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Considerations for designing a management model for the Mediterranean Corridor

EXECUTIVE SUMMARY

This study is the continuation of Activity 3.1 of the CLYMA project “Benchmarking on Corridor Management Models” and is intended to respond to the current limitations that hamper an efficient and sustainable development of the Mediterranean Corridor.

STUDY CONDUCTED BY:
Institut Cerdà (2015)

The full document is accessible to the project's Stakeholders Interest Group on the CLYMA website: www.clyma.eu



DEVELOPMENT OF THE
**CONNECTION
LYON-MADRID**
ON THE MEDITERRANEAN
CORRIDOR



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

Objectives

Activity 3.3 of the CLYMA project is intended to respond to the existing limitations which are hindering an efficient and sustainable development of the Mediterranean Corridor

Methodology

The identification of needs and limitations has been carried out through the following sources of information:

- Documentary and bibliographic review.
- One workshop with the partners of the CLYMA project.
- Direct contacts with key agents for the Mediterranean Corridor operation.
- Electronic survey sent to the main stakeholders concerned by the Mediterranean Corridor.

Governance of multimodal transport corridors in the frame of the TEN-T

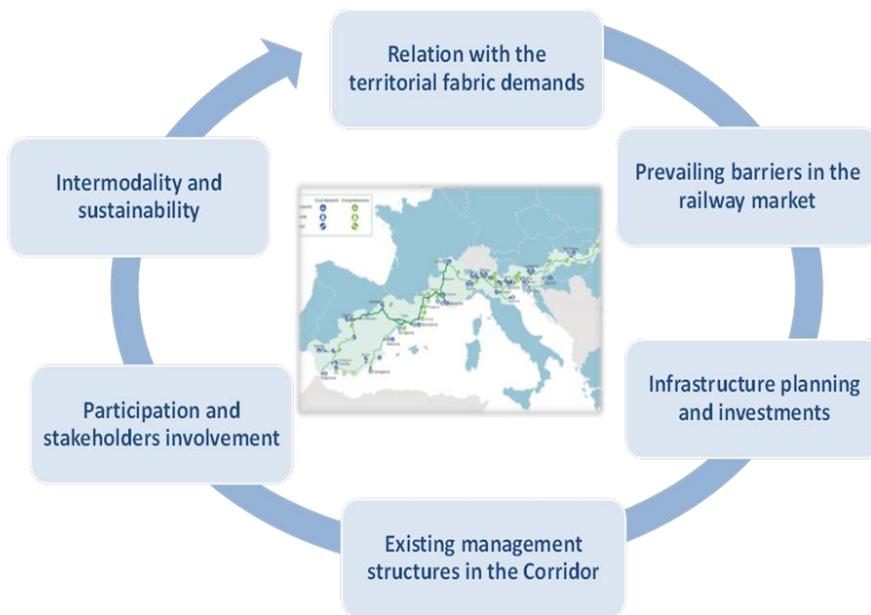
All of the 9 existing Core Network Corridors have a management structure conforming to the following structure:

- A **European Coordinator**, responsible for enhancing the coordinated implementation of the Core Network Corridor in its multimodal dimension, with the collaboration of the Member States and concerned parties, and assisted by a Secretariat and a consultative forum (Corridor Forum).
- The **Rail Freight Corridor (RFC)** governance structure, aimed at improving rail freight international services and composed of:
 - An **Executive Board**, formed by representatives of the Member States concerned and responsible for defining the common objectives of the corridor and supervising the implementation plan and investment planning.
 - A **Management Board (MB)** consisting of infrastructure managers and allocation bodies' representatives and established as an independent legal entity, taking the form of a European Economic Interest Grouping (EEIG). The MB is responsible for taking all operative measures for the implementation of the regulation.
 - Two **Advisory Groups**, one formed by managers and owners of the terminals (TAG) and the other by railway undertakings of the corridor (RAG).
 - A **One-Stop-Shop**, whether as a working group or as a part of the Management Board, responsible for the allocation of infrastructure capacity.
 - **Working groups** constituted by experts and created to focus on a particular topic and monitor its progress.



Main needs and limitations for the Mediterranean Corridor management

The Mediterranean Corridor suffers many critical difficulties, **both infrastructural and operational**, in terms of rail freight transport and intermodality. The infrastructural and interoperability limitations are well-known (presence of several identified bottlenecks, different voltages, signalling and train control systems, lack of efficient connections to ports and industries...) and affect the **competitiveness of railway**. However, for the attraction of potential demand and the growth of the traffic on the Mediterranean Corridor.



Relation with the territorial fabric demands

- In spite of the existence of a great potential for railway traffic in the Lyon-Madrid axis, there is a **lack of commercial offer** which meets the clients and users' expectations.
- The management structure should be closer to the needs of the demand and **more market-oriented**, to take into account the interests and requirements of the potential users.

Prevailing barriers in the railway market

- Necessity of **harmonising national procedures regarding authorisation and homologation of rolling stock**, to reduce the duration and costs of these procedures and facilitate the access to the market to new entrants.
- There is a **lack of international communication tools** between the infrastructure managers and the RFC, which causes inefficiencies in the traffic management.

- There is also a **lack of traceability tools** available for the agents involved in the transport supply chain. Finally, the **absence of public and updated information** on the current state of the infrastructure can cause disturbances to trains circulation.
- There is not a clear financing model for railway**, which is preventing achieving greater progress in the European railway market. The concessional model of railway terminals is not transparent enough and costs and earnings expectations do not make the terminals' operation competitive for private operators.

Infrastructure planning and investments

- Being the Core Network Corridors considered strategic, **it should be ensured that investments are effectively prioritized, based on trans-national interests.** Inefficiencies in the fulfilment of the agreed timetable by one country block the corridor performance and make that the expected benefits would only be achieved much later, leading to an inefficient use of public resources.
- Infrastructure investment decisions should be better analysed in order to avoid actions not supported by market players. **Accompanying measures to the works** must be envisaged to optimize the profitability of the investments.

Intermodality and sustainability

- The connection of the Core Network Ports to the rail network is crucial to strengthen them as cargo generators for the Corridor. A lack of proper handling of continental traffic in port terminals is also perceived.

Existing management structures in the Corridor

- With regard to the **co-existence of two management structures in the Corridor** (RFC6 and European Coordinator), some agents consider that only one management structure should remain, with the largest degree of managerial autonomy, strengthening the cooperation between these two structures until their merging.
- The presence of a **European representative leading** the management structure of the Mediterranean Corridor is **highly appreciated, although it is considered that the figure should be given more competences.** The allocation of European funding is considered a tool to improve the effectiveness of the Coordinator's role.
- There is a **scarcity of international capacity, as the current offer is weak both in terms of quantity and quality.** Besides, the long time in advance in which the consultations for establishing the offer of international slots are carried out makes difficult for railway operators to expose a clear vision of their needs.

Participation and stakeholders' involvement

- Whereas it is accepted that the decision-making should remain at a European and National level, a **local or regional point of view should also be taken into account** in specific conflictive sections in order to better identify problems.
- It is considered that a **wider range of stakeholders should participate** (especially from the transport and business sector). In consultative processes, an effective participation and transparency should be ensured.



Recommendations for the Mediterranean Corridor management

A. Actions aiming at approaching rail transport to demand

ACTION 1.1	<i>Identification of the main strategic agents and economic sectors involved in the Mediterranean Corridor</i>
OBJECTIVE	To identify and quantify the potential existing demand for the Corridor. To align public policies with business and private interests.
PROBLEM ADDRESSED	Presence of business sectors with specific transport related requirements which are not being taken into account.
DESCRIPTION	Detection of the leading economic sectors and the most relevant agents in terms of potential demand located in the Corridor's area of influence. Creation of a database with all the relevant information about these agents, to better adapt the existing railway commercial offer and to seek for new traffic opportunities.

ACTION 1.2	<i>Enhancement of an active participation and wider representativeness</i>
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ACTION 1.2.1	<i>Inclusion of business and economic agents in existing structures as an Advisory Group</i>
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OBJECTIVE	To gather the needs of the business sector in order to bring together the macro and micro infrastructure and services' planning in the Corridor.
PROBLEM ADDRESSED	Perception of a lack of representativeness of the economic-business sector in the current management structure.
DESCRIPTION	Creation of a Business Advisory Group (BAG) with the national representatives of the main clusters of economic activity or/and representatives from Chambers of Commerce. This BAG will allow involve these business agents in the decision making process, thanks to the creation of a stable forum, and thus reinforce the relation between the economic sector and the Mediterranean Corridor.

ACTION 1.2.2	<i>Creation of a permanent ports' working group</i>
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OBJECTIVE	To share knowledge on port intermodality issues and to improve the communication channels between ports and the Rail Freight Corridor 6.
PROBLEM ADDRESSED	Some dysfunctions regarding the participation of port terminals in the Terminals Advisory Group (TAG) have been detected, as ports have specific needs which do not apply to the majority of intermodal terminals.
DESCRIPTION	Creation of a permanent ports' working group in order to share common interests and to push the development of adequate rail connections to Ports. Results and conclusions of this working group will be translated to the RFC6.

ACTION 1.3	<i>Creation of a Mediterranean Corridor Traffic Observatory</i>
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OBJECTIVE	To create a reference framework that is stable over time, based on real parameters and objective observation, to monitor the progress of traffics in the Corridor and to analyse the effectiveness of the implemented measures.
PROBLEM ADDRESSED	There is not any concrete study which monitors and analyses the evolution of the Corridor, which makes difficult to have a clear diagnosis of the state of the traffic and to evaluate the effects of the actions implemented.
DESCRIPTION	Development of an updated and historical system that, based on a set of robust Key Performance Indicators (KPIs), provides public information on the current state and the evolution of traffic flows and regular services in the Corridor.

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B. Actions aiming at optimizing the management of railway services

ACTION 2.1	<i>Deployment of common systems for on-time monitoring of rail traffic</i>
OBJECTIVE	To provide the agents involved in the transport chain with accessible on-time information on their trains' circulations throughout the Mediterranean Corridor.
PROBLEM ADDRESSED	The lack of common information tools throughout the multimodal transport chain.
DESCRIPTION	Implementation of an integrated communication system throughout the Corridor, with standardised procedures for trains' identification and for the exchange of data between different players.

ACTION 2.2	<i>Updated public information on the infrastructure characteristics</i>
OBJECTIVE	To provide the railway undertakings with accessible, updated and complete information on the infrastructure characteristics for each section of the Corridor.
PROBLEM ADDRESSED	Nowadays, public information on the infrastructure characteristics is published annually, thus changes in some sections' specifications due to works carried out during the year are not always properly identified and transmitted to users, which can cause disturbances in the trains circulations. Further, some discrepancies between IMs regarding the infrastructure characteristics have been detected.
DESCRIPTION	Creation of a unique web portal, accessible to applicants, where the railway network of the Corridor is displayed in a map or GIS, allowing the users to quickly access updated infrastructure information on all its specific sections.

ACTION 2.3	<i>Improvement of the international capacity offer</i>
OBJECTIVE	To provide railway undertakings and final clients with a more attractive and secure offer of international paths.
PROBLEM ADDRESSED	At present, continuity over time for applicants with long-standing trans-national routes is not guaranteed, as the international capacity offer is created on a yearly basis and the ultimate decision relies on the IMs. Further, a greater flexibility to include new routes in a short-term basis would be appreciated.
DESCRIPTION	Firstly, create a stable and long-standing international capacity planning, over a larger period of time, in order to secure the planning of the applicants. Secondly, increase the flexibility to create new paths in the short term.



ACTION 2.4	<i>Simplification of rolling stock harmonisation procedures</i>
OBJECTIVE	To ease the circulation of trains through different Member States and eliminate barriers for new entrants.
PROBLEM ADDRESSED	Presence of numerous national safety rules and authorisation procedures, which enlarge the duration and costs of these procedures, representing a barrier for the entrance of new railway undertakings and manufacturers.
DESCRIPTION	On the one hand, creation of a working group composed by representatives of the different Rail Freight Corridors, aimed at better identifying current difficulties in terms of homologation. On the other hand, promotion of the homologation of criteria for the allocation of international capacity at a Corridor level.

C. Actions aiming at improving the governance of the Mediterranean Corridor

ACTION 3.1	<i>Creation of a political committee formed by European and national institutions to coordinate infrastructure planning</i>
OBJECTIVE	To align interests and coordinate European and national implementation plans with regard to railway infrastructure.
PROBLEM ADDRESSED	At present, Member States are not committed to the fulfilment of the works and calendars that figure in the Corridor plan, which can affect or even block the progress of the Mediterranean Corridor. This absence of a believable calendar of infrastructure progresses across the Corridor compromises the public credibility and can hold back private investments.
DESCRIPTION	Creation of a political committee formed by European and Member States representatives of the Corridor, aimed at working for a rapprochement of interests and coordination regarding the infrastructure planning.

ACTION 3.2	<i>Creation of regional committees (at European level) related to conflictive sections</i>
OBJECTIVE	To better identify and tackle arising problems around conflictive sections.
PROBLEM ADDRESSED	Most of the current problems on the Corridor arise in interfaces or sections where there is a change or discontinuity (cross-border, changes of infrastructure manager or switch between transport modes). However, existing consultation mechanisms are not always adequate and a narrow approach is needed.
DESCRIPTION	Creation of regional committees associated to conflictive sections in order to identify and solve the main issues existing. These committees will include representation from the different transport-related agents and potential customers and will report to the European Coordinator.

CLYMA project consists of the implementation of the corridor approach to a section of the **Mediterranean corridor**, concretely to the Western part of the corridor and specifically to the Lyon-Madrid Axis.

The project comprises of studies and actions on the organization and optimal implementation of the **TEN-T network**, taking into account long term perspectives, environmental aspects and associated needs, as well as studies that promote environmental sustainability, resource efficiency and low-carbon transport within an integrated transport concept. This should stimulate the deployment of the **Green Corridor concept**. The project also intends to develop a **managerial structure** for the intermodal corridor.



PROJECT OFFICE



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