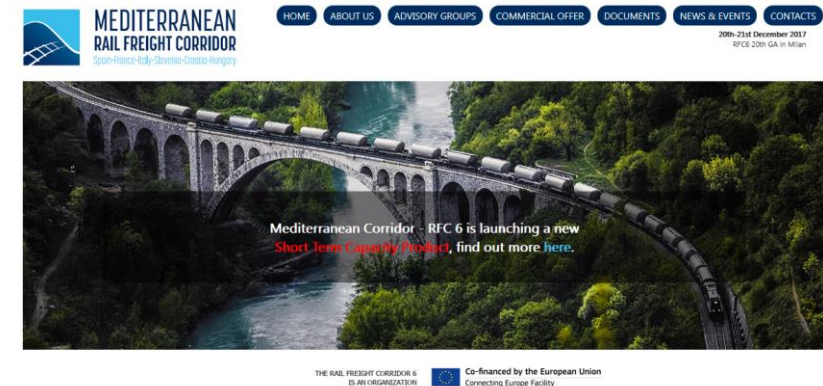


The product is available on the following routes of the Corridor :



More information on the Website :

[Link to the Presentation](#)



4/ OSS State of Play

- Interest and Flexibility appreciated by RUs – Customer friendly approach
- First Capacity Request crossing Croatia through Reserve Capacity involving 3 new customers in PCS
- No formal STC Requests (between 8 & 30 days before train runs)
- Pilot might be continued up to the end of the Timetable and advertised again through bilateral meetings
- Is the main problem the deadline?
- Can the corridor play a better role for Ad hoc requests through feasibility studies?
- Empty dossiers or PaP?
- Feedback from RUs much appreciated

4/ OSS State of Play

A few words about PCS developments :

Empty Envelope Concept

➤ Better visualization :

- RU Timetable construction on RU – IM pair (territory) level
- Train Outline as a special presentation of the timetable that shows the most important data that describes the train (origin(s), border(s), destination(s), combinations, number of running days, etc.)

➤ More automatic verifications:

- Calendar consistency checks for RUs/IMs
- Automatic downgrade of acceptance indicators and notification when neighbours are impacted by a timetable change

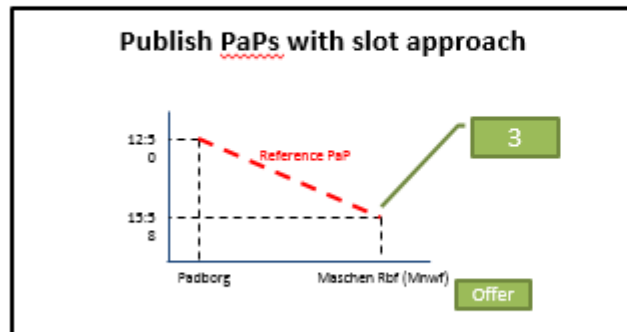
[Video Envelope Concept](#)

4/ OSS State of Play



Pap Product development



For TT2019 Ad-Hoc Path Request
For TT2020 New Path Request



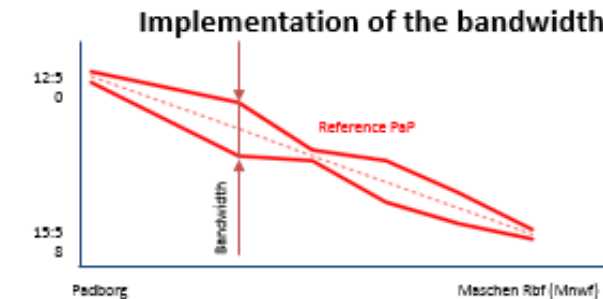
Threshold or warning only for IM parameters in PaPs

Train weight	2500	2600	vs.  
Train length	700	690	
Weight carriages set	2400	2500	
Length carriages set	630	640	
	Offer	Request	

Training materials are expected in fall 2018



For TT2020 Ad-Hoc Path Request
For TT2021 New Path Request



And more trainings to be organised next year

4/ OSS State of Play

COMMISSION DELEGATED DECISION (EU) 2017/2075

of 4 September 2017

replacing Annex VII to Directive 2012/34/EU of the European Parliament and of the Council
establishing a single European railway area

(Text with EEA relevance)

The recast Annex VII of Directive 2012/34/EU :

- To be applied 20 days after the publication which took place : 14th November 2017
- Complete application will only be effective for TT 2021
- Response from RNE : Creation of TCR guidelines & TCR Tool

4/ OSS State of Play

RNE Guidelines &

Progressive implementation of the process :

	Consecutive days	Impact on traffic (estimated traffic cancelled, re-routed or replaced by other modes of transport)
Major impact TCR ¹	More than 30 consecutive days	More than 50% of the estimated traffic volume on a railway line per day
High impact TCR ¹	More than 7 consecutive days	More than 30% of the estimated traffic volume on a railway line per day
Medium impact TCR ¹	7 consecutive days or less	More than 50% of the estimated traffic volume on a railway line per day
Minor impact TCR ²	undefined	More than 10% of the estimated traffic volume on a railway line per day

1) Annex VII of Directive 2012/34/EU, article (11);

2) Annex VII of Directive 2012/34/EU, article (12).

	August 2018	December 2018	December 2018	August 2019	December 2019	December 2019
Major		X (second publication)	X (first publication)		X (second publication)	X (first publication)
High		X (second publication)	X (first publication)		X (second publication)	X (first publication)
Medium		X (international impact)		X (national impact)	X (international impact)	
Minor	X			X		
	For TT 2019	For TT 2020	For TT 2021	For TT 2020	For TT 2021	For TT 2022

4/ OSS State of Play

RNE TCR Tool

- Pilots on RFC1&3 – results in September 2018
- June 2018 : Basic TCR tool ready

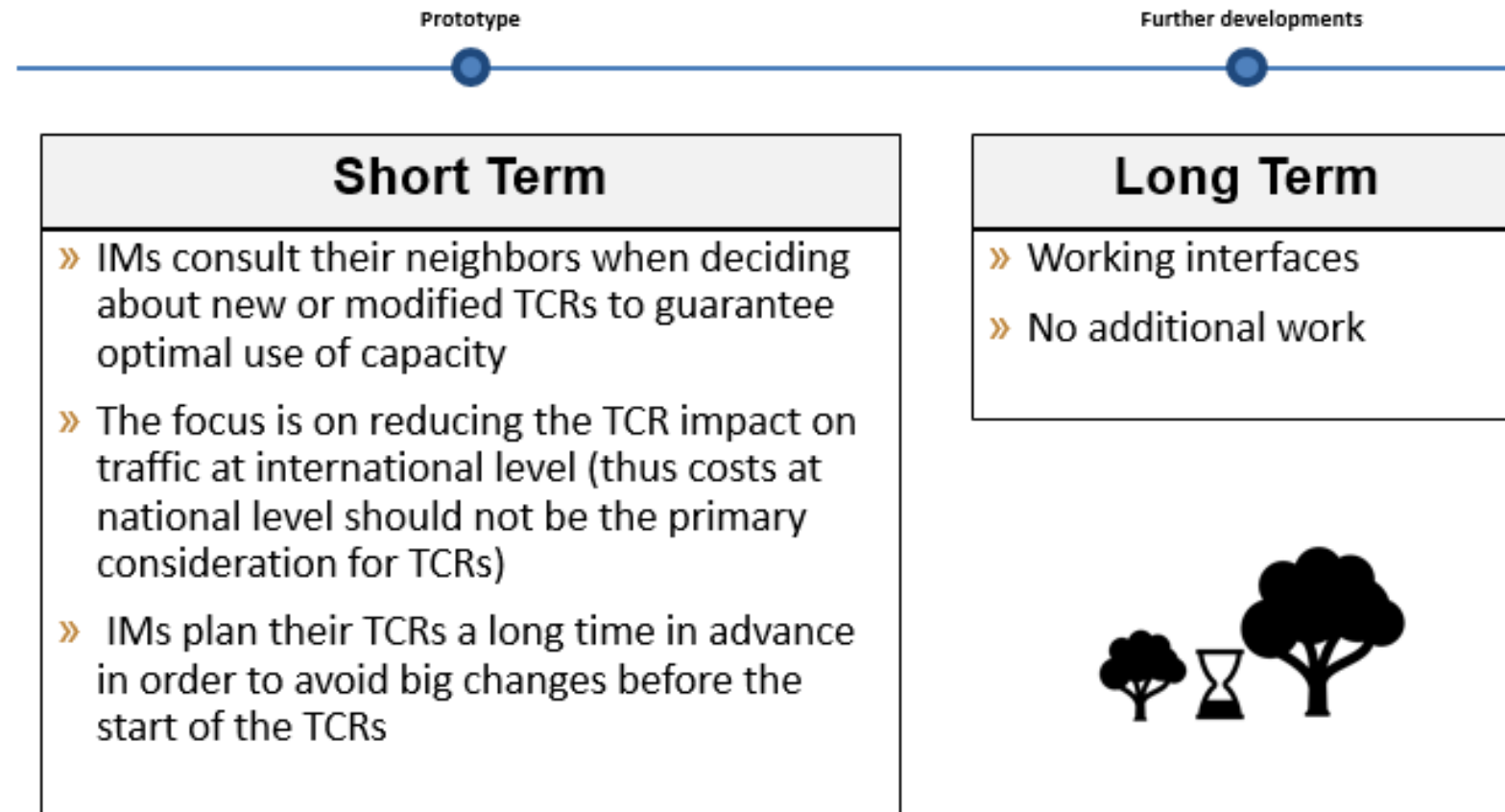
General overview

– Anticipated features

- To give a (geo-graphical) overview of Europe-wide TCRs
- To implement information exchange between IMs
- The harmonisation of TCRs between IMs



4/ OSS State of Play



4/ OSS State of Play

Main TCR - Current and foreseen on ADIF Network



4/ OSS State of Play

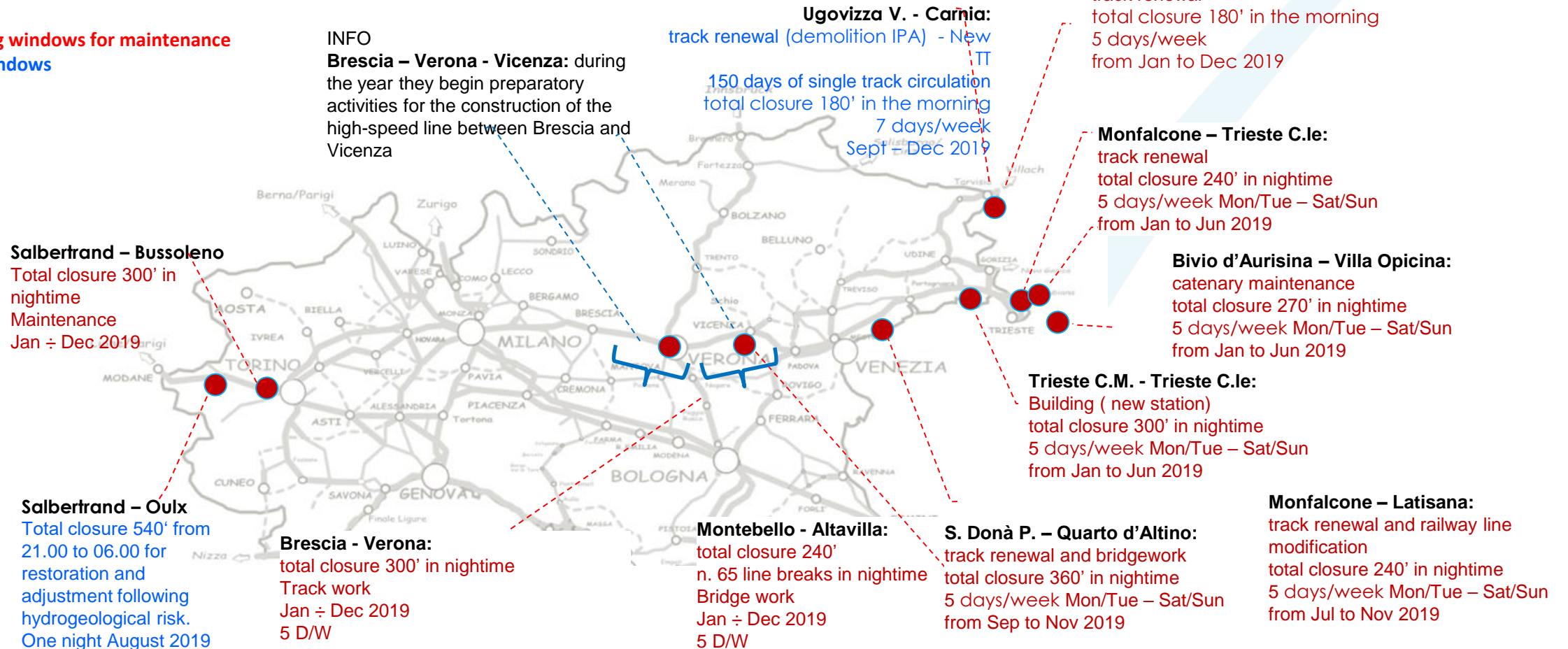
**Main TCR on SNCF R Network –
Details to be updated shortly on the Website**



4/ OSS State of Play

RFI – Foreseen Main works - 2019

During existing windows for maintenance
Additional windows



4/ OSS State of Play

RFI – Foreseen Main works - 2020

During existing windows for maintenance
Additional windows

Salbertrand – Bussoleno
Total closure 300' in nighttime
maintenance
Jan ÷ Dec 2020

Bardonecchia – Oulx
Total closure 540' from 21.00 to
06.00 for adjustment in
accordance with the galleries.
One night August 2020

Brescia - Verona:
total closure 300' in nighttime
Track work
Jan ÷ Dec 2020
5 D/W

Vicenza - Padova:
total closure 240' in nighttime
Track work
Feb ÷ Jul 2020
5 D/W

Verona P.V. - Altavilla:
total closure 240' in nighttime
Track work
Jan ÷ Dec 2020
5 D/W

Ugovizza V. - Carnia:
track renewal (demolition IPA) – New
TT
150 days of single track circulation
total closure 180' in the morning
7 days/week
from Apr to Jul 2020

San Donà P. – Quarto d'Altino:
railway line modification (rerouting
Mestre – Treviso – Udine – gorizia -
Monfalcone)
total closure 300' in nighttime
5 days/week Mon/Tue – Sat/Sun
from Jun to Dec 2020

Ugovizza V. - Carnia:
track renewal
total closure 180' in the
morning
5 days/week
from Jan to Dec 2020

Monfalcone - Bivio d'Aurisina:
Bridgework – New TT
30 days of single track circulation total closure 20
hours 01 Aut
total closure 20 hours 15 Aut
total closure 20 hours 31 Aut
total closure 240' in the nighttime
7 days/week
Aut 2020

Monfalcone – Trieste C.le:
track renewal
total closure 240' in nighttime
5 days/week Mon/Tue – Sat/Sun
from Apr to Oct 2020

Trieste C.M. - Trieste C.le:
building
total closure 300' in nighttime
5 days/week Mon/Tue – Sat/Sun
from Jan to Dec 2020

Monfalcone – Latisana:
track renewal and railway line
modification
total closure 240' in nighttime
5 days/week Mon/Tue – Sat/Sun
from Mar to Dec 2020

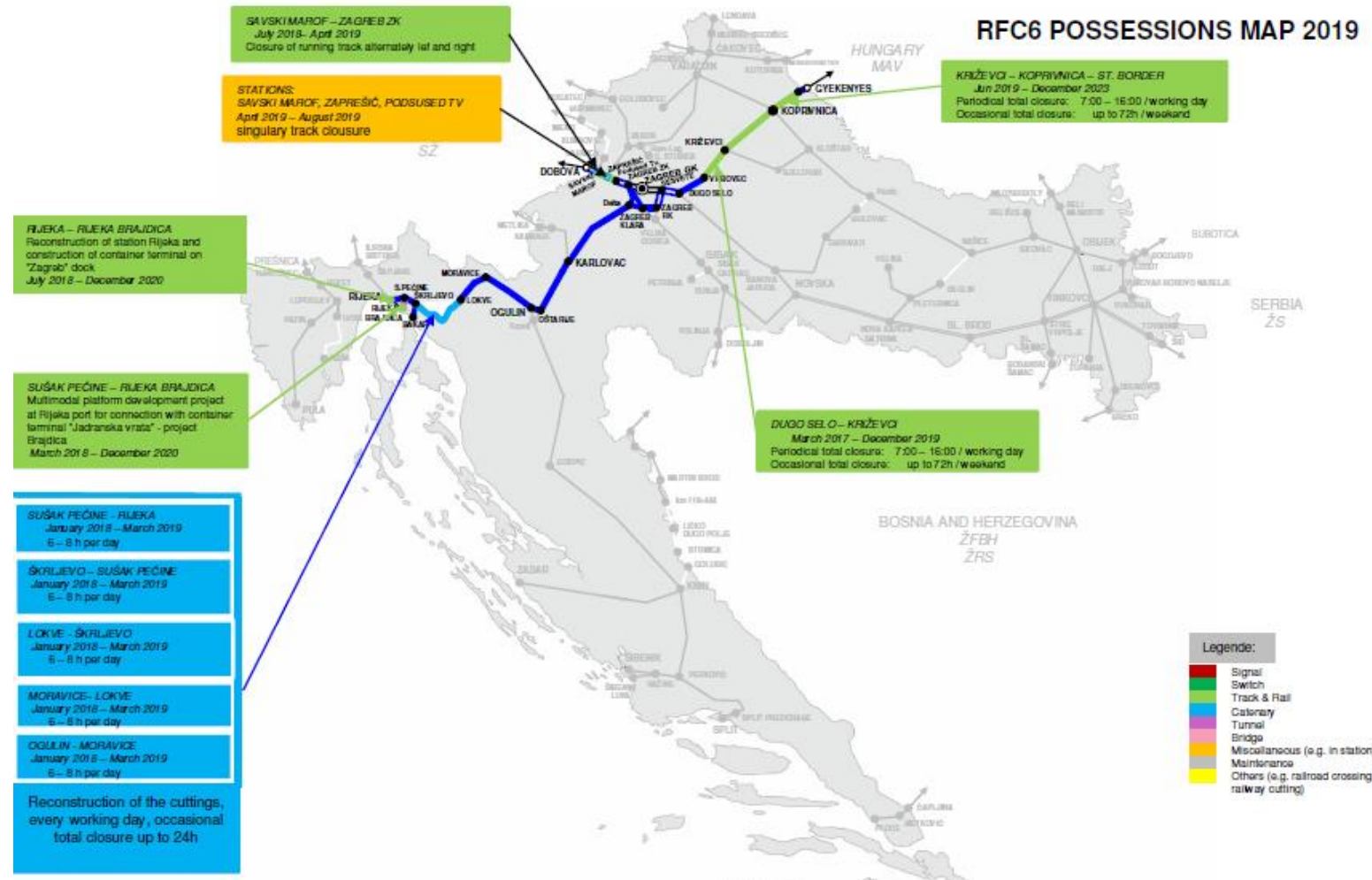
4/ OSS State of Play

Main TCR - Current and foreseen on SZ-I Network
Details to be updated shortly on the Website



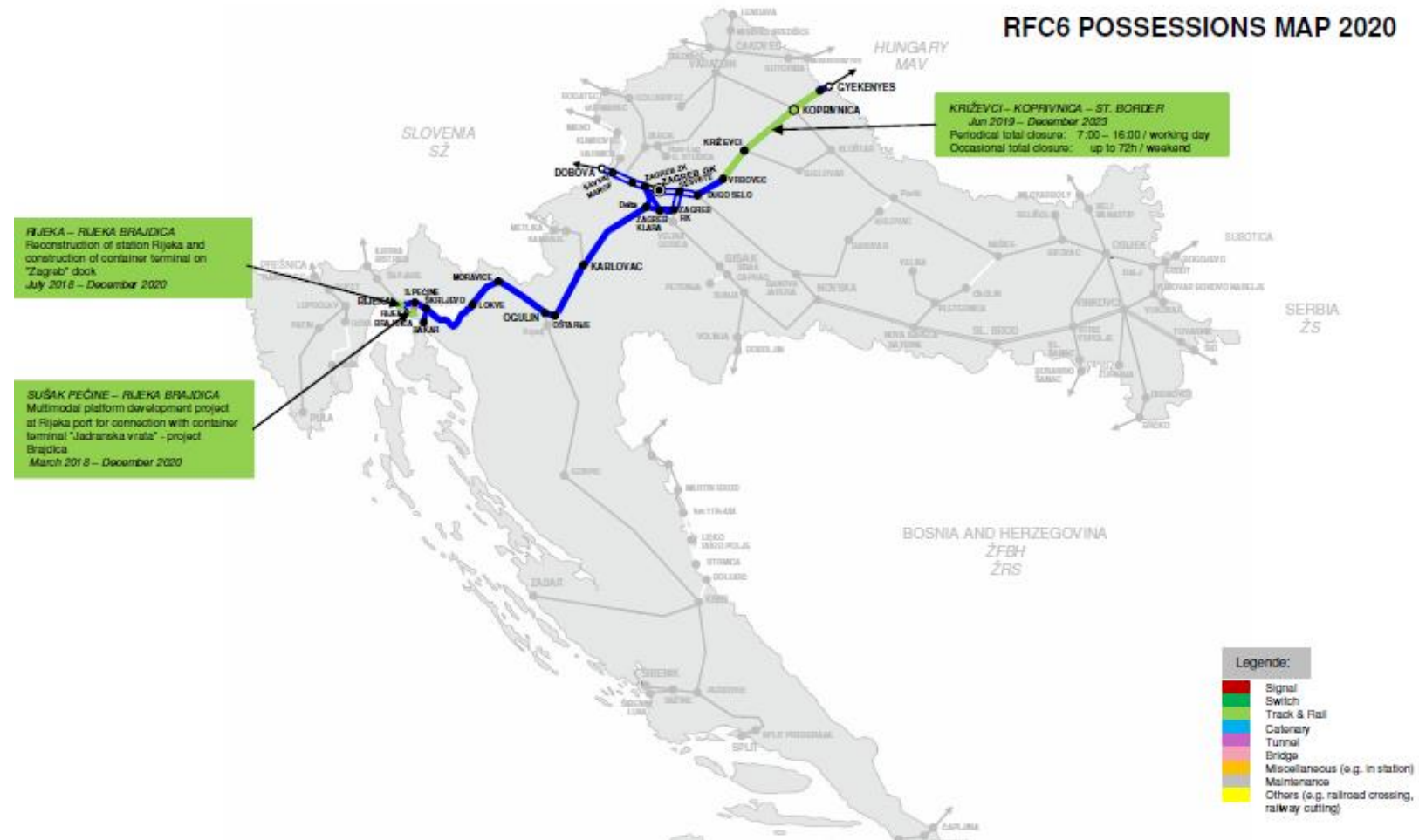
4 OSS State of Play

Main TCR - Current and foreseen on HZ-I Network



4/ OSS State of Play

Main TCR Current and foreseen on HZ-I Network



4/ OSS State of Play

Main TCR - Current and foreseen on MAV Network

Budapest - Pustaszabolcs (Kelenföld - Érd-elágazás)

Feb 2018 - March 2019

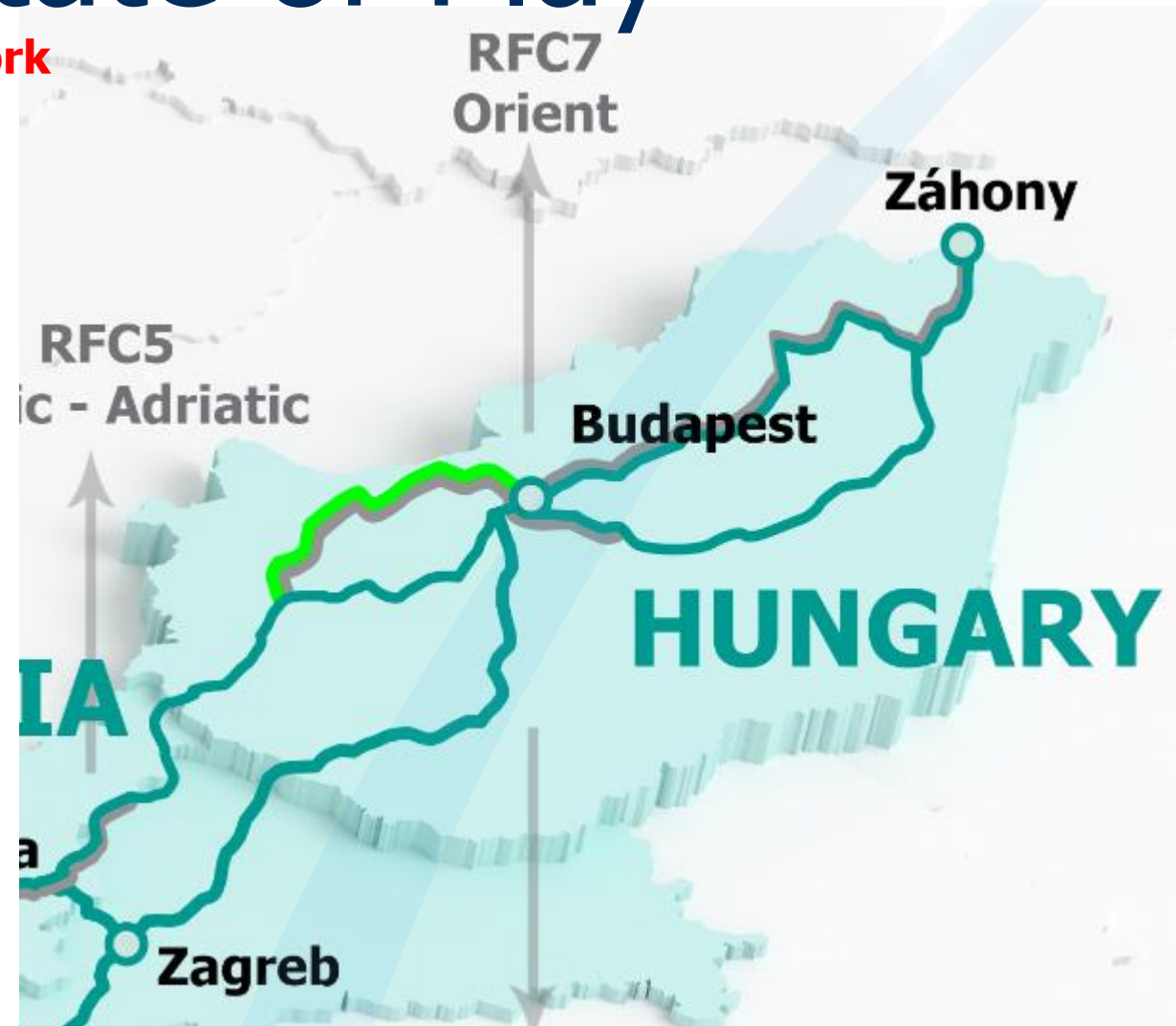
Total closure for Track reconstruction, Re-routing necessary

Budapest - Miskolc - Nyíregyháza (Rákos - Hatvan)

Feb 2019 - Dec 2019

Total closure of a double track line due to renewal and maintenance of Track, interlocking, OHL and Bridge.

Re-routing necessary



5/ TAG RAG Issues Corridor Feed back

6/ TAG RAG Spokesmen presentation

Aldo Maietta
RAG spokesmen
Feed-back

RAG spokesmen - Feed-back

Follow up from RAG 6 – Ljubljana, 14th November 2017

- The RUs are interested to get **an update of the construction works much in advance**;
- 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 RUs in Spain are interested to get more information about the timing of track gauge adaptation works;
- The RUs are interested to get information about the Ten-T parameters implementation plan;
- The RUs requested to use reflective tail lights on Lyon-Modane-Torino and Villa Opicina-Verona sections;
- VIIA requested clarification about priority rules to be applied after the booking phase;
- The RUs requested RFI the possibility to carry dangerous goods via Torino-Novara. RFI clarified that 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;
- SNCF Fret reminded the possibility to include the extension to Ventimiglia;

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

RAG spokesmen - Feed-back

New input from Rus

- 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 RFC 6.

RAG spokesmen - Feed-back

Follow up – Issues Logbook

European Commission is focusing on priorities with high impact on the rail sector and for which is reasonable to expect a solution to be developed within 12-18 months.

On the 15th of May the Joint PRIME/RUD/RFC meeting on the Issues Logbook was held at EC premises.

The objective of the meeting was to **identify three priorities that would greatly improve cross border traffic in a short period of time.**

The priorities decided upon during the meeting are the following:

1. **Braking**
2. **Train composition and cross border checks**
3. **Real time/advanced communication**

RAG spokesmen - Feed-back

Follow up – Issues Logbook – Priorities of RUs

ID	Title	N. votes
1	Braking Sheets	5
2	Braking performance	11
3	Tail lights vs plates	9
4	Train composition Harmonisation of wagon list	12
5	Train composition - Working handbrake last wagon	2
6	Train composition - No push 6 axles wagons	1
7	Train composition - Buffer wagons	2
8	Technical checks at border stations	1
9	Mandatory checks in MS	1
10	Operational implementation of the traffic in ERTMS	3
11	New train number	4
12	Exception from operational rules	0
13	2 drivers	3
14	Equipment of border stations with commutable electric power supply	1
15	Real time communication about train composition	5

- RUs were requested to choice their priorities: this is the result;
- Would your organisation be **ready to participate in the work** on one or more of these issues? Which one(s)?
- Would your organisation be ready to **lead the work on one or more of these issues**? Which one(s)? Would you already have the name of possible

7/ Last Mile study presentation

- Presentation of the study
- Next steps and initiatives
- Feedback from questionnaires

7 Last Mile study presentation

Presentation of the Study






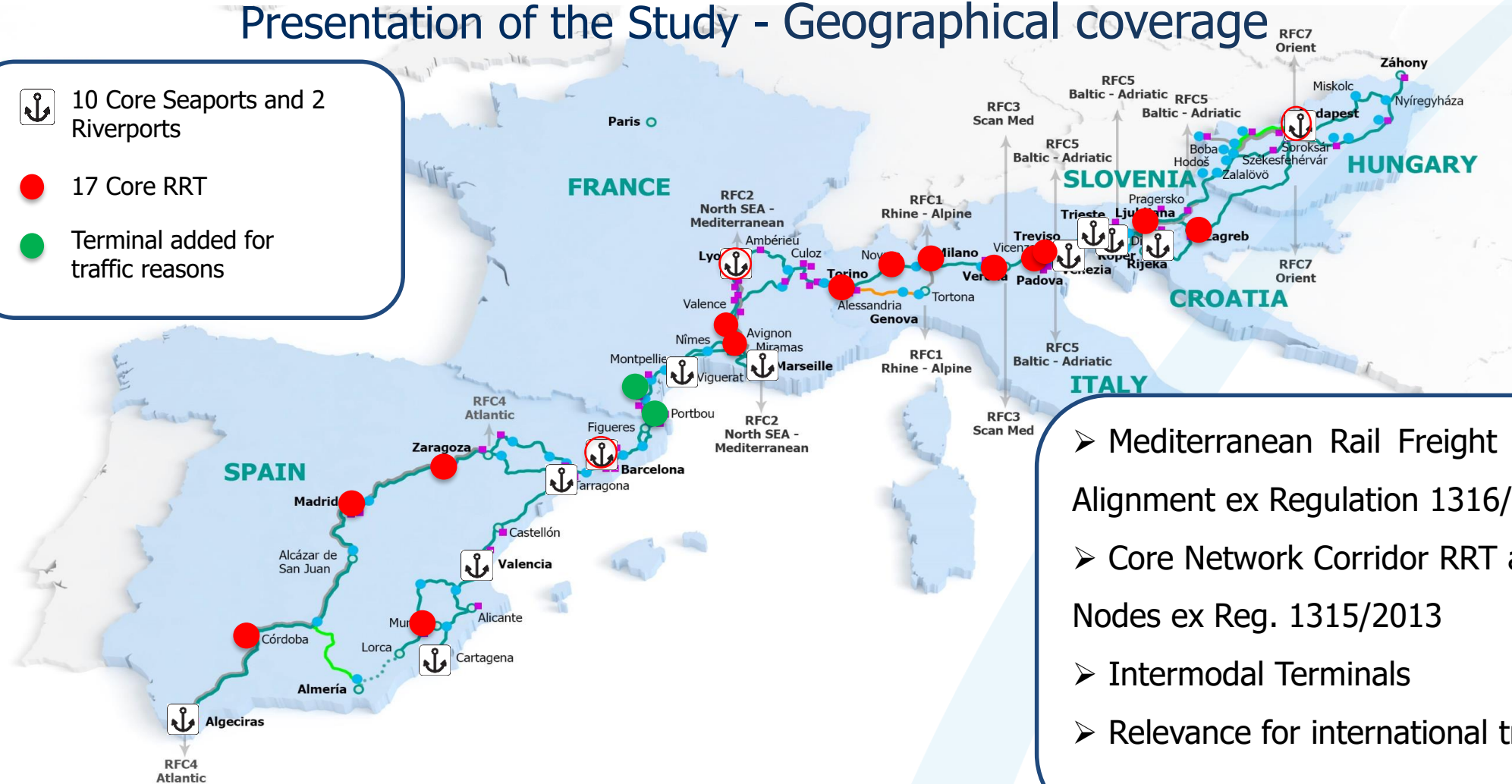
The CNC Mediterranean meets the Rail Freight Corridor Mediterranean



7 Last Mile study presentation

Presentation of the Study - Geographical coverage

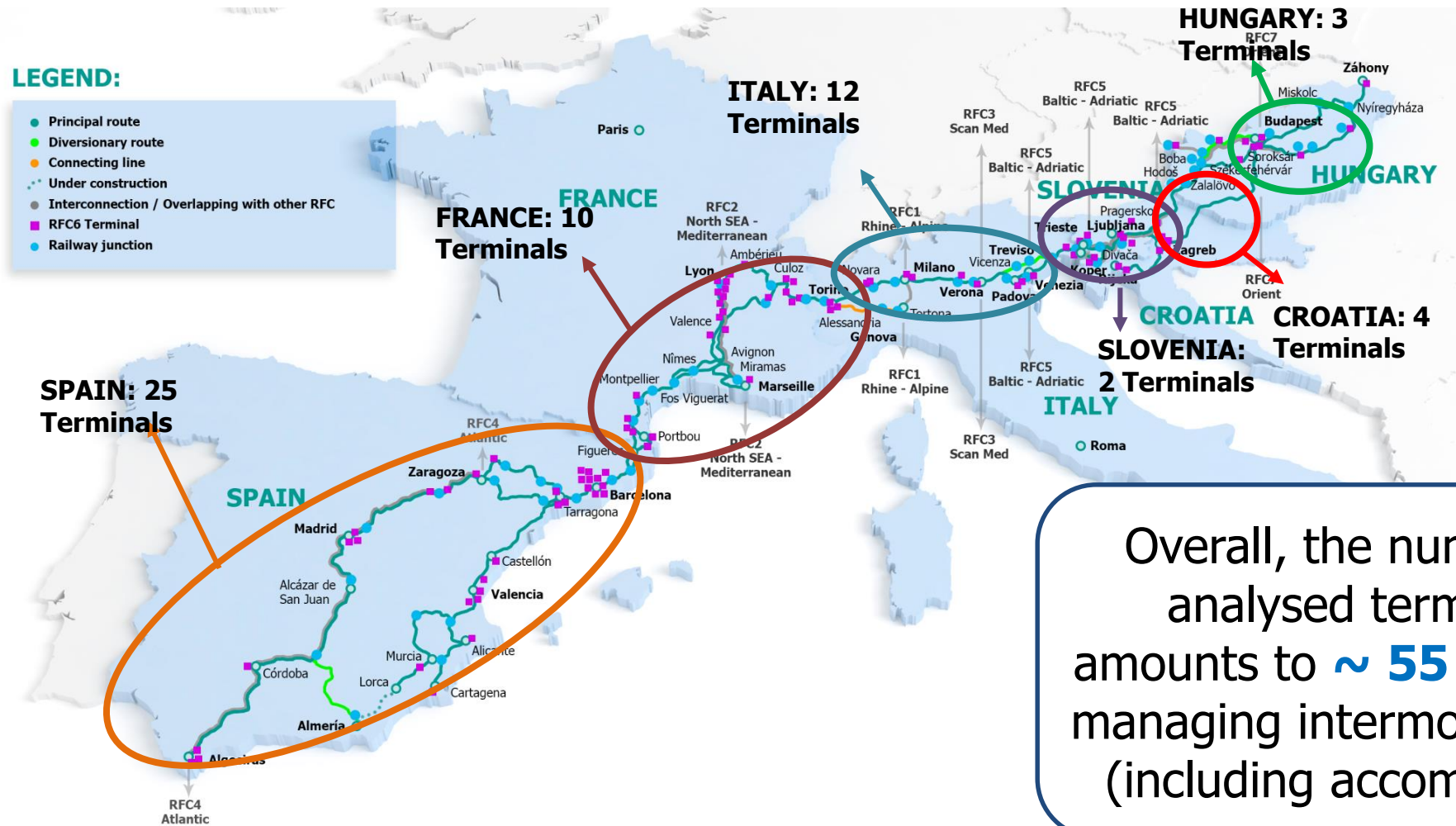
-  10 Core Seaports and 2 Riverports
-  17 Core RRT
-  Terminal added for traffic reasons



- Mediterranean Rail Freight Corridor Alignment ex Regulation 1316/2013
- Core Network Corridor RRT and Port Nodes ex Reg. 1315/2013
- Intermodal Terminals
- Relevance for international traffic

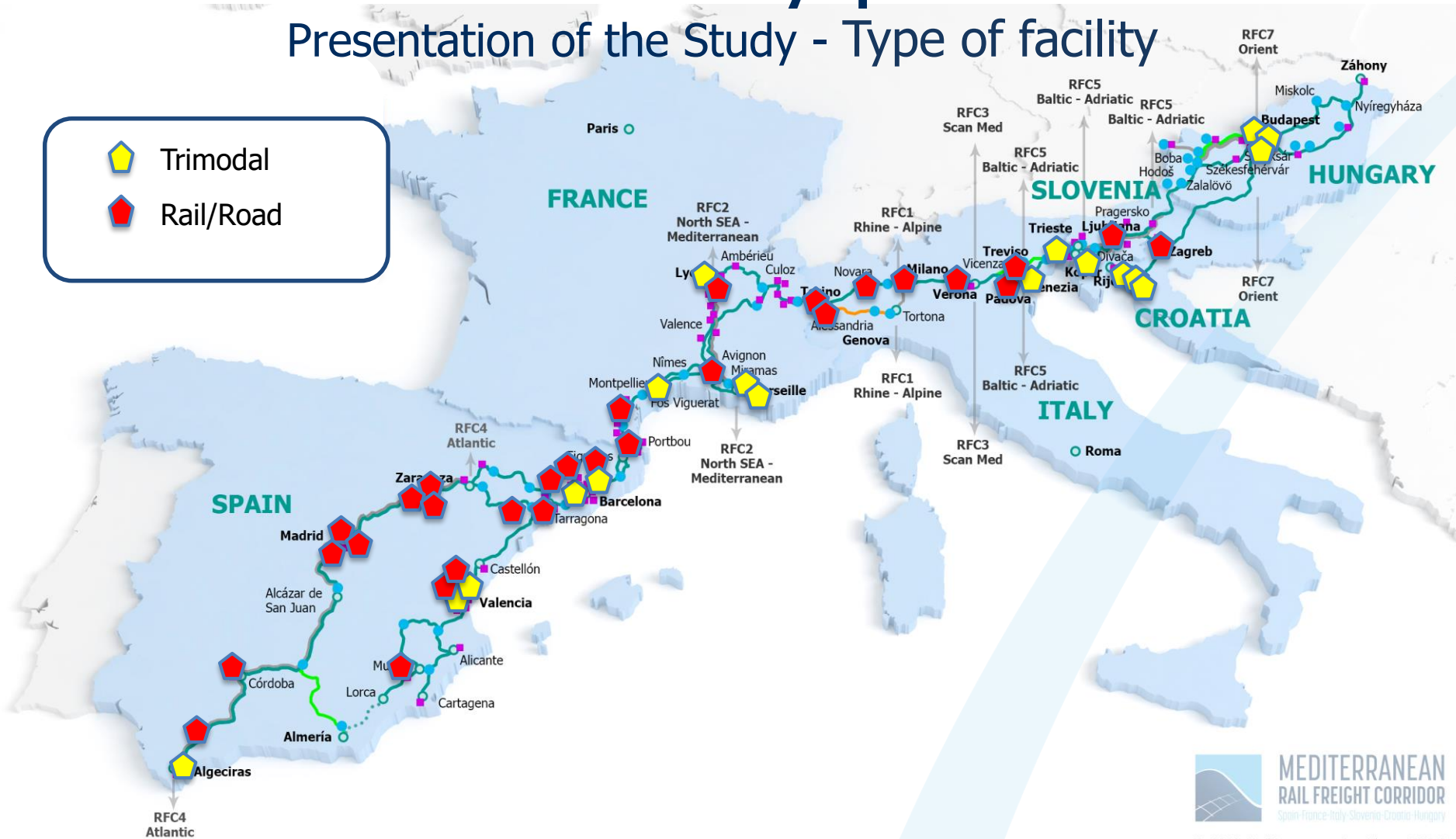
7 Last Mile study presentation

Presentation of the Study - n. of Terminals analysed



7 Last Mile study presentation

Presentation of the Study - Type of facility



7 Last Mile study presentation

Presentation of the Study – scope of the study

LM state of play

updated picture of the state of play of the Last Mile railway connections to selected terminals;

CNC generic KPIs
check

check of selected characteristics of the Last Mile Infrastructure: CNC Generic KPIs (RRT & main line), ten-t parameters;

LM bottleneck
analysis from
existing studies

literature review on Last Mile and collection of LM bottlenecks detected in the available European studies;

Best practices
examples

collection and sharing of best practices examples;

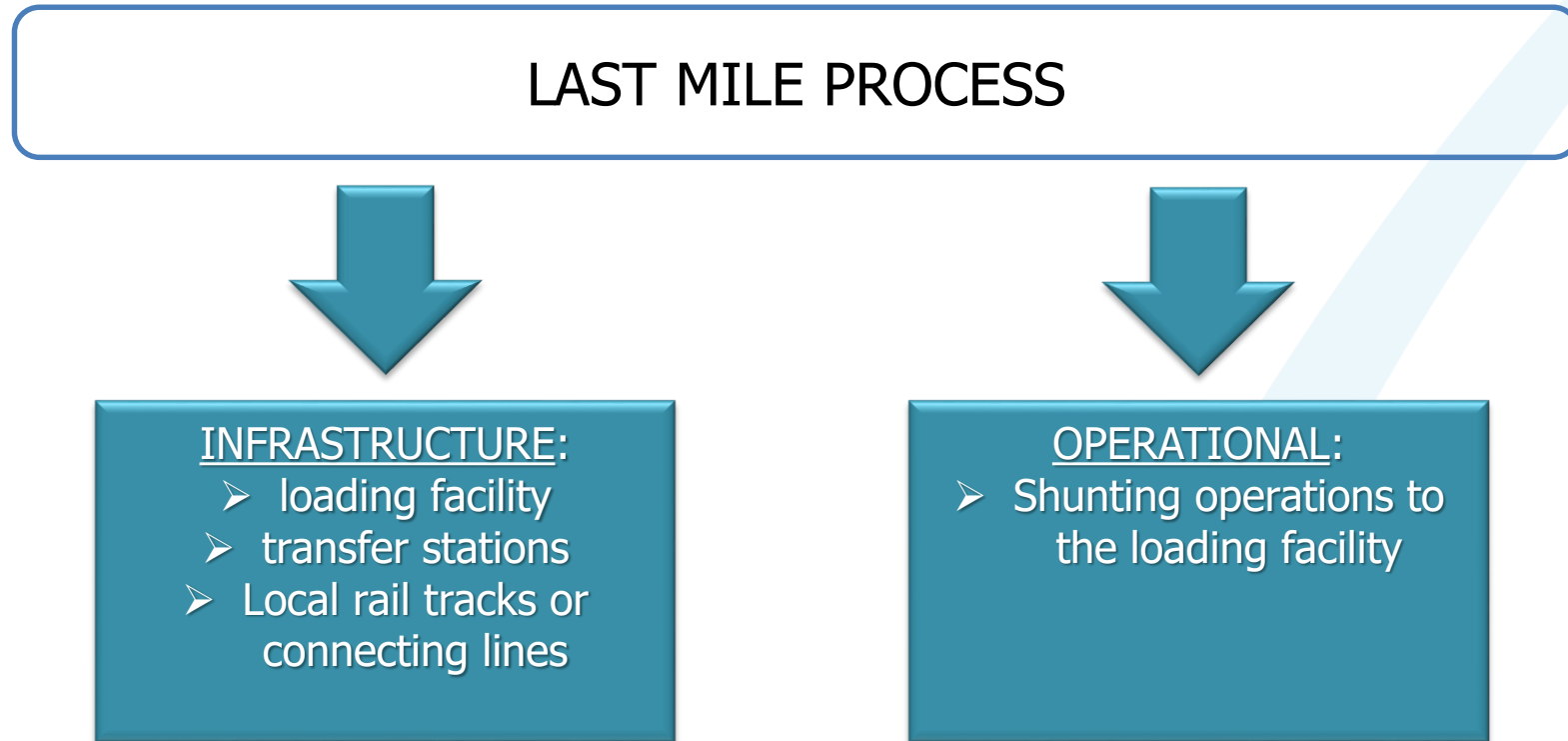
Comparative
analysis across
Countries

comparative analysis of operational structure of sample terminals;

7 Last Mile study presentation

Presentation of the Study – definition of Last Mile for freight

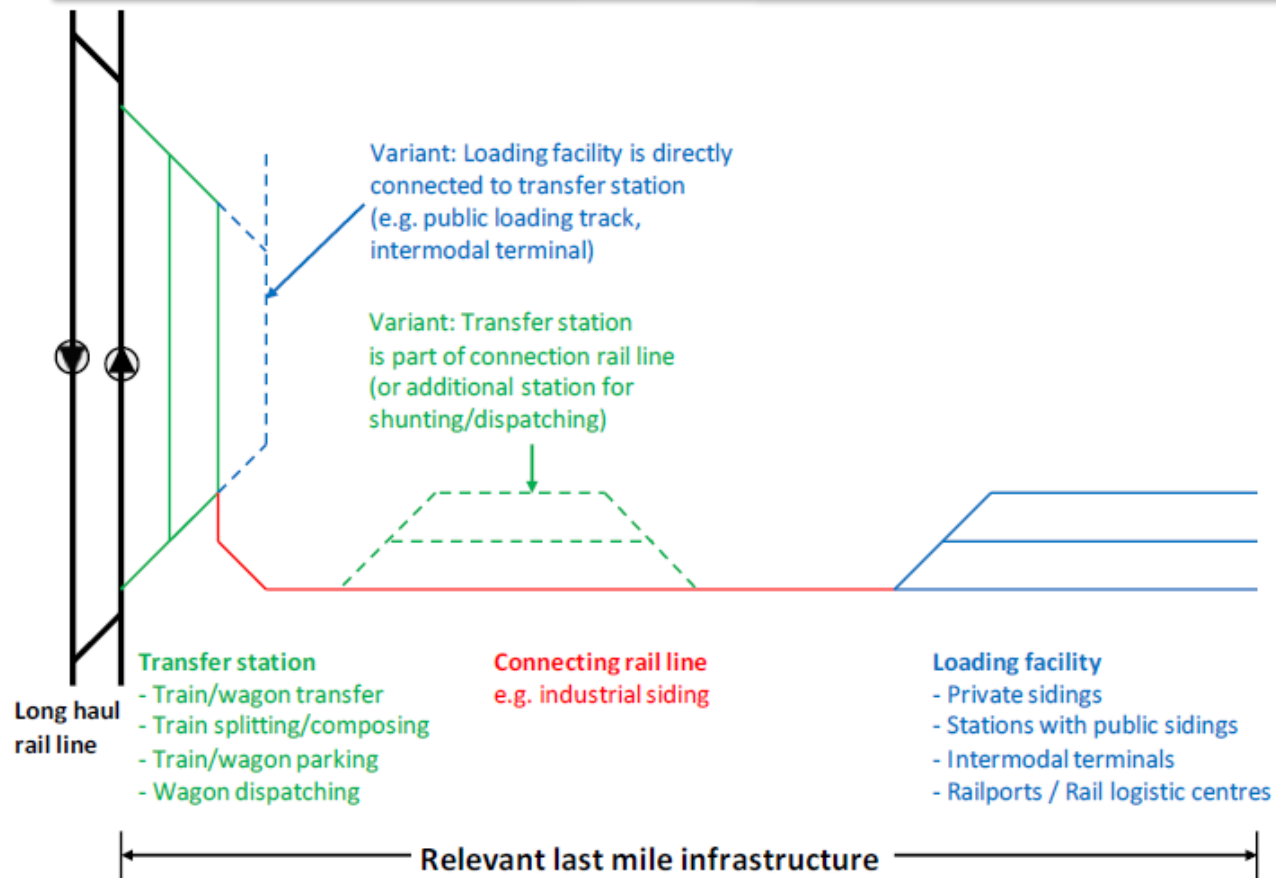
For the purposes of the study, the Last Mile definition has been developed and inspired by the recently released HaCon Study (2016) and the TeMa study (2008) and it is made of 2 components :



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Presentation of the Study – definition of Last Mile for freight

LAST MILE INFRASTRUCTURE



The Last Mile process can be defined **as the infrastructure and operational link** between the long-distance movement of intermodal trains over the main railway network and the intermodal terminal where intermodal loading unit (LU) are transhipped between rail and road.

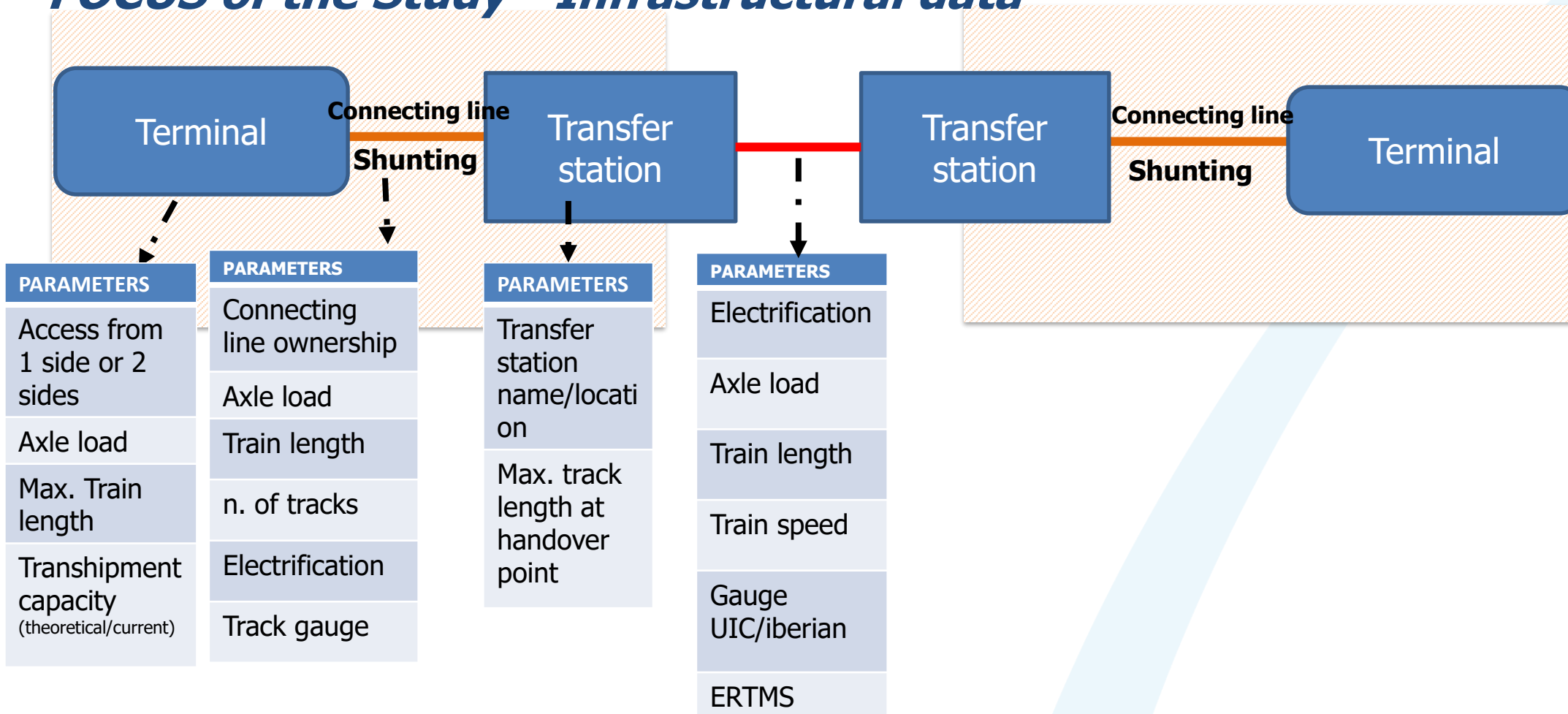
Source: TeMa study 2008

Source: HaCon

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Presentation of the Study – definition of Last Mile for freight

FOCUS of the Study - Infrastructural data

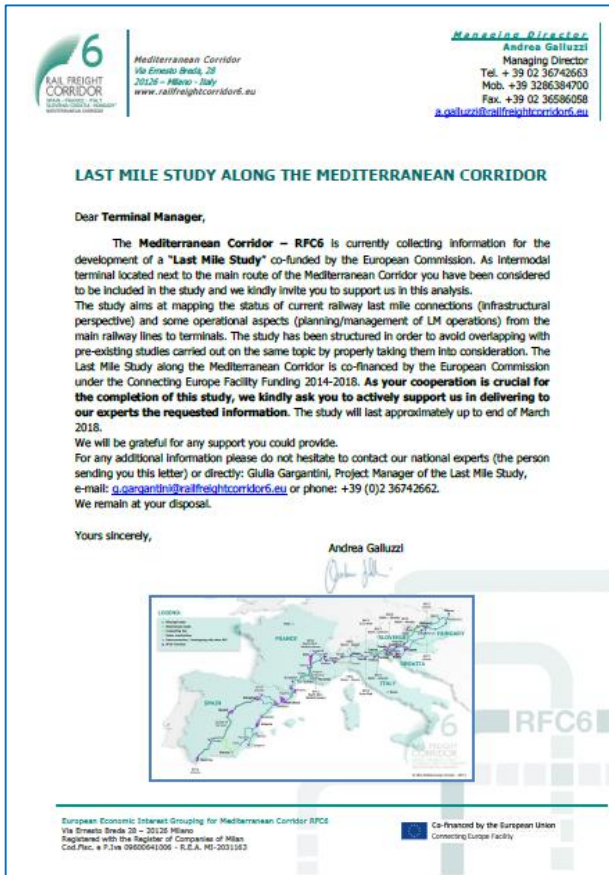


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Presentation of the Study – feeding the study

The Last Mile WG members or the Project Manager took direct contact with all the involved stakeholders through e-mail or phone calls.

A letter of support was prepared by the Med Corridor to present the study



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Presentation of the Study

Annex I – Generic KPIs

Mode	KPI
Rail network	Electrification
	Track gauge 1435mm
	ERTMS implementation
	Line speed $\geq 100\text{km/h}$ in accordance with Article 39.2a)(ii) of the Regulation 1315/2013
	Axle load $\geq 22.5\text{t}$
	Train length (740m)
Inland waterway network	CEMT requirement for class IV IWW
	Permissible draught (min. 2.5m)
	Permissible height under bridges (min. 5.25m)
	RIS implementation (% of km on which the minimum requirements set out by the RIS directive are met)
Road network	Express road/motorway
	Availability of clean fuels
Airport	Connection to rail
	Availability of at least one terminal open to all operators in a non-discriminatory way and application of transparent charges
	Availability of clean fuels
Seaport	Connection to rail
	Connection to IWW CEMT IV
	Availability of clean fuels
	Availability of at least one freight terminal open to all operators in a non-discriminatory way and application of transparent charges
	Facilities for ship generated waste
Inland ports	Class IV waterway connection
	Connection to rail
	Availability of clean fuels
	Availability of at least one freight terminal open to all operators in a non-discriminatory way and application of transparent charges
Rail Road Terminals (RRT)	Capability for intermodal (unitised) transshipment
	740m train accessibility
	Electrified train terminal accessibility
	Availability of at least one terminal open to all operators in a non-discriminatory way and application of transparent charges

- Set of Generic KPIs defined at CNC Coordinator level and published in the Common Progress report in December 2016

The information will be shared and cooperation will be sought with the CNC Mediterranean

The aim is not to provide an assessment of the Ten-t parameters compliance, but rather to identify current bottlenecks and to encourage a consistent answer by the different actors

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Presentation of the Study – feeding the study

For collecting the information for the **infrastructural parameters** we used the instrument of a common Base matrix agreed during the LM WGs, including the following set of information:

BASIC INFO

Address, GIS, Type of facility

Also in
view of
CIP

INFRASTRUCTURAL PARAMETERS

In view of
study on
long train

CAPACITY INFO

MANAGERIAL INFO

Main rail line	Transfer station	Connecting line	Inside the Terminal
Max. train length	Max. track length	CL length	Inbound and outbound access
Line electrification		CL ownership	Max. track length
Max. Axle load		n. of tracks	Max. axle load
Train speed		Max. train length	n. of tracks
Track gauge		Max. Axle load	
ERTMS		Line electrification	
		Track gauge	

Accompanied by an in-depth analysis of the
shunting operations

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Presentation of the Study

- **RRT and port-related terminals compliance** to some of the RRT Generic KPIs:
1 table per Country listing the selected terminals and providing infrastructural information

AREA	ALGECIRAS		CARTAGENA	CORDOBA	BARCELONA					MADRID			MURCIA	TARRAGONA			PORTBOUT	VALENCIA				ZARAGOZA			
Terminal	Isla Verde Exterior	San Roque La Línea	Cartagena APC*	Córdoba Mercancías	Terminal Muelle Sur (APM)	Terminal El Prat (BEST)	Barcelona Can Tunis (marshalling)	Barcelona Morrot	Granollers Mercaderies	Abrorfigal Logistic Center	Coslada	Puerto Seco Azuqueca de Henares	Murcia Mercancías	Tarragona Mercaderies	DP World Terminal	Constanti	Portbour*	APM Terminal Valencia	Noatum Container Terminal	Valencia Fuente de San Luis	Silla Mercancías	Zaragoza Plaza	Zaragoza Terminal TM Z	Monzon Terminal	Zaragoza LTA (JCV Shipping & Solutions)
KPI																									
intermodal transhipment																									
740 m accessibility											*	*	*						*	*			*		
electrified accessibility											TBC							*							
open access terminal																									
UIC gauge access																		**							

Spanish installations as an example



the information is only illustrative

The table is accompanied by specifications (*) about single facilities and information about planned or ongoing investments.

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Presentation of the Study

➤ Compatibility Across Table:

1 table per Country showing the horizontal compliance (with ten-t infrastructure parameters) of all the components (main railway line; transfer station; CL; loading facility) allowing to run a rail freight transport

	AREA	TORINO		NOVARA				MILANO		VERONA	PADOVA		CERVIGNAN O	VENEZIA		TRIEST	
	TERMINAL	Orbasano Intermodale	Terminal AFA	SITO Interporto	Novara Boschetto T1	Novara CIM T2	Novara Boschetto - autostrada viaggiante	Milano Smistamento	Milano Segrate	Quadrante Europa	Padova Interporto	Padova Terminal FS Logistica	Interporto Cervignano del Friuli S.p.A.	Vecon	TIV - Terminal Intermodale Venezia	Trieste Marine Terminal	
infrastructure components																	
main railway line		train l. 740 m	600	600	600	575	575	575	600	600	600	625	625		625	625	550
Transfer s.		train l. 740 m	610	710		583	583	505		580	645	750	750		700	700	623
Connecting line		electrification	n/a	n/a													
	train l. 740 m	n/a	n/a		n/a	n/a	n/a		n/a	600							
inside the Terminal	electrification		n/a				n/a										
	train l. 740 m		n/a		360	600	n/a		560	600	750	750		560	450	600	

Italy as an example



the information is only illustrative

The table is accompanied by specifications (*) about single facilities and possible investments planned (investments on the main railway lines are not included).

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Presentation of the Study

In order to collect the information for the **operational part** during the WG a common table was defined:

SHUNTING OPERATION

Model of shunting (description of the shunting management)			conditions in case of self-supply (2.3 common template)	coordination between train path and Terminal slot		short description of the coordination process	Company in charge of the shunting service (name)	transfer station	Max. track length at transfer station (A/D tracks)	Min. track length at transfer station (A/D tracks)	N. of tracks	Max track length within Terminal (without loco)	N. of tracks	N° of Rus providing services to/from the Terminal
self-supply	IM	Single Manager		yes	no									

Info on the Model of Shunting

Available coordination between train path and terminal/shunting slots

Degree of shunting operation to be performed

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Next steps and initiatives

- In-depth analysis of the operations in one sample terminal (most probably in northern Italy);
- Definition and execution of one integrated capacity pilot (to be defined in cooperation with the terminal involved);
- Cross-corridor approach to the pilot initiative in order to avoid, pilots duplication and confusion for customers;
- Release of the study (to be decided if publicly available or for internal use, but the information will be shared within European platforms (railfreighlocations.eu, CNC..)).

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Questionnaires feedback

2 DIFFERENT
QUESTIONNAIRES FOR
Corridor STAKEHOLDERS (RUs
and TMs)



Presented in Ljubljana
TAG-RAG 14/11/2017

Questionnaires sent to Rus: ≈ 63 final deadline 15/12
Questionnaires sent to TM: ≈ 54 final deadline 15/12

FEEDBACKS RECEIVED :

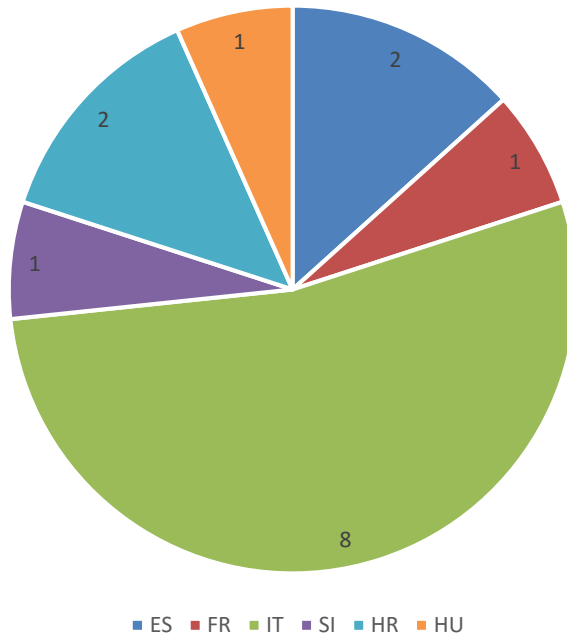
7 from RUs
8 from TMs

13% of the
addressees
answered the
questionnaires

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Questionnaires feedback

Questionnaires feedback



Who answered?

RUs	TMs
DB Cargo It	Barcelona Port Authority
RCC Hr	Quadrante Servizi (Verona)
TXLogistics	Port of Venice
Captrain	RIJeka port
SZ tovarni promet	Port of Valencia
Mercitalia Rail	Mahart Terminal (Budapest)
VIIA	Terminali Italia (Verona)
	Trieste Marine Terminal

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Questionnaires feedback

Problems	Suggestions
Terminals not directly connected to the main line and junction only in one direction.	Mapping all the facilities (also smaller terminals)
Interference between A/D tracks and receiving/dispatching tracks	Certain standard rules defined by the terminals should be considered in path construction
Lack of harmonization between stations' opening times and Last mile/terminal operator working times.	Implementation of a European tracking system for freight trains
Most of last mile tracks do not have overhead line and requires diesel shunting loco (possibility to deliver trains with line locomotive)	Sharing of good practices and regulations regarding Last Mile operations across Countries.
Electrification of exchange tracks	
Abandoning of industrial tracks	
High costs of shunting operations	
If a train is re-planned, last mile operations are not re-planned accordingly	
Single track connection to loading facility	
Interference between shunting movements and train movements (Port)	
High number of level crossing (Port)	
Lack of competition, lack of manoeuvring locomotives	
Length of exchange tracks	
Stabling capacity	

END OF THE MEETING
THANK YOU ...

ENJOY THE VISIT !