



## 7<sup>th</sup> Advisory Group meeting RFC6 Mediterranean Corridor

QUESTIONNAIRE for Terminal Managers

### CAPACITY AND TRAFFIC MANAGEMENT

	1 Point Not Critical	2 Points	3 Points	4 Points	5 Points Critical
1. Develop better and more reliable forecasts of train arrivals?	2		1	3	1
2. Develop better coordination of traffic between O-D terminals, contact points. I.e. coordination between the operation of the railway infrastructure and the terminals?	1			3	3
3. Speed up Compliance with the TEN-T Regulation, key technical parameters (gauges, train length, axle load etc)?		1			6
4. Develop better coordination of traffic with a special focus on multimodal feature of the business?		1	1	4	1
5. Improve communication between IMs/RUs/Terminals?			1	3	3
<b>Total</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>13</b>	<b>14</b>

**96** Questionnaires sent according to the list provided by Milan's Corridor Office  
**7** Received



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### Other Questions:

- What about the timing? When will the corridor completely be finished?
- How many rail tracks will be available in both directions (Iberian, UIC and dual gauge)?
- How many cargo trains will be able to run within 24h (because passenger trains will have priority)
- What about the bottleneck at the Ferro tunnel? Unfortunately there is monopoly!
- What about the ascending slope on the corridor?
- How many engines will be needed to run a full utilized cargo train?"
- Are the terminal owner at the corridor well prepared to use Iberian and UIC gauge trains in parallel? Will they modify their rail terminal? Will they have dual gauges? How many percent of the owner of these terminals are already prepared to use UIC trains?
- What are the road blocks to use just one type of engine to run from Spain via France to Germany?
- Are the French rail provider willing to support the corridor? Do you see any disruptions at the border or at Perpignan?
- Foreign operators interested in logistics flows in Spain.



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- Is the terminal connection to the main line adequate?
- Is the collaboration/relationship with IM smooth and adequate?
- Are shunting operations well provided (if not performed by the terminal itself)?
- Improvement of communication between marshalling yards and origin - destination terminals (when different managers)?

### **Suggested Questions:**

- Develop coordination tools for optimal management of transshipment operations in Portbou's border complex - Cerbere, between trains UIC and Iberian gauge
- There could be a new point to establish an improved infrastructure connections with the port and railway terminals providing them with elements that promote the competitiveness of rail transport ( v.g. increasing the length of sidings , electrification of the track, improving safety signs rail for increased capacity... )