



# Railway coordination actions

## EXECUTIVE SUMMARY

Fluid coordination between the main actors involved in rail operations is a key factor for developing an efficient service and providing better results.

In this way, several actions and ordinances have been designed to be applied in the Port of Barcelona, the Zaragoza Maritime Terminal and the Port of Tarragona.

The full documents are accessible to the project's Stakeholders Interest Group on the CLYMA website: [www.clyma.eu](http://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)

## Pilot rail-port coordination for the Barcelona node

The Port of Barcelona intends to improve the coordination system between the Port of Barcelona, ADIF and the rail terminals inside the port (mainly container terminals), and surrounding rail terminals (Can Tunis and Morrot).

The main outcomes of this action are:

- Improved cooperation between ADIF and the Port de Barcelona in respect to train access to the port area and shunting. Currently rail operations personnel from the Port of Barcelona are working in the ADIF Can Tunis command centre to provide enhanced operational coordination.
- A new port ordinance for train movements inside the port has been drawn up to establish the rules of occupation of railways in the rail terminals inside the service area of the Port of Barcelona and the maximum reference times for operations of loading and unloading rail compositions in the Port.
- A new pilot software system has been developed to facilitate integration and exchange of information related to rail calls among rail port terminals, rail logistic operators and ADIF.

## Pilot coordination actions for the Zaragoza node

This action aims to develop a managing body for the rail hub in Zaragoza.

An analysis of the railway facilities and the structure management model was performed after contacting with the stakeholders.

This analysis covered the following tasks:

- Analysis of the main railway infrastructure and logistics facilities
- Analysis of the most important management models to be developed.
- Creating an initial proposal with the formal structure for the managing body.

The formal structure of the proposal has two different correlated goals. The first is the formal composition of this managing body for the Railway hub in Zaragoza. The second is oriented to define its main functions







## Safety Management System (SMS) and rules for railway operation of the Port Authority of Tarragona

The fulfilment of the applicable legislation on rail transport in the Port of Tarragona (EU legislation, Spanish Law, Connection Agreement) requires technical railway documentation and others regarding rail traffic safety within the Port of Tarragona to be drawn up by the Port Authority of Tarragona. This essentially involves setting up a Management System for Railway Safety to manage rail activity within the Port of Tarragona and contains, amongst other special features, the monitoring of risks derived from rail activity itself, as well as a Contingency Plan for emergency situations

The preparation of SMS was based on the following structure:

- Manual for the Safety Management System
- Legal and legislative frame of reference
- Railway safety policy
- Procedures for distribution of information, creation and distribution of safety documentation within APT and among organisations which operate on the railway infrastructure
- Organisation involved in safety
- Responsibilities for safety within APT. Structure of the Department of Traffic Safety Management
- Plan for Railway Safety. Safety objectives
- Plan for quality insurance
- Procedure for Change Control
- Analysis, evaluation and risk control connected with railway traffic safety

- Procedures to guarantee the fulfilment of technical and operational standards required from suppliers and sub-contractors
- Railway Contingency Plan; plans for action, alarms, and information, in case of emergency, in agreement with the appropriate public authorities
- Guidelines to be followed in carrying out ongoing training of authorised railway personnel
- Guidelines to be followed in carrying out aptitude, psychological and physical check-ups of authorised railway personnel
- Availability of medical centres and approved training
- Procedures for management and control (awarding, renewal, withdrawal and revocation) of authorised qualifications required from railway personnel
- Operational and technical procedures for operation; inspections and safety controls. Regulation of activities with EE.FF
- Procedures to ensure the notification, investigation and analysis of railway accidents and incidents
- Procedures for the carrying out of periodic audits of SMS
- Vigilance of SMS
- Control of non-approvals, and corrective and preventive action
- Improvements and new requests

Also, the work considered the preparation of:

- Traffic Regulations
- Instructions A and C
- Information about the railway network

**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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