13th Advisory Group TAG / RAG meeting
Port Maritime de Marseille
23, Place de la Joliette
Marseille (France)
Date: 27/02/2019    9:30-16:30
Co-financed by the European Union
Connecting Europe Facility
<table>
<thead>
<tr>
<th></th>
<th>Topic</th>
<th>Speaker</th>
<th>Time</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Welcome from Port of Marseille (Traffics / modal split, use of Corridor...)</td>
<td>TAG-RAG Spokesmen</td>
<td>10:00</td>
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<td>10:30</td>
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<td>2</td>
<td>Last TAG RAG follow up and new topics</td>
<td>Managing Director</td>
<td>10:30</td>
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<td>TAG RAG Spokesmen</td>
<td>12:00</td>
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<td></td>
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<td>Project Manager, SZI ADIF,SNCF Réseau,RFI</td>
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<td>Topic:</td>
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<tr>
<td></td>
<td>1. Spokesmen feedback &amp; presentation;</td>
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<td>2. 12th TAG-RAG meeting follow-up (MD);</td>
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<td>3. Future developments on the corridor in Spain (ADIF);</td>
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<td>4. Shengen border’s rail flows situation update (SZI);</td>
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<td>5. Focus on the study max train length: RUs point of view (PM);</td>
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<td></td>
<td>6. P400 Loading gauge upgrade study (SNCF Réseau+RFI).</td>
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<tr>
<td>3</td>
<td>UIRR Presentation (Service Facilities Portal).</td>
<td>UIRR</td>
<td>12:00</td>
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<td>12:30</td>
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<td>4</td>
<td>COSS state of play</td>
<td>COSS leader</td>
<td>12:30</td>
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<td>13:00</td>
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<tr>
<td></td>
<td>1. PaP Offer TT2020;</td>
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<td></td>
<td>2. TCRs updates;</td>
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<td></td>
<td>3. Cooperation among MED RFC and Amber RFC;</td>
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<tr>
<td>5</td>
<td>ICM developments</td>
<td>Deputy Director</td>
<td>13:00</td>
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<td>13:30</td>
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<td></td>
<td>1. RNE ICM handbook short overview;</td>
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<td>2. Med RFC Re-routing overview presentation;</td>
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<td>3. Q/A.</td>
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<td>6</td>
<td>TPM developments</td>
<td>Deputy Director</td>
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<td>14:00</td>
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<td></td>
<td>1. Performance reports and related meetings with RUs;</td>
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<td></td>
<td>2. Q/A.</td>
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<td>7</td>
<td>CIP and Last Mile</td>
<td>Project Manager</td>
<td>14:00</td>
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<td>14:20</td>
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<td>8</td>
<td>2019 Strategies and Projects for the Corridor</td>
<td>Managing Director</td>
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<tr>
<td></td>
<td>1. Boost on Rail</td>
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<td>2. TTR Pilots</td>
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<tr>
<td>9</td>
<td>Visit to Terminal</td>
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PRE-MEETINGS
1/ Welcome from Port of Marseille

 Traffics / modal split, use of the corridor
2/ a Spokesmen feedback & presentation

Railways Undertakings’ Advisory Group
2b Spokesmen feedback & presentation

Terminals’ Advisory Group
2/12th TAG RAG meeting main issues:

- **RAG**: comments from RUs about **TT 2020 Commercial Offer**
- **RAG**: TCRs - major **harmonization of the interruptions between the various countries** (combine the infrastructural works in the same period of time and communicate the alternative routes to be used).
- **RAG**: Realization of **Standard Gauge track** on the **Spanish Part**.
- **RAG**: Delays at Dobova and Villa Opicina border stations.
- **TAG**: **Service Facility Portal** implementation
2/12th TAG RAG meeting main issues:

➢ Spokesmen feedback & presentation;
➢ 12th TAG-RAG meeting follow-up (MD);
➢ Future developments on the corridor in Spain (ADIF);
➢ Shengen border’s rail flows situation update (SZ-I);
➢ Focus on the study max train length : RUs point of view (PM);
➢ P400 loading gauge extension possibilities (SNCF+RFI).
12th TAG RAG meeting main issues follow-up:

- RAG: comments from RUs about **TT 2020 Commercial Offer**
  - C-OSS will cover this issue
- RAG: **TCRs - harmonization of the interruptions between the various countries**
  - Med RFC TCR state of play (C-OSS)
- RAG: Realization of **Standard Gauge track** on the Spanish Part.
  - ADIF will cover this issue
- RAG: **Delays at Dobova border station and Villa Opicina border station.**
  - SZ-I will cover this issue
- TAG: **Service Facility Portal** implementation
  - UIRR presentation of Portal implementation
2. Shengen border’s rail flows situation update
Focus on the study max train length:
RUs point of view
Max. Train length Report - 2019

- Objective 740 m by 2030
- Rotterdam Declaration Priority # 7
- 2019 Med RFC – max. train length is very fragmented along the corridor
Max. Train length Report – Year 2019

32% of lines are adapted for 740 m long trains mainly in France and Hungary

Half of MED RFC lines are limited to the circulation of train below 600 m
Max. Train length Report – Year 2025

By 2025 the lines allowing the circulation of 740 m trains will double along RFC Med

Most of the interventions (in terms of line/Km) are foreseen in Italy and Spain (the section Madrid – Barcelona was not counted)
Max. Train length Report – Year 2025

- Extension to 740m for the section Madrid-Zaragoza-Barcelona is in the process of being agreed by Adif and Port of Barcelona
- Adaptation to 740 m trains on all the RFI Network
- Adaptation to 740 m trains on the coastal line of Spain from Almeria up to France border
- Adaptation to 740 m trains of some sections on HZI and SZI networks
Max. Train length Report – Year 2030

Max. train length distribution Med RFC Year 2030

- **SLOVENIA:** Divača - Ljubljana
  Pragersko - Hodoš

- **CROATIA:** Moravice - Ogulin
  Ogulin - Karlovac
  Zagreb RK - Sesvete
  Sesvete - Dugo Selo
  St. Bor. Savski Marof (HR-SI) - Zagreb RK

Med RFC distribution of Max. train length

- ≥740 m: 28%
- ≥ 600 m: 65%
- < 600 m: 7%
Your opinion is valuable to us!

“Tell us what you think!”
2. P400 loading gauge extension possibilities (SNCF+RFI)
3. UIRR presentation of Portal implementation
4. C-OSS STATE OF PLAY

- PaP Offer TT2020;
- TCRs updates;
- Cooperation among MED RFC and Amber RFC.
Stabilisation of the overall volume of Pap published.

- Increase in France, Spain, Croatia and Slovenia
- Decrease in Italy and Hungary where we are aiming at increasing the sales rate by adjusting the offer to real needs
3. C-OSS STATE OF PLAY – PaP offer TT2020

Contribution from all IMs to the global capacity published for TT 2020

TT 2019 Sales Rate IM per IM

Only Pap km are shown here, not the Tailor made km
This performance indicator shows the average Pap commercial speed and transit time on a sample of O/D pairs chosen by the corridor to offer a relevant overview of the Mediterranean RFC Pap Offer.

<table>
<thead>
<tr>
<th>RFC section</th>
<th>Distance</th>
<th>2020 Average transport time</th>
<th>2020 PaP speed (km/h)</th>
<th>2019 Average transport time</th>
<th>2019 PaP speed (km/h)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BARCELONA &lt;-&gt; PERPIGNAN*</td>
<td>164 km</td>
<td>4:21</td>
<td>48 km/h</td>
<td>4:21</td>
<td>48 km/h</td>
</tr>
<tr>
<td>MADRID &lt;-&gt; CERBERE*</td>
<td>659 km</td>
<td>14:53</td>
<td>61 km/h</td>
<td>15:07</td>
<td>60 km/h</td>
</tr>
<tr>
<td>GRANOLLERS &lt;-&gt; PORT BOU*</td>
<td>138 km</td>
<td>2:17</td>
<td>60 km/h</td>
<td>2:21</td>
<td>59 km/h</td>
</tr>
<tr>
<td>PERPIGNAN &lt;-&gt; MILANO</td>
<td>983 km</td>
<td>20:05</td>
<td>49 km/h</td>
<td>20:32</td>
<td>48 km/h</td>
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<tr>
<td>AMBERIEU &lt;-&gt; TORINO</td>
<td>286 km</td>
<td>6:47</td>
<td>43 km/h</td>
<td>6:33</td>
<td>44 km/h</td>
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<tr>
<td>SIBELIN &lt;-&gt; TORTONA</td>
<td>425 km</td>
<td>10:34</td>
<td>41 km/h</td>
<td>10:28</td>
<td>41 km/h</td>
</tr>
<tr>
<td>MILANO &lt;-&gt; ZAHONY</td>
<td>1374 km</td>
<td>34:01</td>
<td>40 km/h</td>
<td>35:33</td>
<td>39 km/h</td>
</tr>
<tr>
<td>KOPER &lt;-&gt; ZAHONY</td>
<td>1016 km</td>
<td>25:06</td>
<td>40 km/h</td>
<td>26:51</td>
<td>38 km/h</td>
</tr>
<tr>
<td>LJUBLJANA &lt;-&gt; ZAGREB &lt;-&gt; FERENCVAROS</td>
<td>510 km</td>
<td>19:39</td>
<td>28 km/h</td>
<td>18:34</td>
<td>28 km/h</td>
</tr>
<tr>
<td>RIJEKA &lt;-&gt; FERENCVAROS</td>
<td>597 km</td>
<td>20:04</td>
<td>30 km/h</td>
<td>23:21</td>
<td>26 km/h</td>
</tr>
</tbody>
</table>

*Border dwelling times between Spain and France are not included here as it would be irrelevant for the calculation of average speed (High Dwelling are due to change of Axle Load, transshipment or answer to customer resource optimization).
Important dates!

**International Timetabling Calendar 2020 – Rail Freight Corridors**

- **08 Apr 2019** - Last day to request PoPs
- **22 Apr 2019** - PoP Pre-Booking Information
- **09 Apr - 01 Jul 2019** - Construction of the Timetable
- **01 Jul 2019** - Publication of International Draft Timetable
- **02 Jul - 02 Aug 2019** - Observations and Comments from Customers
- **19 Aug 2019** - Publication of International Final Timetable
- **25 Aug 2019** - Acceptance of Final Offer
- **15 Oct 2019** - Last day to publish Reserve Capacity
- **15 Dec 2019** - Start of Timetable 2020
3 C-OSS STATE OF PLAY – PaP offer TT2020

A network of C-OSS working together to support customers

5 PCS trainings offered this year (common to several RFCs)

- Brussels - 30/31st January 2019 (2,4,6,8)
- Frankfurt 7/8 February (1,3,8)
- Budapest – 5/6 February 2019 (6,7,9,11)
- Warsaw – 14/15 February 2019 (5, 8, 9, 11)
- Milano – 20th Feb (1,3,5,6)
### C-OSS STATE OF PLAY – PaP offer TT2020

Catalog available on Mediterranean RFC [website](#)
3/ C-OSS STATE OF PLAY – PaP offer TT2020
C-OSS STATE OF PLAY – PaP offer TT2020

Overlapping section with North Sea Med Corridor and Connection with Atlantic corridor: One single offer from SNCF R split in 3 sections, one for each corridor and identified by the same PaP ID.

Search with Pap ID RFC426
Overlapping section with Amber Corridor:
One single offer from SZ-I visible either if selecting Mediterranean or Amber RFC in PCS

Filter « starts with » Koper
Mediterranean RFC decided to maintain a TCR coordinator, role accepted by the C-OSS.

The TCR Coordinator will facilitate and stimulate when necessary coordination of TCRs by:

- Enhancing the necessity for IMs to harmonise TCRs.
- Following the output of bilateral meetings taking place along the corridor.
- Triggering additional harmonisation of TCRs if necessary.
- Ensuring common publication of TCRs twice a year on Mediterranean website.
- Ensuring the link between RNE TCR group and all IMs of the corridor and especially in following the development of RNE TCR Tool.
Main TCRs foreseen for 2020 in Spain

Valencia E.Nord - Castellbisbal
Main works are related to the implementation of a standard gauge between Valencia and Barcelona

Are currently foreseen Restrictions of capacity and speed up to March 2021
Main TCRs foreseen for 2020 in France

Livron Rail Track Ballast renewal
Continuous closure in Livron (Tracks A+B) : 25/05 to 26/06
Centralised traffic control
Continuous closure of the siding Livron-La Voulte, tracks1+2 (23h55) in June

Rail Track Ballast renewal
Narbonne Montpellier : Continuous closure, Tracks1+2, May

Rail Track Ballast renewal and
RAV in Cerbère : Continuous closure (67hrs) Tracks1+2 in October
Rail Track Ballast renewal of the
Ballitres tunnel : Continuous closure (15hrs), July
Rail Track Ballast renewal +
Bridge deck in Elne : Continuous closure (36hrs+24hrs) in October

Arles Embankment : Continuous closure Tracks1+2, August (55h) + 30th May (44h30)

Frontignan bridge deck : Continuous closure Tracks1+2, May (85hrs)
RAV Agde : Continuous closure Tracks1+2, May (85hrs)

Rio Tinto Tunnel reflection : Continuous closure (94hrs) on Tracks1+2, September to December
State/region Performance works
Martigues/L’Estaque (CPER) : Continuous closure (TBD) on Tracks1+2 between September and December
Port-de-bouc Railway bridge: Continuous closure (24hrs) on Tracks1+2 in September

ADV renewal Pas des Lanciers : Continuous closure on Tracks1+2 on 17th-18th October
RAV of Marseille St Charles : Continuous closure of Marseille station (20h/38h/48h), April/May

ADV replacement St Marcel/Romans: Continuous closure (35h45) on Tracks1+2, October

RAV in Miramas Station : Continuous closure in September

Lyons-Torino Tunnel (TELT) + Net conformity operations + Works in the
Madeleine Tunnel : Continuous closure (94hrs) on Tracks1+2, August+October
Total closures foreseen for 2020 in Italy

**Between Torino – Genova** (Arquata – Bivio fegino) Line closure for 30 days in August 2020

**Modane**: closure for 7 days + 21 days, 8 h closure with alternative passage for freight train.

**Alessandria-Novara**: 2 days total closure + platform unavailable for crossing for 30 days

**Torino-Milano (Novara)**: 3 days of total closure in August
Main TCRs foreseen for 2020 in Slovenia

**Zidani Most – Rimske Toplice**: double track line / one track closure-permanent
- From 19/08/2019 – 17/01/2020: closure right track
- From 09/03/2020 – 03/08/2020: Closure left track

**Ljubljana – Brezovica**: 1st July – 28th Oct reduced track availability for left track renewal

**Divaca – Koper**: single track line closures on:
- From 22/08 7a.m TO 24/08 7p.m
- Twice, 48h closures (26-27/07; 9-10/08)
- From 8a.m to 2p.m on: 13.01., 27.01., 09.03., 23.03., 06.04., 20.04., 04.05., 18.05., 08.06., 22.06., 14.09., 28.09., 12.10., 26.10., 09.11., 23.11., 14.12., 28.12.2020

**Pragersko – Ormož** (single track line)
- Closure from 7 to 11 a.m, on: 16.03., 23.03., 06.04., 13.04., 20.04., 27.04., 31.08., 07.09., 14.09., 21.09.2020

**Ormož - Hodos**: (single track line)
- Closure from 7 to 11 a.m on: 04.05., 11.05., 18.05., 25.05., 05.10., 12.10., 19.10., 26.10., 09.11.2020
Main TCRs foreseen for 2020 in Croatia

Zagreb – Rijeka:
Rehabilitation of the cuttings
Day closures (switching off the voltage 8am to 14pm)

Sušak - Rijeka Brajdica:
Development at Rijeka Harbor + connection to the container Terminal.
Permanent diversion of traffic through Rijeka city for 24 months

Koprivnica border – Dugo selo:
Dec 2019 – dec 2020 daily closure from 7a.m to 4p.m
Renewal of the line

S.Marof - Zagreb:
Renewal of the line + Savski Marof, Zaprešić and Podsused stations
No total closure but
One track closure (32cycles of 36 hours closure then 20 days 6-8h closures)
Total closures foreseen for 2020 in Hungary

Celldömölk - Győr: 27th - 30th July

Boba - Székesfehérvár: there will be 4 periods between 30th March till 8th May on the whole 114 km long route so in these periods we will offer alternative PaPs via Celldömölk and Győr.

Hodos - Boba: - 20th-26th April every night from 8pm to 5am between Őriszentpéter and Zalaszentiván, - 4th-9th May every night from 11pm to 4am between Zalaszentiván and Boba.

Miskolc/Mezőzombor - Nyíregyháza: - from 4th May till 26th July a total closure on the single track section to eliminate speed restrictions.
LUNCH BREAK

KEEP CALM
AND
ENJOY YOUR LUNCH!
5. ICM developments

- Draft ICM manual presentation
ICM developments/ICM Handbook short overview

- The European Commission asked the sector to come up with a ICM Handbook proposal
- To be implemented from timetable period 2019
- Defines the necessary cooperation in case of disruptions with international relevance:
  - How to recognize and when to declare an internationally relevant disruption
  - The process for international business continuity management
  - The roles needed for the international cooperation, whom to contact
  - Pre-defined procedures and best practices
- Key criteria:
  - with a forecasted impact > 3 calendar days
  - with a high impact on international traffic (50% of the trains)
- Major elements of business continuity management:
  - Pre-defined RFC re-routing overview – options and scenarios to be published
  - Allocation principles – as a proposal if in line with national laws and rules
  - Disruption management process
  - Communication process – on management level (not train related)
5 ICM developments/ICM Handbook short overview

➢ Re-routing overview

- Thinking European Network, beyond the routing of RFCs vs national solutions
- Diversionary routes with infrastructure parameters and info on possible restrictions
- Review with RUs regarding operational restrictions

➢ Capacity indication

- Extremely limited: about < 10 trains per day per direction
- Limited: about 10 – 24 trains per day per direction
- Good: about 25 – 50 trains per day per direction
- Excellent: about > 50 trains per day per direction
5/ ICM developments/ICM Handbook short overview

- Re-routing scenarios
  - Identification of critical sections
  - Definition of route categories
    - Category A – diversionary route with little impact
    - Category B – diversionary route with medium impact on operations
    - Category C – many restrictions, diversions not easy
  - General information about critical sections
  - Re-routing options for critical sections
  - Schematic map
  - Cross a border: other national rules, for example language requirements, different signalling- and traction power systems
  - Trains might be treated as an ad-hoc train in case of an incident
  - Parking locations & capacity
  - General mitigation measures
Diversionary routes with infrastructure parameters

- ADIF
- SNCF Réseau
- RFI
- SŽ-I
- HŽI
- MÁV
6/ TPM Developments

➢ Performance reports
➢ Meetings with RUs
6. TPM Developments/Performance reports

➢ Punctuality reports – Monthly/Quarterly
  ▪ International freight trains
  ▪ At least one running advice (RA) in the whole train run
  ▪ Calculated direction (S/N, N/S, E/W, W/E)
  ▪ Punctuality threshold < 30 minutes
  ▪ Reporting points to display
  ▪ Punctuality at Real origin/Final destination
  ▪ Punctuality at IM origin/IM destination
  ▪ Punctuality at RFC Entry/RFC Exit
  ▪ Top 10 Highly Delayed Trains

<table>
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<tr>
<th>Train #</th>
<th># of runs</th>
<th># of delayed runs</th>
<th>avg. delay of delayed runs</th>
<th>avg. delay of all runs</th>
<th>sum of delays</th>
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<td>11</td>
<td>162</td>
<td>148</td>
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</table>
Punctuality reports – Monthly/Quarterly

- Delay reason group: IM, RU, External or Secondary
  - IM group: all delay codes starting with 1, 2 or 3
  - RU group: all delay codes starting with 5 or 6
  - External: delay codes starting with 8
  - Secondary: delay codes starting with 9
6/TPM Developments/Performance reports

- Punctuality reports – Monthly/Quarterly
  - Filters
    - Train number
    - Points
    - IMs
    - RUs
    - Punctuality thresholds from 3 minutes to 6 hours (30 minutes default)

- Your inputs for your benefit are welcome
  - What to add?
  - What to get rid of?
  - What to change?
  - What to improve
Rail Freight Corridor Punctuality Development Report

Parameters:
- Time period: 2018-12
- Train type: Freight
- Punctuality threshold: 30 min.

List of train numbers:
- Point list name: Gallarate – MILANO – MODANE – LYON – PERPIGNAN – BARCELONA
- List of points:
- List of IMs: [ADIF,LFP,RFI,SNCF Réseau]
- List of RUs: [RENFE MERCANCÍAS, S.A.,SNCF-FRET,Meritalia]

Number of trains considered in report:

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<th>Number of trains</th>
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<th>East-West</th>
<th>Number of trains</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>406</td>
</tr>
</tbody>
</table>

6/TPM Developments/Meetings with RUs

➢ TPM WG meeting days with RUs
  - Where? Milano
  - When? May 14, 22, 23, - 1 out of these 3 days to be selected today
  - When? November 19, 25, - 1 out of these 2 days to be selected today

➢ Cereal shipments to Italy TPM WG meeting days with RUs
  Meeting 1
  - Parties? Hungarian RUs, MÁV/VPE, HUNGRAIL, CEREAL ASSOCIATION
  - Where? Budapest
  - When? June – to be defined
  Meeting 2
  - Parties? Involved RUs/IMs out of HR, HU, IT, SI & CEREAL ASSOCIATION
  - Where? Zagreb
  - When? 27 September
CIP and Last Mile
Customer Information Platform

WHAT?

Single source of harmonized information for all RFCs
Available 24h a day and 7/day a week
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

Coming soon:

- Interactive map with infrastructure parameters
- CID as PDFs
- TCRs as XLSs
- PAP catalogue as XLS/PDF
- RAG/TAG Information

Customer benefit:
Easy access to RFC-related information
7. Customer Information Platform

Free LOGIN and ACCES for all customers without registration.
7/ Customer Information Platform

Main harmonised corridor info you can find in CIP

Interactive Map

Corridor Information Documents
Customer Information Platform

Tab controlled navigation between the main areas

Layer Control:
- Switch on / off
- Switch between

Find a location
Find a route
Multicorridor View

Check line parameters

View and set scale
Legend with graphic representation and textual description

Fit to all corridors
1. Trigger the function
2. Instructions pop-up
3. [Map of rail freight corridor]
4. Filter based on axle and/or meter load (optional)
5. Start calculation
6. Result will be shown on the map
7. List of segments will be shown and available for further processing
Mid- and long term goal/vision: RFC-related information clustered in the interactive map

- To display the already existing information in the interactive map:
  - Information for all RFCs shall be available in a single interactive map
  - The displayed information would be up to date and thus highly usable

- Implementation by the means of automatic interfaces between IT tools:
  - Step-by-step approach supported by the Big Data Concept
RNE IT Strategy – Concept (Big Data)
Integration of new Systems (TCR) after Big Data
How to access the CIP?

https://cip.rne.eu/

If you need support with accessing the system, please contact CIP Service Desk:

For e-mail inquires write to: support.cip@rne.eu
For inquires by phone call
+43 1 907 62 72 25

Service Desk opening hours on working days:
Monday - Thursday: 09:00 - 16:00
Fridays: 09:00 - 15:00

For suggestions, questions and support the Project Manager of Med RFC is always available:

@ g.gargantini@railfreightcorridor6.eu or +39 02 36742662
The study was completed and approved;
The last checks concerning third party data are undergoing;
This will be soon published on the Med RFC website and sent to all interested parties;
The information collected could be used for CIP data entry purposes after confirmation by the different entities;
6/ 2019 Strategies and Projects for the Corridor
The Mediterranean corridor and the RFCs’ Network

➢ The Mediterranean Rail Freight Corridor is central within European RFCs’ Network

➢ Its main features is to cross transversally West to East the European region, crossing in this way most of the other corridors (from West to East: RFC 4, 2, 1, 3, 5, 7 e 11)
Main Fluxes along Med RFC
In cooperation with other RFCs

> 30,000 trains per year
> Most of the fluxes run only over a part of the corridor, they start or end on another corridor
> Main fluxes:
  - Spain – Northern Europe
  - Italy – Northern Europe
  - Italy – Slovenia - Hungary
Split of the capacity’s requests (% of the total number of requests)

- **ES-FR-DE/BE/UK:**
  - Via Cerbère/PortBou (Transfesa – axels’ exchange or transhipment)
  - Via Perpignan, tunnel LFP and UIC line: requests’ increase and strong interest from the authorized applicants

- **ES-FR-IT:** Barcelona - Gallarate (HUPAC)

- **FR/IT:** +20% of requested capacity in 2019, in line with additional offered capacity
  - VIIA Calais – Torino Orbassano
  - Main Origins Fr: Venissieux, Perrigny, Sibelin, Noisy, Miramas
  - Main Destinations It: Torino, Novara, Quattro Ville, Foggia, Fossacesia, Casalpusterlengo
MAIN CUSTOMERS AND SERVICED MARKETS

- Main RUs on the Mediterranean Rail Freight Corridor (as capacity Applicants)
  - RENFE Mercancías (Spain)
  - ECR, SNCF Fret and VIJA (France)
  - Mercitalia and Captrain (Italy)
  - SZ-Cargo (Slovenia).

- Main serviced Markets
  - Intermodal Transport and Rail Motorways among the ports and the main European industrial areas
  - Chemical, Automotive, Steel and Irons and other industrial products for the Western part
  - Cereals and other mineral and agricultural products, with an high seasonality, for the Eastern part
TAG-RAG meetings:
27 February 2019 Port of Marseille
26 September 2019 Zagreb

IMs’, Terminals’ and RUs’ participation is very important

Other events:
SITL – Paris, 26-28 March 2019
Transport Logistic Fair Munich, 4-7 June 2019
Main satisfactions for:
- The support provided by the Corridor’s one-stop-shop
- The established relations of the Corridor with the customers

Expectations are focused on the works’ issues:
- the planning,
- the coordination among the IMs
- Customers’ support with alternative offers.

Key outcomes of 2018 Customer Satisfaction Survey

<table>
<thead>
<tr>
<th>Percentage of Respondents</th>
<th>Mean</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
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<tr>
<td>very unsatisfied</td>
<td>1</td>
<td>3.9</td>
<td>3.4</td>
<td>3.6</td>
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<tr>
<td>slightly unsatisfied</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>unsatisfied</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>slightly satisfied</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>satisfied</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>very satisfied</td>
<td>6</td>
<td></td>
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<tr>
<td>Projects completed</td>
<td>Projects on going</td>
<td>Projects to be started</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------------------</td>
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<td></td>
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<tr>
<td>Short Term Capacity Pilot</td>
<td>Integrated Capacity Pilot</td>
<td>Boost On Rail</td>
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<td>Last Mile Study</td>
<td>CIP Implementation</td>
<td>Med-info</td>
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<td>Recast Study</td>
<td>Paps Workflow Monitoring</td>
<td>TTR Pilots</td>
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<tr>
<td>Train Length Study</td>
<td>Tail Lights vs Plates</td>
<td>Transport Market Study update</td>
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</tbody>
</table>
Studies and Projects - 1

- **Boost on Rail: how to boost European Chem freight on rail**
  A project developed in partnership with Federchimica in 2019-2020

  In Italy the Mediterranean RFC is developing the project in partnership with Federchimica (the Italian Association of the Chemical Firms) in 2019-2020 with the goal of better understanding the transport end users’ needs and of increasing the rail modal share within Chemical industry.

  - **Boost 1:** Survey on land transportation of chemical goods, with focus on enabling and disabling factors of rail and intermodal transportation and on modal decision making process
  - **Boost 2:** Pilots to test on the field the transfer to rail of selected freight flows
STUDIES AND PROJECTS - 2

- **Boost on Rail**: how to boost European Chem freight on rail
  - **Boost 3**: Dissemination and extension at European level, in cooperation with other RFCs/RNE and National Chemical Associations/Cefic
  - **Boost 4**: In case of success this project will extended also in other Industries with rail vocation (Intermodal, Automotive, MTO, Steel and Iron etc.)

- **TTR Pilots**
  The Mediterranean RFC propose to implement Pilot Projects along the Corridor with the goal to allow the **implementation of TTR project with TT 2025, as planned**.
POINTS OF ATTENTION AND DEVELOPMENT RISKS

➢ **Works’ harmonisation:** many works are been performed along the Corridor and the harmonisation attempts among IMs must be adequate and at level.

➢ **Interoperability completion:** Perpignan’s node (3 signalling systems and 3 supply’s systems on the line’s section between Figueras and Perpignan) is an example of the limits still to be overcame. Other elements the difference between France and Spain’s rail gauge on the historical line, the maximum allowed to the trains (740 m in some countries and less than 600m in other countries) and the mandatory tail lights in Italy and France;
2019 TARGETS

➢ Better works’ planning and more effective coordination among IMs
   □ Bilateral meetings to be organized on regular basis
   □ Common rules for the amount of PaPs offered in the works’ planning

➢ Timely Coordination between neighbouring IMs: timely involvement of C-OSS, and warning to neighbouring IMs the fastest in case of variation. Dwell times planned in Cerbere/Port-Bou are adequately long to allow a variation of the train path, but it is not always possible in Modane.

➢ Respect of the time limits planned by RNE for the publication of the offer
➢ Better quality of operational data (TIS and KPIs)
➢ Better understanding of end users’ needs
➢ Dwelling time decrease at the border (especially on the eastern part of the MED CORR)
LONG TERM GOALS

➢ To support cooperation among **all the actors of the rail system** along the Corridor, strengthening the overall effectiveness of the rail transport and **increasing its modal share**

➢ To support the **coordination among the Infrastructure Managers** along the Corridor in terms of **commercial offer** as well as of **infrastructural and technological development**, so to maximize the capacity offered and to favour the interoperability effectiveness

➢ **To improve the commercial offer** along the Corridor by adapting quality and quantity of the PaPs to the market’s needs, by aligning the Corridor’s commercial offer to needs collected from all the customers, and by favouring a better planning of the works along the Corridor (TCR) and answering to the strong demand for short term capacity.

➢ **To implement a TPM process reliable** with a full involvement of **rail undertakings** so to activate a process finalized to improve the overall performance of the rail system.

➢ To support **the timely implementation of TTR project** along the Corridor.
THE EXPECTATIONS OF RUS AND TERMINALS

What are the expectations of RUs and Terminals vs the Mediterranean Rail Freight Corridor, notably relevant to:

- The development of a commercial offer near to collection of needs (market’s needs) and able to increase the rail modal share along the Corridor?
- The implementation of TTR project with 2025 TT?
- The EU Regulation 913/2010 review?
End of the meeting

Enjoy your visit !!
Mediterranean Rail Freight Corridor connects you!

THANK YOU