

***Corridor 6***  
***An overview by Railway Undertakings***

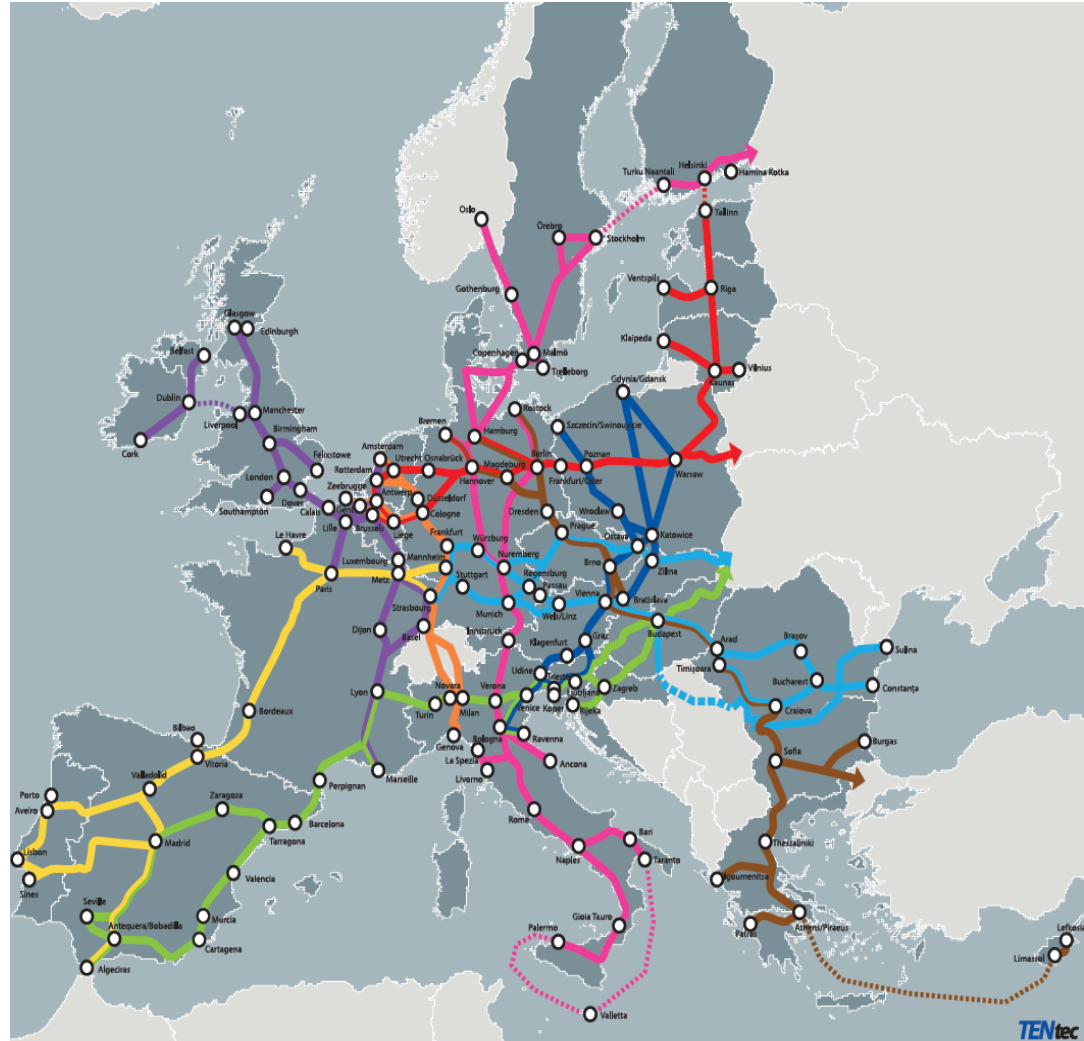
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# Current state of play – Rail Freight Corridors

❑ Corridor 1 and 6 became fully operational and started to offer international pre-arranged train paths (between 2012 and 2014)

❑ Corridor 4 is operational since 2013, Corridor 3 and 5 started to offer International train paths in November 2015

❑ The process of implementation is ongoing for other Corridors;



# RFC RUs activities and general perspective

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- ❑ *Participation in RAG*
- ❑ *Participation in specific working groups (i.e KPI)*
- ❑ *Specific projects (ECCO – UIC ) aimed at improving the dialogue with IMs and acting as a “facilitator” for RAG activities*
- ❑ **Objectives:** *harmonisation of operational rules between all Corridors*

# Main issues at stake

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- ❑ *Cross border interoperability*
- ❑ *PAPs, C-OSS, Reserve Capacity, flexibility: to what extent?*
- ❑ *Working structures – how to improve coordination between RAG and MB, EB*
- ❑ *Harmonisation of dispatching rules between Corridors (i.e. Coordination of works)*

# RUs main issues raised - PAPs

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- ❑ Construction/design process should be identical on all RFCs (eg. the way **construction works** are factored in the overall capacity offered)
- ❑ A minimum and maximum number of PAPs should be agreed jointly between IMs and RUs on a corridor basis – (eg. participation of Rus in the construction phase)
- ❑ Feeder – Outflow path connections should be available with draft offer in connection with the PaP
- ❑ Not allocated PaP capacity should be given back for the construction phase.
- ❑ PAPs have to be planned/constructed from an international perspective :
  - **no patchwork at borders** – border times need to be harmonised
  - no waiting time at nodes for the « next » PAP

# RUs main issues raised - PAPs

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- ❑ In case a request for the yearly timetable cannot be answered positively, a suitable alternative needs to be offered by the C-OSS
- ❑ It must be possible to book and combine PaPs in practical subsections
- ❑ The need for Flex PAPs needs to be discussed at corridor level as their added value varies in respect of overall available capacity, traffic type/mix, sections, corridors etc.
- ❑ The possibility to book PAP sections should be granted so that tailored intermediate stops (staff changeover etc.) and the option of arriving at different points within the same nodes is made possible.

# RUs main issues raised – PAPs

- ❑ Publication in PCS should be harmonised across RFCs
- ❑ Presentation on the Corridor websites should be identical: the PAP/RC overview (on the website and in PCS) should be supported by a map feature which allows better orientation
- ❑ PCS is not used by all Rus - criticalities
- ❑ Current priority allocation rule is based on :
  - Number of trains
  - Number of running days
  - Overall distance / length for the consecutive PAP sections
- ❑ Current rule systematically discriminates against some traffic (hub traffic / shorter distance etc.) . It is therefore recommended that the overall distance covered by the path be taken into account, thus including feeder and outflow

# RUs main issues raised – PAPs and C-OSS

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- ❑ **Yearly review** should be undertaken whereby each C-OSS informs on the following:
  - The number of PAPs offered
  - The number of requests answered
  - The number of conflicts
  - The number of adequate solutions found for resolving conflicts
  - The quality of the PAPs offered
  - The quantity of the PAPs offered



# RUs main issues raised C-OSS

- ❑ RUs require a simple and harmonised framework for all C-OSS.
- ❑ For the short term, the C-OSS should be the unique commercial window for all **international requests in terms of:**
  - **Allocation - Planning - Running issues**
- ❑ In terms of **allocation of capacity**, the **C-OSS should be a «project manager » for Rus and:**
  - Allocate PAPs
  - Spontaneously propose alternative offers when a PAP offer cannot be matched (proactivity rather than reactivity), hence manage reserve capacity
  - Be the privileged interface for ad hoc requests
  - Be the privileged interface for modifications
  - Be the privileged interface for cancellations
  - Provide pricing information

# RUs main issues raised C-OSS

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- ❑ In terms of planning, the C-OSS should support RUs and regularly consult with them
- ❑ In terms of running international traffic, C-OSS should support RUS and be able to provide information on traffic management rules
- ❑ C-OSS should offer « after sales » services and publish a yearly overview of the capacity requested vs. offered – in a similar format
- ❑ C-OSS should act a “single commercial window” for Rus as well
- ❑ Objectives in the medium term horizon (2022): harmonisation of administrative process – *one invoice, one cancellation fee*