Mediterranean Corridor - RFC 6 connections to OSJD corridors from China

Odessa, 2 June 2017
Article 1

Purpose and scope

1. This Regulation lays down rules for the establishment and organization of international rail corridors for competitive rail freight with a view to the development of a European rail network for competitive freight. It sets out rules for the selection, organization, management and the indicative investment planning of freight corridors. Enhance the market share of rail freight transport.
Layout of Mediterranean Corridor – RFC 6


Deadline: for implementation 10\textsuperscript{th} November 2013
Extended to Croatia: 10\textsuperscript{th} November 2016
Overlapping routes | IMs involved | RFCs involved
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Algeciras – Madrid – Zaragoza | ADIF | RFC4 & RFC6
Marseille – Lyon | SNCF Réseau | RFC2 & RFC6
Győr – Budapest – Szajol | MÁV | RFC6 & RFC7
Short Summary

- Improve capacity coordination and harmonisation, together with smooth and flexible path allocation process
- Provide rail freight services of good quality, motorway on the tracks
- Common punctuality targets
- Train performance monitoring
- Coordination of investments and maintenance works
- Integration of terminals (dry ports, river ports, sea ports) in capacity and traffic management, moreover infrastructure planning
Short Summary

EXECUTIVE BOARD

RFC 6 EEIG GENERAL ASSEMBLY = RFC 6 MANAGEMENT BOARD

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EEIG MANAGERS

- Jorge SEGRELLES GARCÍA: President - EEIG Manager
- Andrea GALLUZZI: Managing Director - EEIG Manager
- István PÁKOZDI: Deputy Director - EEIG Manager

PERMANENT MANAGEMENT OFFICE (PMO)

- Andrea GALLUZZI: Managing Director - EEIG Manager
- István PÁKOZDI: Deputy Director
- Stephanie JONCOUR: C-One-Stop-Shop Leader
- Pamela CHIARAPPA: Office Assistant

INFRASTRUCTURE Working Group

C-OSS Working Group

TPM AND TM Working Group

COMMUNICATION Working Group

FINANCIAL Working Group

Co-financed by the European Union
Connecting Europe Facility
Short Summary

- Book 1 Generalities
- Book 2 Network Statement Excerpts – Common template
- Book 3 Terminal Description
- Book 4 Procedures for Capacity, TCR and Traffic Management
- Book 5 Implementation Plan

Based on Corridor Information Document Common Structure by

Short Summary

➢ Train Performance Monitoring

➢ Monthly monitoring
  - **WEST:** SP-FR, FR-IT — **EAST:** IT-SI, SI-HR, SI-HU, HR-HU
  - Measuring points and status (orig.-dest.-dep.-arr.-runthr.)
  - Data quality
  - Delay reasons
  - Confidentiality Agreement – January 2017
  - New reporting tool OBI 12c – April 2017
  - Reliable reports, with problem detection
  - Initiative (SZ-I, HZI, MAV) to start in 2H analysis on the EAST (SI/HR/HU) together with RUs – later on the WEST
  - RUs are free to join – voluntary basis – to be considered
  - Tailor made training if needed (YES/NO)
  - Trains runs in TIS Database/OBI Reporting tool by
Yearly Performance Reports – all the train runs,
- Quality of service on the freight corridor – Art 19/2
- Directions: (1) WEST – EAST/(2) EAST – WEST
- Measuring points: border point pairs (2-1-1-1) + SI/HR & HR/HU
- Trains runs in TIS Database/OBI Reporting tool by RNE
- Threshold: ≤30 minutes

Overall Mediterranean Corridor – RFC 6
- Number of trains considered: 32,762
- Punctuality at origin: 65%
- Punctuality at destination: 56%

West – East Punctuality
- Number of trains considered: 15,802
- Punctuality at origin: 63%
- Punctuality at destination: 53%

East – West Punctuality
- Number of trains considered: 16,960
- Punctuality at origin: 66%
- Punctuality at destination: 58%
Connections

- Rail freight transport in the direction of RFC6 market area – all the RFCs reaching and leaving
- North vs. South, East vs. West
Mediterranean Corridor

Connections

Co-financed by the European Union
Connecting Europe Facility
Recent Developments

Developments since 2013

- Increasing transcontinental rail freight through RFC6 – Budapest 2014
- 2\textsuperscript{nd} Seminar OSJD Corridors and EU RFCs – Brussels 2015
- Visit by MoT Ukraine – Milan 2015
- Container rail service from China to Europe, origin Zhengzhou/Suzhou via the Trans-Siberian route to Warsaw then to Milan in total 18 days – 2017
Next steps

- Trains to/from Zahony
- Freight trains crossing at least one border along the freight corridor
  - At least to Croatia or Slovenia
- What is next?
Thank you for your attention!