

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

International End-to-End Freight Traffic Monitoring Pilot along the Mediterranean corridor

In cooperation with



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

1 / Goals of the Pilot

- To track **end-to-end** international freight rail traffic including Terminals' operations, monitoring the quality of the selected services
- To improve the coordination among **all the actors** in the rail supply chain (IM/RU/Terminals), increasing the quality and reliability of the rail transport
- In the event of a **train delay** or any other event affecting the punctuality of monitored rail flows
 1. to **alert** the others stakeholders
 2. to collect and share information on the **actual estimated timing of shipment**
- To compare the **real traffic data** with information provided by **existing ICT tools**, so to verify the completeness and quality of ICT Train monitoring systems
- To perform with the Final Report an **evaluation of the Pilot** and a **Return on Experience (REX) analysis**, with the goal to identify critical areas within the selected services and processes and to focus on areas of improvement able
 1. to establish best practices for a **permanent monitoring** of traffics flows in RFCs
 2. to improve **coordination** among the parties and consequently quality/reliability of the services
 3. to improve the **data quality of ICT systems** monitoring the trains
 4. to improve **the quality of the PaPs** in the next TimeTable (by improving the integration with terminals, reducing the idle times and enhancing the commercial speed)

2 / Organization of the Pilot

The Project Team

The Project Team is composed by Med RFC Traffic Monitoring Observatory and by representatives of all the Parties involved (origin and destination Terminal, departure and arrival IM, departure and arrival RU)

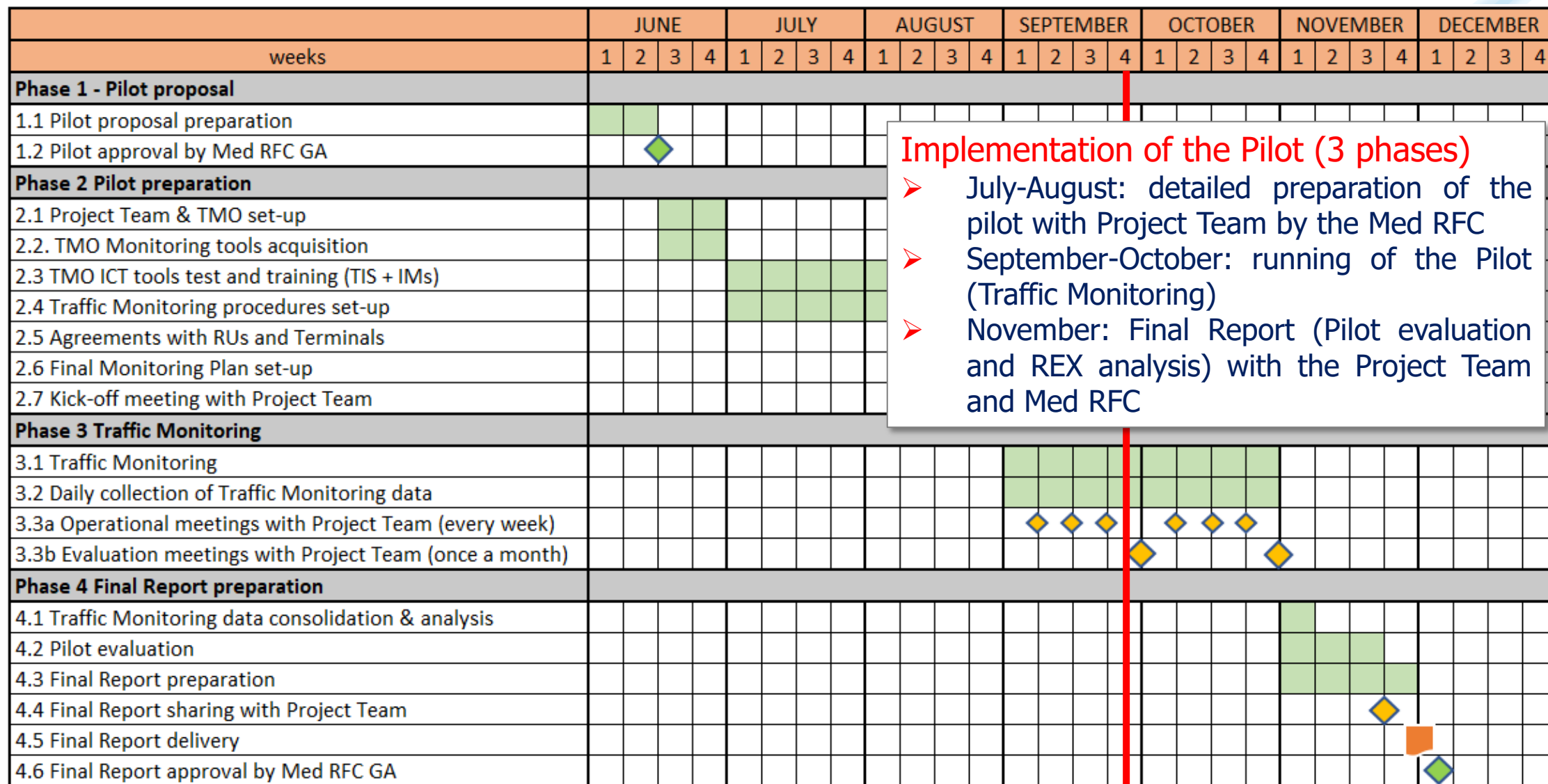
The Traffic Monitoring Observatory (TMO)

- Organized under the supervision of the Mediterranean RFC, TMO is composed by a team of three operators speaking English and with a good knowledge of logistics and rail transportation
- To ensure the needed know-how, the Pilot has been developed in partnership with the Politecnico di Milano and the TMO operators are students preparing a Master degree thesis

Location and tools

- The Team is located in the Med RFC head-office in Milano, with the extended use of smart working
- Utilization of existing ICT tools (TIS & Teams Border Operations share-point) plus e-mail and phone
- All the costs of the Pilot are covered by Med RFC Action 2016-PSA-RFC06

3 The Pilot's Gannt

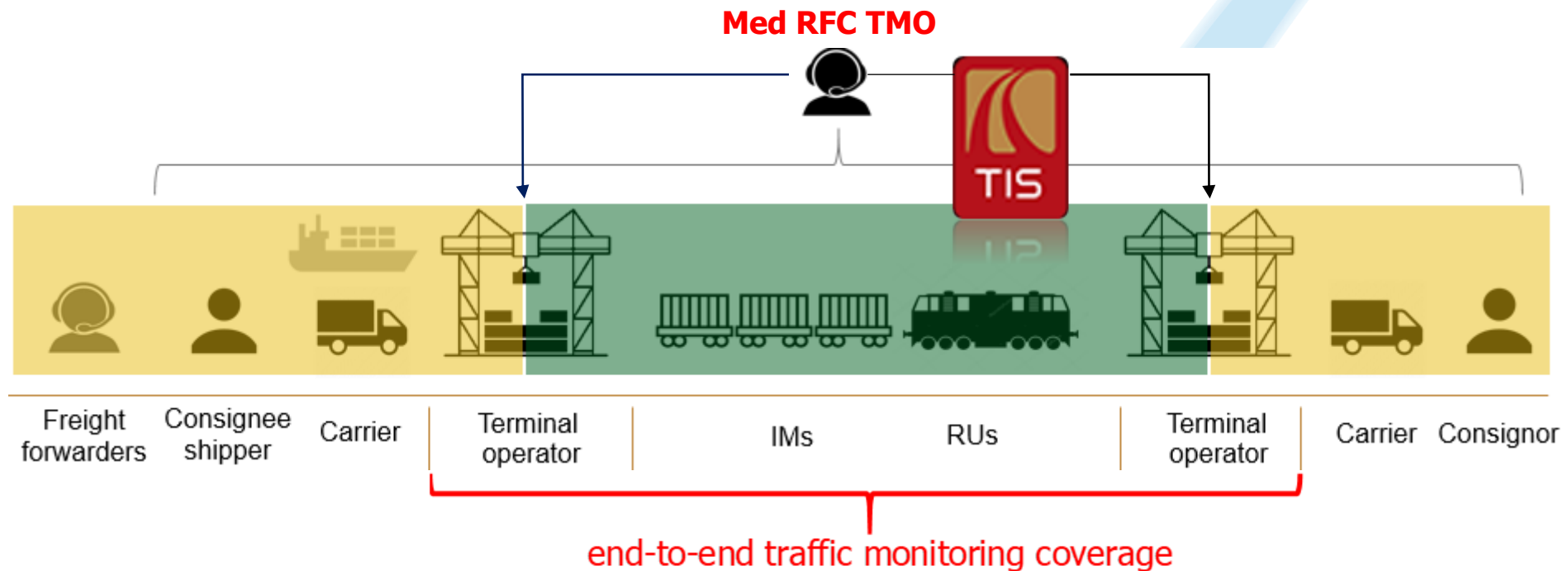


Implementation of the Pilot (3 phases)

- July-August: detailed preparation of the pilot with Project Team by the Med RFC
- September-October: running of the Pilot (Traffic Monitoring)
- November: Final Report (Pilot evaluation and REX analysis) with the Project Team and Med RFC

4 Pilot's Frame

- Med RFC Pilot will monitor a limited number of trains running between Italy, France and Spain, checking the punctuality and data quality. The information will be collected using e-mails and phone calls, checking the train runs in TIS as a primary source of information and national IMs' ICT systems, if possible.
- The monitored trains have been selected within regular relations with a relevant number of circulations per week and will be agreed with RUs, Terminals and IMs
- Extension of the Pilot (about 150 circulations monitored over two months)



5 / The Monitoring procedure

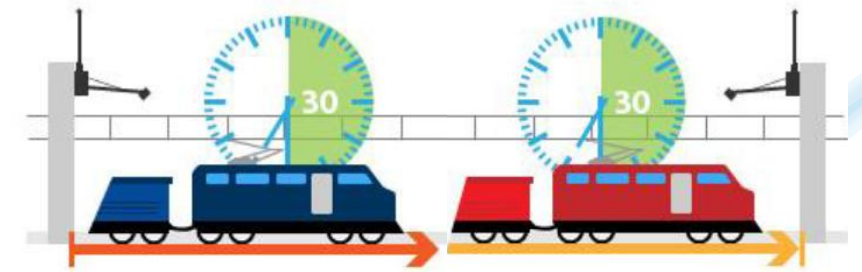
Med RFC TMO will be monitoring trains running between Italy, France and Spain, comparing and recording actual times with the scheduled ones. The information will be collected using e-mails and phone calls, checking the train runs in TIS as a primary source of information and national IMs' ICT systems, if possible.

- a) In case of compliance (no delay or less than 30 minutes), Med RFC TMO will take note and **record the information daily** on a dedicated excel Pilot's Monitoring Log-file.
- b) In case of non-compliance (delay more than 30 minutes), the Med RFC TMO will verify that the involved Party (the IM, RU, Terminal/Plant involved) will have properly informed the downstream parties of **the Estimated Time of Completion (ETC)** of the interested step, including the real cause of delay (delay code). If not, the TMO will provide directly to share the information and will take the necessary steps so that the same issue doesn't occur the next days. TMO will also in this case take note and record the information on the Pilot's Monitoring Log-file.
- c) Med RFC TMO will perform also a **Check of the consistency** between TIS data and the National IMs' ICT systems data or data collected from Terminals/RUs/IMs (reliability of TIS data) and will take note and record the information on the dedicated section of Pilot's Monitoring Log-file.

6 / The Pilot evaluation

Quantitative indicators – Process/Traffic performance

- Traffic performance (delays per trains runs, main causes of delay, main locations of delay etc.)
- Process performance (completeness, proper timing, flows of communication etc)
- Enhancements in planning for next TT



Quantitative indicators - Check of the ICT consistency

- Number of inconsistencies detected
- Split of inconsistencies per source/cause
- Suggestions for an improvement of Data Quality



Qualitative indicators

■ very unsatisfied ■ unsatisfied ■ slightly unsatisfied ■ slightly satisfied ■ satisfied ■ very satisfied

- Time required to answer by TCCs in Italy/France/Spain
- Time required to answer by TOs/RUs in Italy/France/Spain
- Stakeholder and End Users Satisfaction Survey



7 / Final Goals of the Project and future developments

- The Pilot Project, lasting five months and covering a limited number of train runs (approx. 150), is finalized to the proper establishment of procedures, organization and tools needed for an effective Proactive Traffic Management along the Mediterranean Rail Freight Corridor.
- Further developments will have the goal to extend gradually the monitoring to all the international freight trains, developing the needed ICT tools and establishing consequently proper procedures.
- Main outputs foreseen for the Pilot are:
 1. proactive involvement of IMs, RUs, and Terminal Operators (TOs) in the monitoring of each train;
 2. regular feed-back on the quality of TIS data provided by the IMs to RNE, with extension to last-mile activities;
 3. performing of daily end-to-end punctuality reports for the monitored traffic flows and organization of evaluation meetings, with all the involved parties (IMs, RUs, TOs);
 4. preparation of a Final Report, summarizing the overall results in terms of reliability and punctuality of the monitored relations, pointing out the main bottlenecks and suggesting corrective actions and improvements to the monitoring procedure.



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Amministrazione Trasparente

13th-15th May 2020

The Mediterranean Rail Freight Corridor participation from May, 13th until 15th on the TEN-T DAYS 2020 in Šibenik with the RFC Network and RNE is **cancelled due COVID19 emergency restrictions.**



Mediterranean Rail Freight Corridor connects you!

*Thank
you*

