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European Rail Freight Corridor ScanMed

UIC FIATA Seminar

Transport Logistic Fair Munich

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Co-financed by the Connecting Europe Facility of the European Union

Rail Freight Corridors - a dense European network

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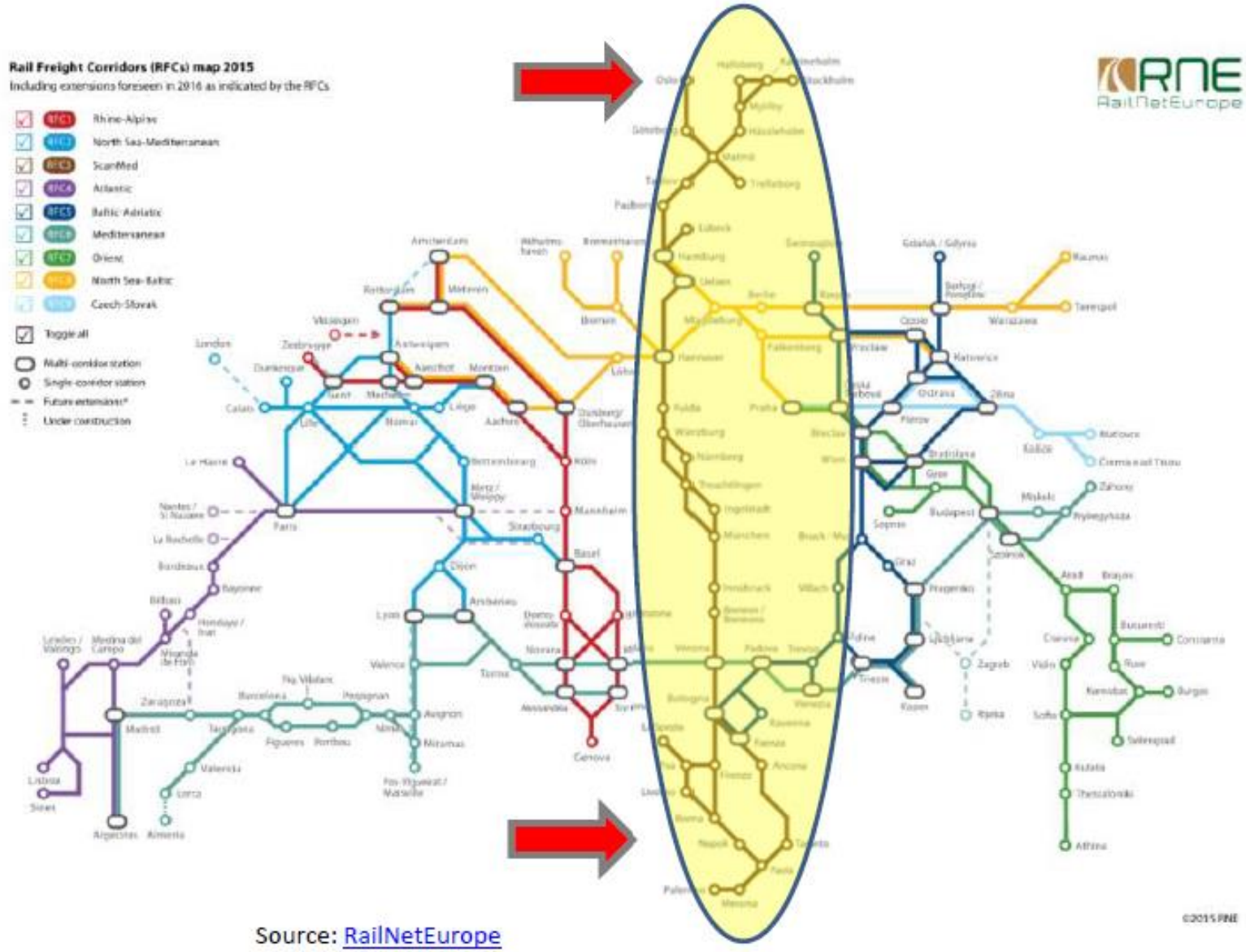

Source: RailNetEurope

What are Rail Freight Corridors here for?

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Rail Freight Corridors (RFCs) support the increase of **international rail freight** both in **volumes** and in **modal** share – RFC3 approach is a…

Internationally coordinated capacity, yearly TT + ad hoc traffic (PaPs) and Reserve Capacity Corridor One-Stop-Shop (C-OSS)

Market Analysis

(Transport Market Studies, Vulnerability Costs Intermodal Study, other studies)

Market Prospection

…Customer-oriented approach

Quality and Reliability

Coordinated performance monitoring, and contingency management. Cross-border Operation harmonisation.

Transparency

Customer Information Documents (CID)

Customer Information Platform CIP

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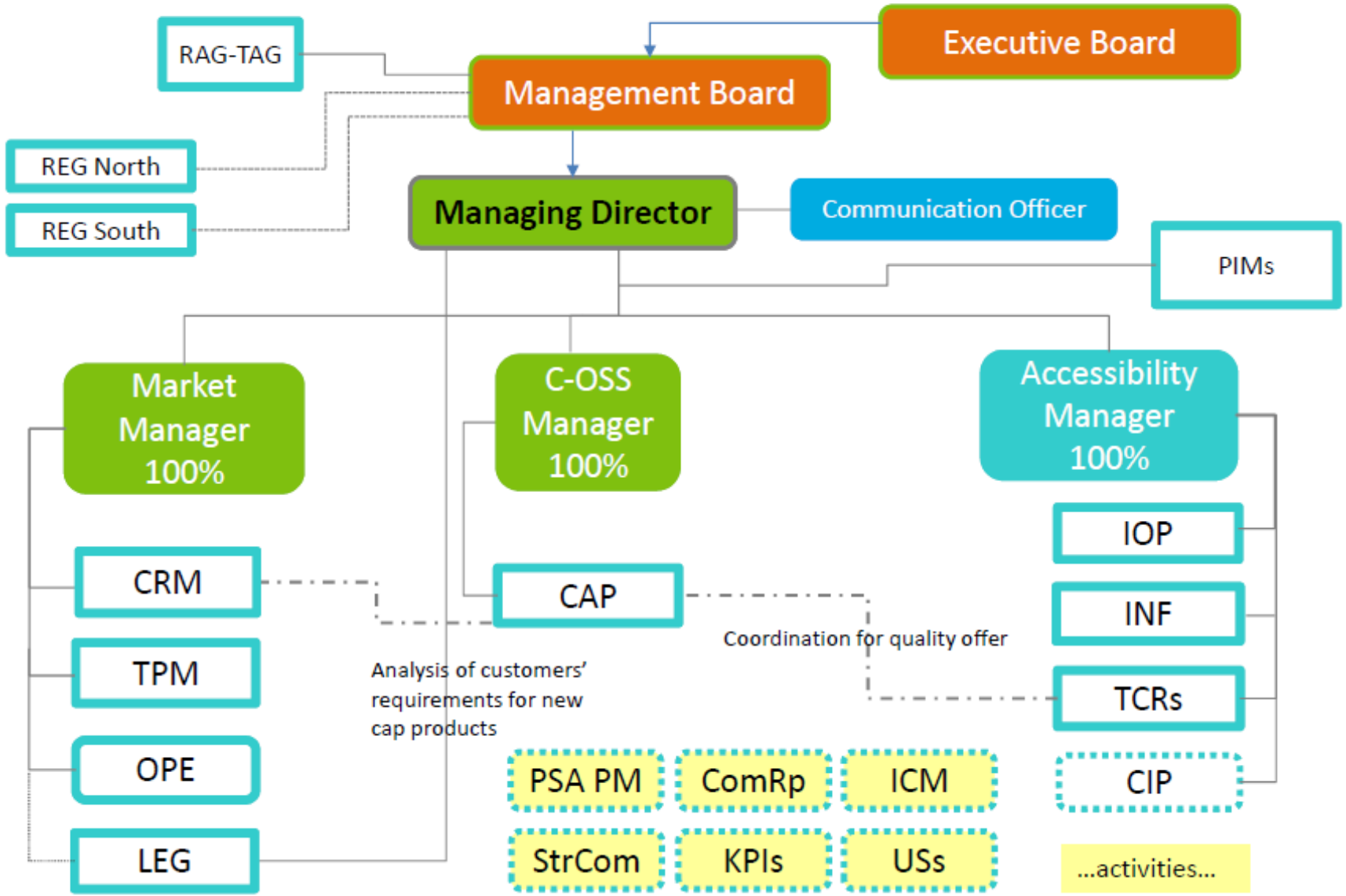

CAP- Schematic PaP TT2020 and Capacity Offer

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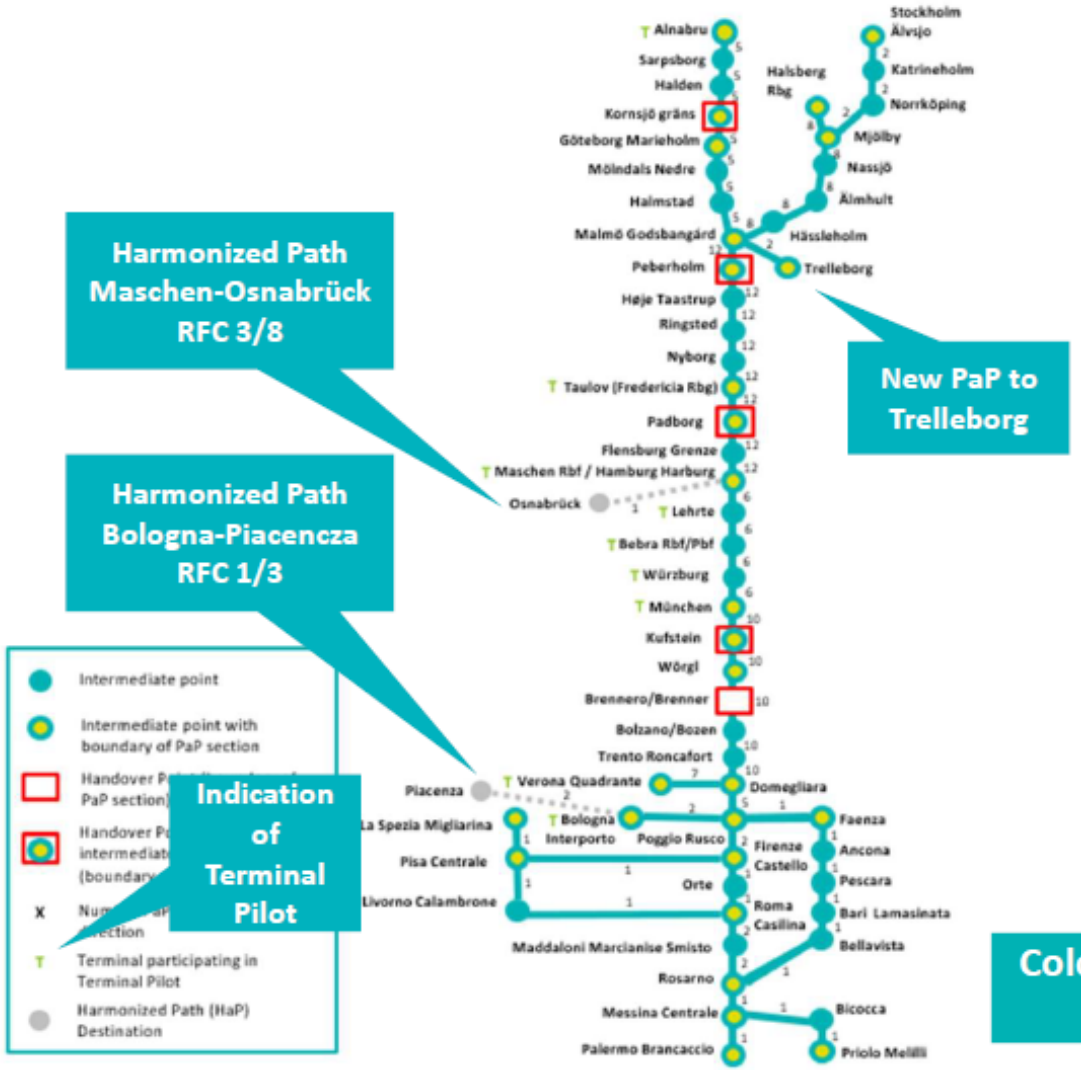

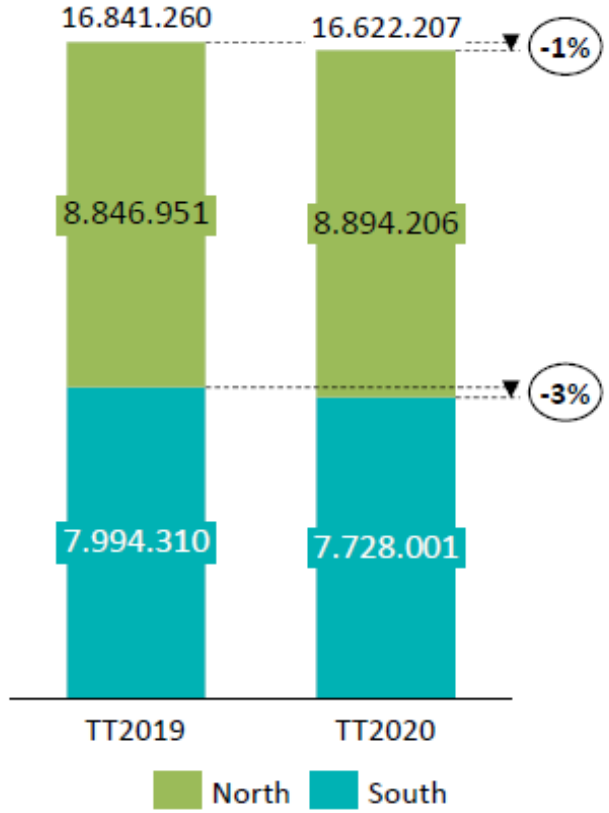

Coloured Indication of new features in PaP Catalogue TT2020

TCRs Temporary Capacity Restrictions

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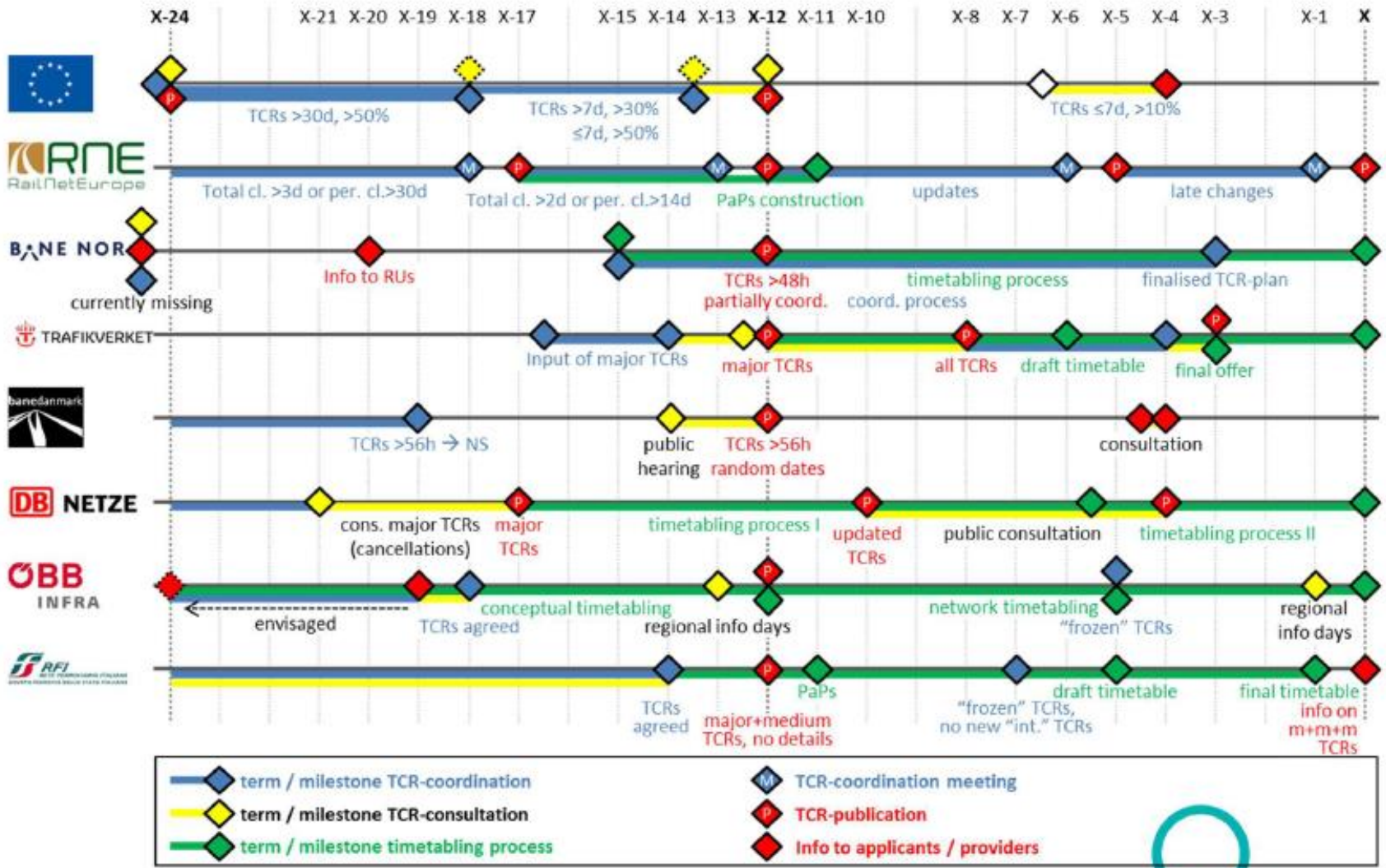

National processes for TCRs and Timetable planning

ICM – ScanMed Implementation document

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Re-Routing Map

- **Possibility to identify vulnerable stretches and prepare for Re-Routing Scenarios** (Parameters Vehicle Fleet)
- 24/7 Coordination Process with IMs and RFC Coordinator
- Railway undertakings shall prepare themselves for re-routings
- IMs pre-defined re-routing options to minimize traffic disruptions
- Mitigation measures quickly enter into force

KPIs - Commonly applicable RFC KPIs

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Capacity Management

- Volume of offered capacity (PaPs and RC)
- Volume of requested capacity (PaPs and RC)
- Volume of requests (PaPs and RC)
- Volume of pre-booked capacity (PaPs)
- No. of conflicts (PaPs)
- Commercial speed of PaPs

Operations

- Punctuality at origin
- Punctuality at destination
- No. of train runs

Market development

- Relation between capacity allocated by C-OSS vs. total allocated capacity
- Traffic volume

TTR Pilot Munich-Verona

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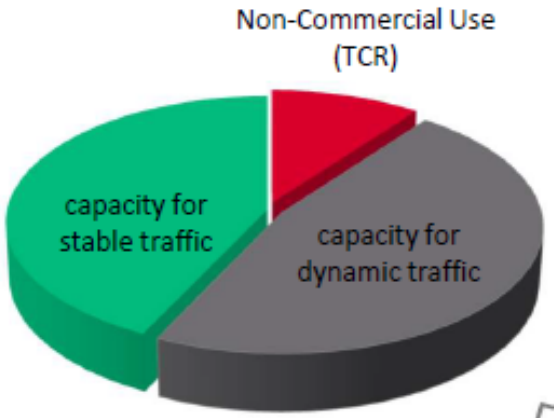
All Traffic on TTR-Pilot will be served by the TTR-Concept - separated into the different products

capacity separation according to the capacity model



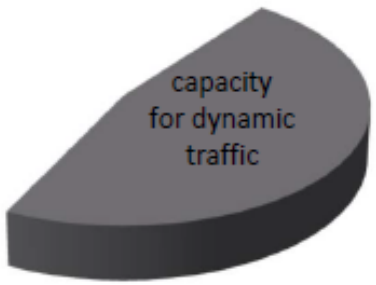
Capacity is planned according availabilities on different lines and last mile

The capacity for stable traffic will be served by:

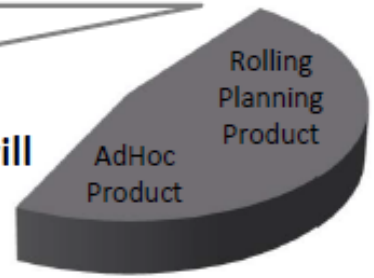
- Framework Agreements
- PreArrangedPaths for the RFCs
- Annual Request for the YTT

The capacity for dynamic traffic will be served by:

- Rolling Planning Product
- AdHoc Path Product



The capacity for dynamic traffic will safeguarded and used for:



The Customer information Document (CID)

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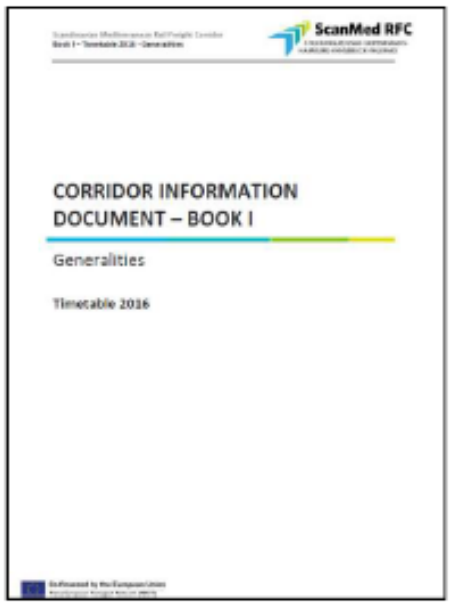
The Corridor Information Document (*) gathers
all information relevant for a customer to run a train on the Corridor

- ✓ **Book I – "Generalities",** introduction to the ScanMed RFC
- ✓ **Book II – "Network Statement Excerpts",** links to the relevant sections of the country-specific Network Statements
- ✓ **Book III – "Terminal Description",** main information and links to the terminals designated on the basis of the Transport Market Study
- ✓ **Book IV – "Procedures for Capacity Management and Traffic Management" ,** operational rules for booking capacity and information on the relevant procedures applied in the traffic management
- ✓ **Book V – "Implementation Plan",** starting from the description of the corridor and of the TMS findings, sets up of the corridor objectives, the measures to meet them and the investments plan



(*) The CID is available on our website www.scanmedfreight.eu

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End of the presentation

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