Mediterranean Corridor – RFC 6

Development Plan 2020

– Letter of intent –

among

Administrador de Infraestructuras Ferroviarias

and

Linea Figueras Perpignan

and

SNCF Réseau

and

Rete Ferroviaria Italiana

and

Slovenske Železnice Infrastruktura

and

HŽ INFRASTRUKTURA

and

MÁV Magyar Államvasutak

and

VPE Vasúti Pályakapacitás-elosztó
Zagreb, May 23rd 2017
Introduction

Having regard to:

- Regulation (EU) No 913/2010 concerning a European rail network for competitive freight;


- The cooperation between the infrastructure managers and allocation body on Mediterranean Corridor - RFC 6 provided by the Statute of EEIG Mediterranean Corridor – RFC 6 approved on the 7th of July 2016;

- The Sector Statement on Rail Freight Corridors: “Boosting International Rail Freight” issued on the 20th of May 2016 signed by the sector organisations CER, CLECLAT, EIM, ERFA, ESC, ERTMS users group, RNE, UIP, UIRR with the support of the Managing Directors of the RFC Management Boards;

- The Ministerial Declaration “Rail Freight Corridors to boost International Rail Freight” of the 21st of June 2016;

Whereas:

- The Mediterranean Corridor – RFC 6 was successfully set up in 2013 fully in line with all the provisions provided by Regulation (EU) 913/2010;

- On the 10th of November 2016, the Mediterranean Corridor – RFC 6 has been extended to the Republic of Croatia with the inclusion of the Croatian Infrastructure Manager HŽ INFRASTRUKTURA. This has been an important milestone to create the basis for future traffic development on the eastern part of the Corridor;

- The Corridor received positive feedbacks from all the Corridor stakeholders in this first implementation phase through all the different channels the Corridor
governance has been involved in (TAG-RAG, National Info Days, Customer Satisfaction Survey, bilateral meetings and relationship with Sector organizations etc.).

- All the most important Railway Representative Organizations, supported by the Managing Directors of the RFCs, identified in a document called “Sector Declaration” some key priorities deemed necessary to improve the performance of Rail Freight Corridors. Some of those priorities were already identified and developed by the Mediterranean Corridor – RFC 6.

**Scope of the Letter of Intent**

The signatories of this letter of intent recognize the positive outcome of the first implementation phase of the Mediterranean Corridor and are willing to take all the necessary measures to boost the development phase of the Mediterranean Corridor – RFC 6 having the final objective of strengthening the International Rail Freight transport.

Based on the Customers feedbacks, mainly Customer Satisfaction Survey and Advisory Groups and in line with the priority given by the Rail Sector Statement, the Corridor identified a number of areas to be improved at a short to medium term by specific actions in order to deliver concrete/perceivable value to the overall rail freight market. These actions form the Mediterranean Development Plan 2020, which the Signatories commit to support by an effective involvement of appropriate resources.
Mediterranean Corridor Development Plan 2020

The Development Plan 2020 focuses on the following objectives to be pursued:

1) **Improvement of the commercial offer provided by the Corridor:**
   - To enable the shaping of good quality pre-constructed products, the Signatories commit to enhancing the coordination of international corridor train paths;
   - To adapt the quantity of PaPs to market demand, the Signatories shall support the corridor in aligning the corridor commercial offer to the expression of needs received from all the customers;
   - To fit the strong demand on short term capacity, the Signatories shall search for the most suitable solution in terms of new products to be offered (e.g. slots with harmonized timetable at the borders, tailor made paths, the implementation of a Corridor Path Catalogue integrated with the last mile capacity);

Such solutions are the target to reach with the involvement of all other actors of the transport logistic chain such as RUs and Terminal Operators.

2) **Implementation of the temporary capacity restrictions (TCR) coordination process**

In order to better link the corridor commercial products to the market needs, the Signatories will make all possible efforts to coordinate temporary capacity restrictions along the Corridor with the purpose to:
   - optimise the planning and use of available infrastructure capacity;
   - reduce the impact on customers’ traffic and allow RUs to anticipate and organise their operational business;
   - publish reliable information on works and possessions in advance.
3) **Enhancement of infrastructure standards**
In order to foster the fast and coordinated implementation of TEN-T requirements, the Signatories recognise the corridor’s role in highlighting the necessary investments which are necessary to increase rail freight traffic on the corridor.

4) **Strengthening of RFC KPI monitoring system harmonized with all the European Corridors:**
The Signatories commit to implementing a set of a harmonized and shared KPIs.

5) **Train performance management**
The Signatories strive to remove, as much as possible, those technical and regulatory barriers which limit the interoperability of trains and ensure better performances in operation by exchange of information, implementation of projects to eliminate technical barriers, harmonization of administrative procedures which are under their responsibility. To this end, they commit to:
- Extending the use of TIS data by improving the data quality for all Freight International traffic in the Corridor;
- Supporting RNE to continuously improve TIS/OBI functioning;
- Implementing the “ETA (estimated time of arrival)” project on the corridor, which includes the implementation of TAF-TSI;
- Implementing RNE TPM guidelines with the involvement of RUs.

This letter of intent shall enter into force upon signing.

The corridor will regularly inform the Signatories about the state of play of the implementation of this letter of intent.
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