



Annual Report  
**2019**



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**ScanMed RFC, together with Terminals, Ports, and Railway Undertakings, ensures that the railway is the obvious choice for transporting goods!**

Our focus is to make it easier for transport buyers and freight forwarders to choose the railroad for their transport or in combination with other modes of transportation. We worked to establish a new market-oriented organization that can better cooperate with railway stakeholders to visualize and facilitate the opportunities that railways can offer to meet the transport needs. For this purpose, we set common goals and plans to enable moving new volumes of goods by rail.

Did you know that the average speed for freight transport on the corridor from Hallsberg (Sweden) to Verona (Italy) is 75-89 km/h and takes 25-35 hours?



**Figure 1: Linda Thulin –  
ScanMed RFC Chair person**

That is an example of the quality we can offer, and our clients have, to a certain extent, recognized this quality since the ScanMed freight corridor increased its sales of capacity by 15% in 2019. According to requests from Customers, about the product “Reserve Capacity,” we tested a concerned process. That means that the customer can apply for capacity until 30 days before the train runs. The process test was successful, and the first train on this product ran between Maschen and Norrköping. In 2019, new cooperation was established with the terminals Verona VQE, LUGO Terminal Giovinazzo, and Båråmo; as they have volumes of the freight where the Freight Corridor can help in gaining new transports by rail.

Terminals, Railway Undertakings, and us as Corridor/Infrastructure managers are trying to be more transparent and share information to improve the traffic quality and reliability. During the year, we got the use of the international contingency management handbook. We have, unfortunately, coordinated a major international disruption. The already established standard contingency management and routines from 2018 were, therefore, implemented by the Corridor in 2019 on the real case of the Rendsburg – Schleswig line. The incident was declared as an international disruption, and following the ICM Handbook, the ICM Corridor coordination was activated. There is still much work to be done until we can be satisfied with quality and reliability, which we will continue to improve in the upcoming years.

The customers and Ministries have enlightened that the situation in the Brenner axis need urgent actions before the Brenner Base Tunnel opens. The road has been gaining an advantage over the rail, and we need an immediate initiative to reverse the trend. Therefore, in 2019 we started the process to establish a 2020 Task Force with including all the concerned stakeholders on this stretch. By working more closely together and with a result-oriented approach, the traffic on the rail will be more reliable, predictable, and we’ll make optimized use of capacity. Quality is also essential, and it is vital to concentrate on planning and coordination of temporary capacity restrictions and on involving our customers to find the best solutions. In this way, each stakeholder can plan their business. New routines are, therefore, in place, and a positive change is foreseen for the upcoming years. By making railway the obvious choice for transporting goods, ScanMed will also contribute to achieve climate neutrality and reach the ambitious goal of a substantial reduction in transport CO2 emissions by 2050.



**Linda Thulin  
Chair of the Management Board**

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## 1. Management Summary

At Scandinavian-Mediterranean Rail Freight Corridor (ScanMed RFC), we are proud of our market-oriented focus and results that we brought for the market 2019!

A market-oriented organization was established in 2019 with complete new roles, team, Managing Director, and Chair.

The first quarter of 2019, ended with a downsized team since the CRM Manager left. That was a challenge but managed with enthusiasm, good energies, and hard work from the team under the leadership of the Managing Director. The efforts were multiplied, and the results were outstanding, as you can see in this Annual report.

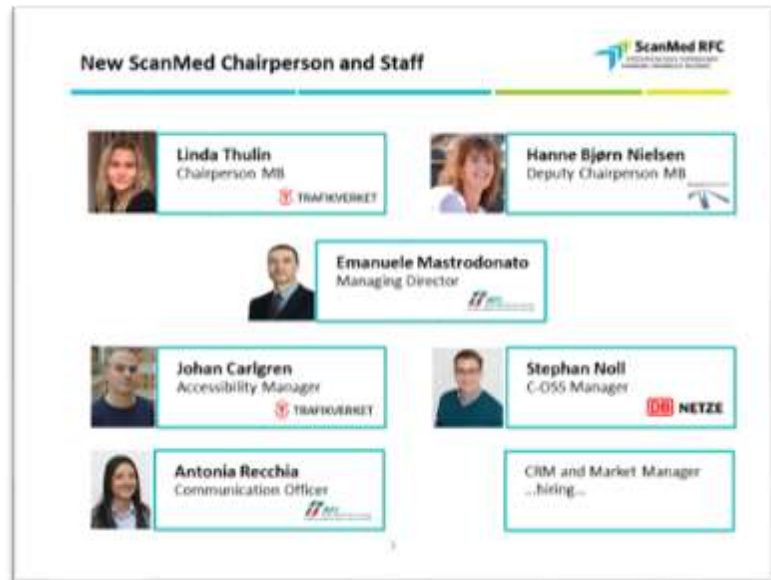


Figure 2: ScanMed RFC Team in 2019

When it comes to the market, a significant achievement had been reached by the Rail Freight Corridor ScanMed in 2019. For the first time in Europe, we received the official confirmation of an integrated capacity request. We've met then the concerned undertaking and terminal to define the details of the train dossiers (Verona Quadrante Europa to Rotterdam) to be operated in TT 2020. The request included a Terminal Slot connected with a Pre-arranged Path that allows booking in advance both the railway capacity and the



Figure 3: First Integrated Capacity Offer

terminal services required by the customer. A result of the essential activities in 2019, the pilot project with which continued defining the integrated capacity offer. For the first time, we intend to link the railway route from origin to destination. So far, only the national network segment was taken into consideration. With this project, we constructed a comprehensive rail transport service, including the last mile. For the future, it will be essential to simplify the complete process: representing all different national actors involved in the construction of a freight train service by only one entity in a process coordinated by the Corridor.

## Management Summary, continued

“

*It is more relevant than ever to get more freight on trains to meet the climate goals and minimize congestion on roads.*

*I strongly believe that collaboration and transparency is the way forward and that Rail Freight Corridors role is to take the lead to bring all the stakeholder together to reach common goals and good solutions.*

*Hanne Bjørn –  
Vice Chair of the Management Board*

The efforts into market and customers activities were remarkable, and this brought the corridor to record a +33% in more clients and +17% in new clients (2019 figures compared to 2018). New products were made available for the Time Table 2020: a PaP from Malmö Godsbangård to Trelleborg, Harmonized paths (HaP) connecting corridors with the Corridor North Sea-Baltic between Maschen and Osnabrück, and with the Corridor Rhine-Alpine between Piacenza and Bologna; a new important terminal, Verona Quadrante Europa participated in our Terminal Pilot for integrated offers.

ScanMed published International re-routing options that can be used in case of major disruptions. The scenarios have been developed by departments for traffic management, timetabling, and infrastructure.

In May 2019, this process was tested for the first time in Europe on a real case by ScanMed due to an international disruption declared for an incident in Rendsburg, and the ICM process was successfully closed few days after with a full re-opening of the line.

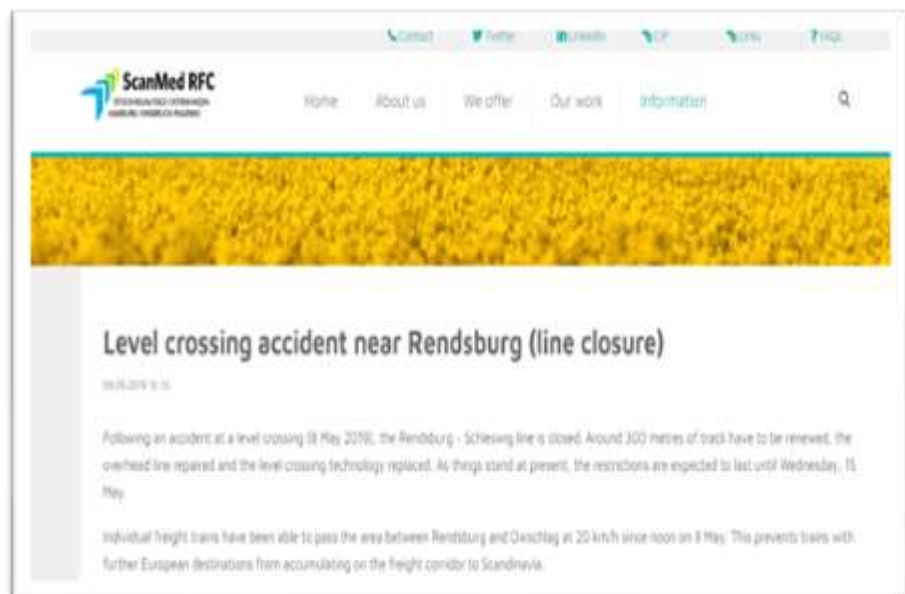


Figure 4: Screenshot from ScanMed RFC website

### *Management summary, continued*

ScanMed organized a Spring RAG-TAG Special Edition, where key End users actively participated and communicated their needs. At the Spring RAG-TAG, we defined a common strategy (2016) and explored the Corridor role as Facilitator (2017), then we concentrated on the User's needs and lesson learned (2018). In the 2019 edition, we enhanced the cooperation, and shaped a more systematic dialogue, among the stakeholders.



**Figure 5: RAG-TAG Spring session**

Seeing these very positive results on market and customer relationship side, ScanMed RFC in Sept-2019 restarted the CRM Manager hiring process with the support from BaneNOR to push even more in the market direction and explore its opportunities. We all know at RFC-Scan-Med that our focus for the upcoming years will be the market. The Corridor aim is to make the choice of railway transport easier for all the actors of the logistic chain. Within the catchment area of ScanMed, rail freight is covering 25% of the total border crossing volumes. Driven by factors such as rising road fees, higher fuel costs, EU policies preferring rail over the road, and the green shift, there is a high growth potential for rail freight. 2019 also presented exciting occasions where Members of the Executive Board and Members of the Management Board met up to exchange on critical issues (e.g., exploring KPIs) and to strengthen their cooperation, each Board according to their mission. In 2020 the two Boards will continue in this direction also in the view of a possible joint Executive Board – Management Board meeting and the occasion, for some members, to jointly participate in the relevant meetings organized by the European Coordinator of the ScanMed Core Network Corridor, CNC.

*Management summary, continued*



**Figure 6: From the recruitment ad**

At ScanMed RFC, we also tackled technical issues enabling a lively debate among our stakeholders. A ban on operating noisy freight wagons, which has been imposed by the Act Prohibiting the Operation of Noisy Freight Wagons (Railway Noise Mitigation Act), takes effect from the start of 2024, but in Germany already in 2020/21. These provisions must be applied whenever access parties request infrastructure capacity for the 2020/21 working timetable. DB Netz, therefore, planned to provide access to parties and wagon keepers with timely ongoing information about the relevant rules that will apply under this Act.



**Figure 7: From the Presentation**

ScanMed RFC in 2019 has carried out the tender process and awarded the study on competitive strength and vulnerability, also called Transport Market Study on Intermodal Costs. This process has been carried out thanks to a Cooperation agreement signed between OeBB Infrastruktur and ScanMed RFC. With this study, ScanMed RFC expects an analysis of its position in a competitive context, and thus expect to: understand the strengths and weaknesses of international rail freight against other transport modes as regards costs on the relevant market area of the Corridor; derive critical learnings for the further development of its product

portfolio; obtain an improved market knowledge for new customer prospection.



## Management Summary, continued

ScanMed RFC, in December 2019, has reached an agreement to let its customers in ScanMed North (NOR, SWE, DEN, GER) implement a Single Contract of Use (SCU) of railway infrastructure capacity along the Scandinavian Mediterranean Rail Freight Corridor. The RU wishes to use the ScanMed RFC infrastructure, involving the use of several railway networks, managed by different IMs, by crossing one or more national borders for its business processes consisting of railway traffic and transport. The signing of a contract of use constitutes a prerequisite for the capacity allocated via the Corridor organization. It is provided by the relevant IMs to the RU in compliance with the rules mentioned in the SCU and applicable EU-legislation. The IMs wish to facilitate the administration surrounding the rail freight transports by offering this single contract of use for the entire corridor transport. This Contract deals with the use of the train paths allocated to the RU to provide an international train service on RFC ScanMed. In 2020 the contract will be updated, and a fine-tuning process will be launched so that the harmonized part of the contract can cover more aspects towards further simplification and a more user-friendly result.



**Figure 8: Announcing SCU on Twitter**

## 2. ScanMed capacity performances

ScanMed RFC is highly committed to offering capacity products that comply with the market demand and the expectations of customers regardless if they are Railway undertakings (RU) or Non-RU applicants. To achieve the aim to be the customer and service orientated corridor with fitting capacity products, we ask our partners frequently for direct and indirect feedback to shape the capacity portfolio in the right direction.

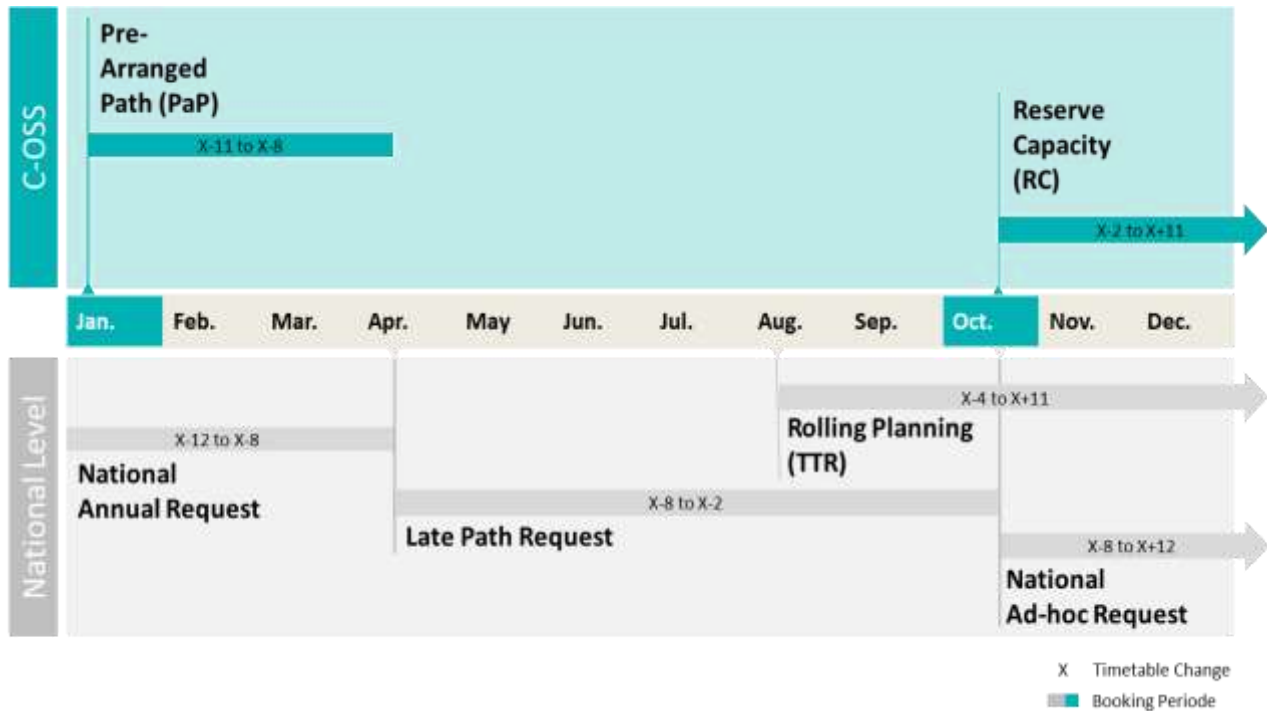


Figure 9: Comparison chart 1

In general, it can be said that the capacity usage at the C-OSS level is increasing, especially with a high request and pre-booking rate of PaPs on the Scandinavian corridor stretches and slightly increasing demand on the Southern part even on a very low level. Caused by the increasing request rate North of Maschen, the C-OSS faces on the other side the problem with the highest conflict rate of PaP requests in the whole of Europe. Although the customers are satisfied with the conflict solving procedure, ScanMed RFC put a lot of effort to improve this situation with modified and adapted capacity products even if the quantity remains on a constant level.

A major highlight in 2019 has been the first two Reserve Capacity (RC) requests since the foundation of the ScanMed RFC. Shortly after a detailed assessment of the processes and routine how to process RC requests which ended up in a new Communication and Marketing Concept and changed descriptions for RC, the C-OSS was glad to offer two internationally harmonized path offers for new, recurrent traffic needs during the year requested by one customer. The corridor is looking forward to enhancing this RC's request rate and to offer more internationally harmonized capacity paths within the running timetable.

## 2.1. Capacity offer, interest, and pre-allocation

### Results Pre-arranged Path (PaP)

The success seen over the past years regarding capacity requests and pre-booking of PaPs can be repeated and even enhanced in 2019. Looking at the results, the requested capacity has increased by 15% and the pre-allocated (reserved) capacity by 5%.

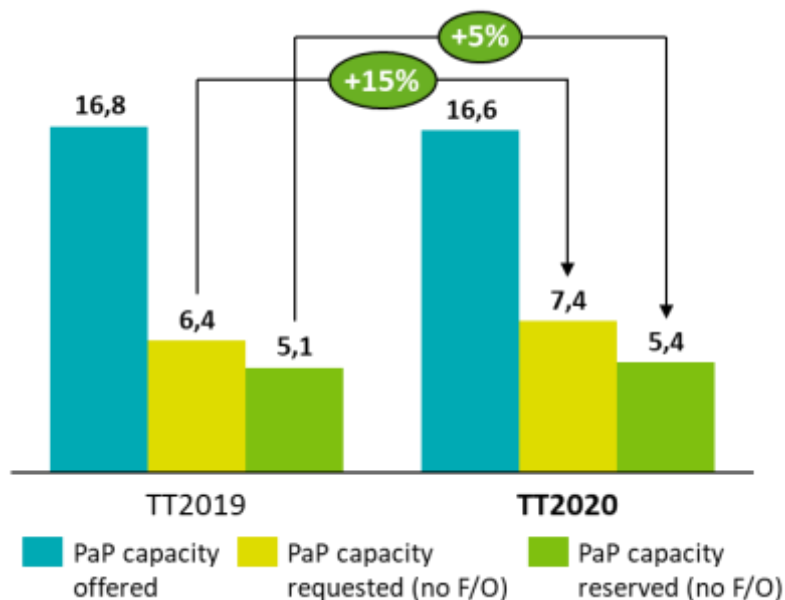


Figure 10: PaP Capacity Overview for Timetables 2019 and 2020 (in Mio. PaP-km)

Looking back since the foundation of ScanMed RFC, the request rate of PaPs has now increased by 53% since 2016 to more than 7,3 Mio. PaP-km.

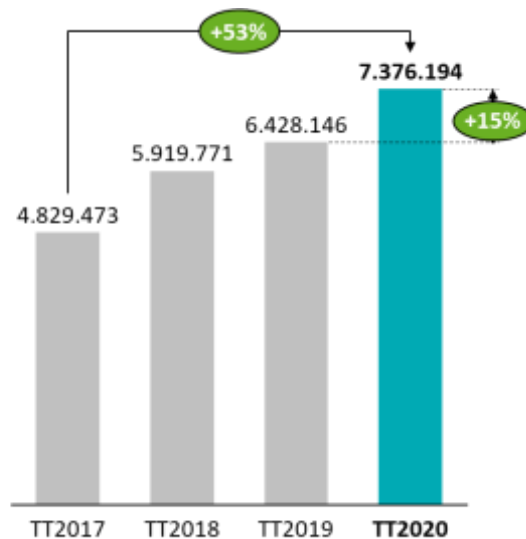


Figure 11: Evolution PaP Request rate from 2016 (TT2017) to 2019 (TT2020) (in Mio. PaP-km)

### *Capacity offer, interest, and pre-allocation, continued*

This development leads to the situation that the request and usage rate of PaP capacity increased from 38,2% to 44,4% of the offered capacity for TT2020. After application of the priority rules of the Framework of Capacity Allocation (FCA), the requested capacity has been reserved by 73% with PaP capacity and 27% with Tailor-made capacity. The circumstance that not everything can be pre-booked on PaP capacity is caused by the very high conflict rate of PaPs by 75% (51 requests with 38 dossiers in conflict). Furthermore, it can be highlighted that more and more capacity is reserved within multi-corridor dossiers, which is an indication of a functioning network approach of corridors as international traffic is requested in one dossier on several corridors in just one step. Moreover, it must be pointed out that almost one-third of the total pre-booked capacity was reserved on Feeder/Outflow parts, which are a significant indication that PaP segments can be compiled with tailored traffic offers for customers.

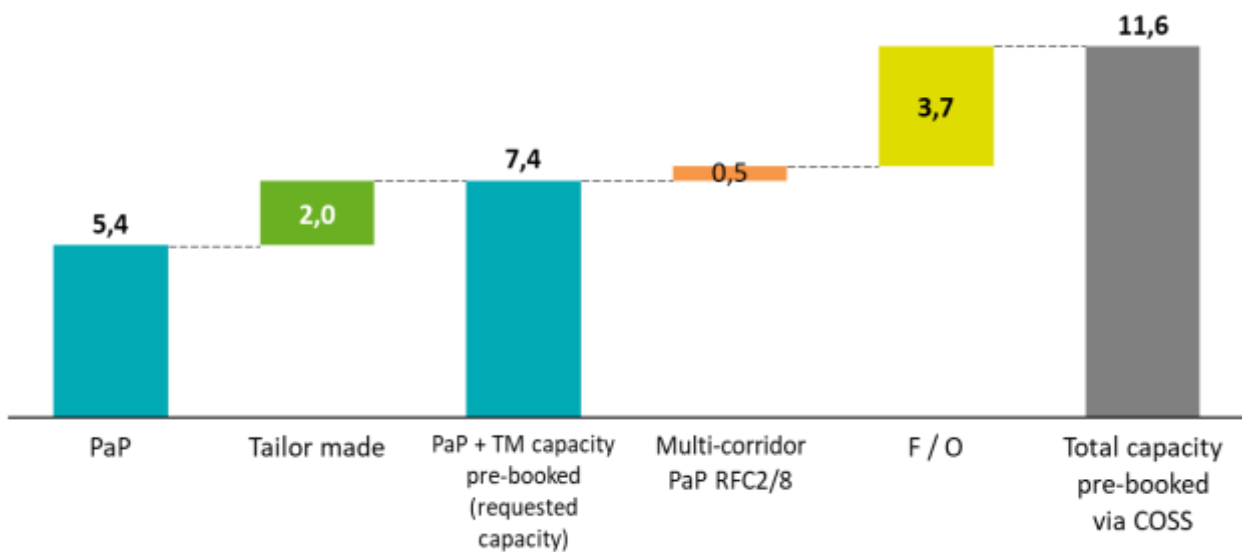


Figure 12: Composition of the requested capacity in 2019 (for TT2020) (in Mio. Path km)

These pre-booking results need to be seen in relation to the allocated capacity via other channels. As you can see in Figure 4, the C-OSS allocates almost 50% of the international freight traffic capacity on the border stations of Peberholm and Padborg. In contrast, on the other border points, the ratio is or almost is 0%.



### Capacity offer, interest and pre-allocation, continued



Figure 13: Ratio of the capacity allocated by the C-OSS and the total allocated capacity for TT2019 (Number of allocated running days)

In terms of the number of clients, seven customers requested PaP capacity via the C-OSS, of which three customers applied for more than 58% of the requested capacity. In 2019 ScanMed RFC welcomed two new customers who requested PaP capacity along the corridor.

### Reserve Capacity (RC)

Reserve Capacity (RC) is our capacity product for the running timetable to provide the applicants with an internationally harmonized path offer for new traffic needs during the year. RC is offered as a guaranteed contingent of “capacity slots” for international freight paths per day, direction, and a section on ScanMed RFC lines north of Domegliara with an indicated standard running time. For the TT2019, we offered one slot per day and direction, and the capacity contingent of RC is allocated on the “first come, first served” principle.

Usually, these four advantages of RC can be claimed:



Figure 14: Four advantages of Reserve Capacity

### Capacity offer, interest and pre-allocation, continued

As mentioned, before it was one of the top highlights in 2019 that the C-OSS received the first two RC

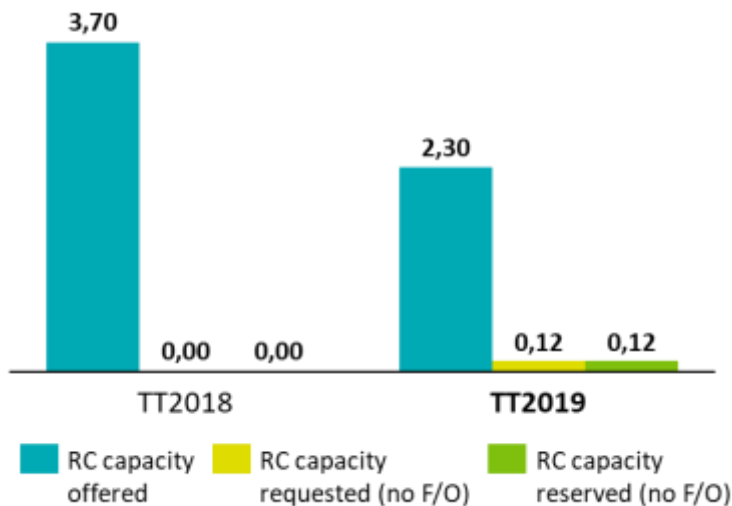


Figure 15: RC Capacity Overview for Timetables 2018 and 2019 (in Mio. RC-km)

requests since the foundation of the corridor. Within the processing time of 56 days, the C-OSS offered two internationally harmonized offers for both requests with direct processing and visualization in the European IT-tool PCS. Even if the offers have been perfectly harmonized, although there was a significant impact of TCRs, not the full RC benefit was made use of as a part of the international traffic was still requested independently via national channels.

ScanMed RFC is working hard to convince the market to be the sole entry and request point for new recurrent

business needs within the running timetable for traffic that starts at the earliest in 30 days.

## 2.2 Punctuality trend year 2019

The Punctuality of RFC ScanMed slightly improved in 2019 compared to the year before. Measured until 30 minutes deviation from the timetable, the punctuality has slightly increased from 59 % to 60 % at the destination respectively exit point from the corridor. The punctuality at origin/entry point reached 70 % as in the year before. After a start in the year with rather low punctuality in January, it increased and reached the highest figures between July and October.

Many trains already start with a delay at one of the departing stations on the corridor (mainly Verona, Munich, Maschen and Malmö) or they arrive with a delay when entering the corridor, coming from other Corridor regions in Sweden, Germany, Italy or even from countries not involved on the corridor, e.g., Belgium or the Netherlands.

Generally, punctuality is about 3 percentage points higher in North-South direction. One of the reasons is a higher starting punctuality at the main starting stations in North-South direction (Malmö and Munich than at Verona and Maschen).

12 % of the registered minutes in the Train Information System of RNE were attributed to Infrastructure Managers and 57 % to Railway Undertakings. 27 % were due to secondary causes (mainly track occupation) and 3 % due to external reasons (e.g., weather conditions).

Additional delays occur mainly at stations where operational processes are carried out (e.g., change of drivers and/or locomotives) especially at border points. Therefore, this has to be the focus of the work of the regional groups. The most important aspect for improving quality is the regular exchange with the RUs in the Regional Groups and RAG meetings. Increasingly also other stakeholders are involved to better understand the needs of our customers.

## 2.3 Customers – ScanMed dialogue and satisfaction survey

ScanMed RFC investigated Customer satisfaction in 2019, mainly through bilateral customer visits conducted by the Corridor One-Stop-Shop Manager and of a cross-corridor User Satisfaction Survey (USS) coordinated by Rail Net Europe for the Rail Freight Corridors (RFCs).

### Feedback from customers based on a face-to-face exchange

One of the main tasks of the C-OSS Manager, after the publication of the PaP Catalogue in January, is the promotional activities between January and April (end of application phase). During that time, ScanMed meets its customers in both direct visits and customer-dedicated roadshows. These events are used to highlight the new features of the newly published capacity offer and all linked ongoing projects, initiatives, and pilots at the corridor level. Throughout customer events, there is an opportunity to give detailed feedback on the performance of the corridor at first hand. This information provides beneficial insight into customer expectations, and this is used to work on the improvement of the corridor.

In 2019, the C-OSS Manager visited ten customers directly at their premises or with determined appointments in combination with international conferences. ScanMed customers highly welcomed the effort to improve PCS with the new Envelope Concept, and the Terminal Integrated Capacity Offer and the TTR Pilot on corridor routing. Moreover, they appreciated the analyses regarding the development of the PaP capacity after the final offer, planned average speed of PaPs, and the conflict solving and information behavior of the C-OSS Manager. On the other hand, they addressed that ScanMed RFC needs to put more effort to offer flexible capacity products, to adapt the construction approach of PaPs in Munich.

Finally, the Terminal Integrated Capacity Offer (TICO) was presented to an expert audience at the Rail Tech Event in Utrecht on 27-March-2019 to collect further feedback from the

market. More than 50 people attended the presentation and gave us the fruitful feedback that we are on the right track, must improve the IT tool, especially a functioning interface, and should expand the TICO to Reserve Capacity Trains, too. All in all, we received the message that ScanMed RFC does the right steps to achieve a real integrated product. Harmonized Paths to link corridors for the annual timetable and potentially reduce corridor events with joint meetings with other corridors are also developed.



Figure 16: C-OSS Manager, Stephan Noll

## The RNE User Satisfaction Survey (USS) for Rail Freight Corridors



Figure 17: From the Overall report

The Rail Network Europe User Satisfaction Survey for 2019 was carried out from the 12<sup>th</sup> of September to the 11<sup>th</sup> of October 2019. The survey generated 14 respondents that completed it fully. The number of respondents increased by 5 from the previous year. The total amount of invitations sent was 37, which in practice means that the overall response rate was 24%. The overall response rate also increased but is still very low.

Looking at the overall satisfaction of the Corridor, it has increased to a mean of 4,4. That is the highest mean in the years 2017 and 2018. Worth to notice is that 2 out of the 14 respondents elected to answer “Don’t know” for this question.

Focusing on the general topic of Infrastructure, the survey showed improvement to the question “To what extent are you satisfied with the adequacy of the lines assigned to the RFC” in comparison to the previous year. 2017 had a mean of 4,4, 2018 a mean of 4,0 and 2019 a mean of 4,3. That means that the latest results are almost up to par with the first year of the survey. The infrastructure standards took a sharp turn to a positive outlook with a mean of 3,2. This can be compared to the mean of 2018, 2,1.

The open questions about Infrastructure showed that there is work to be done to have a high quality of service in and around Brenner.

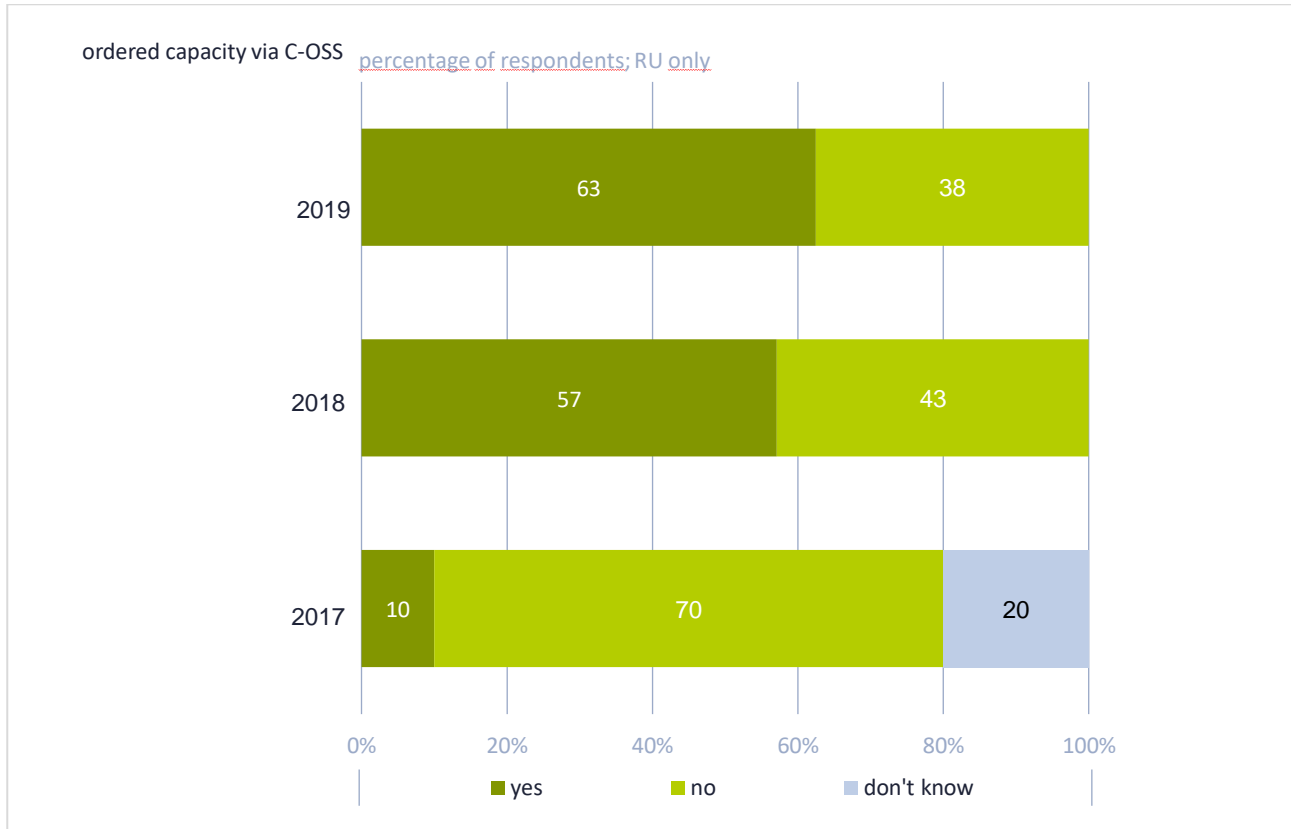
The satisfaction with coordination and communication of Temporary Capacity Restrictions has a decrease in the overall mean for all three related questions, this in comparison with the results for the years 2017 and 2018. From the open questions and the feedback received, we can see a need for a TCR tool, faster handling by all involved parties as well as alternative PaPs.

The overall mean for the satisfaction with the Corridor Information Documents has increased in comparison with the previous years, and we can see that the work being done to improve the related books is generating effect continuously.



### *The RNE User Satisfaction Survey (USS) for Rail Freight Corridors, continued*

The usage of the C-OSS notes the highest usage since the year 2017, in-depth we note that the conflict solving process of the C-OSS, along with the allocation process by the C-OSS indicates the highest mean when comparing to other years.



**Figure 18: Chart from the USS, C-OSS Usage**

The overall satisfaction with the Path Coordination System, PCS, notes the lowest mean when comparing years. Through the open questions, you can see that the users are finding the usage of the PCS-tool difficult and that there are lacks in specific areas. One respondent notes that there have been no improvements in the last year.

The satisfaction with the Train Performance Management is overall positive and shows an increase when compared with previous years looking at the questions that have previous responses.

*The RNE User Satisfaction Survey (USS) for Rail Freight Corridors, continued*

The satisfaction of the RAG/TAG and the Management Board has increased from 2018 to 2019, but we are still not at the level of 2017. We see that the main reason for the uptick is due to that the respondents feel that the opinions of the RAG/TAG are partially considered by the Management Board; this was not achieved in 2018. The actual percentage of responders that stated that the opinions of the RAG/TAG are considered by the Management Board has increased as a whole from both 2017 and 2018.

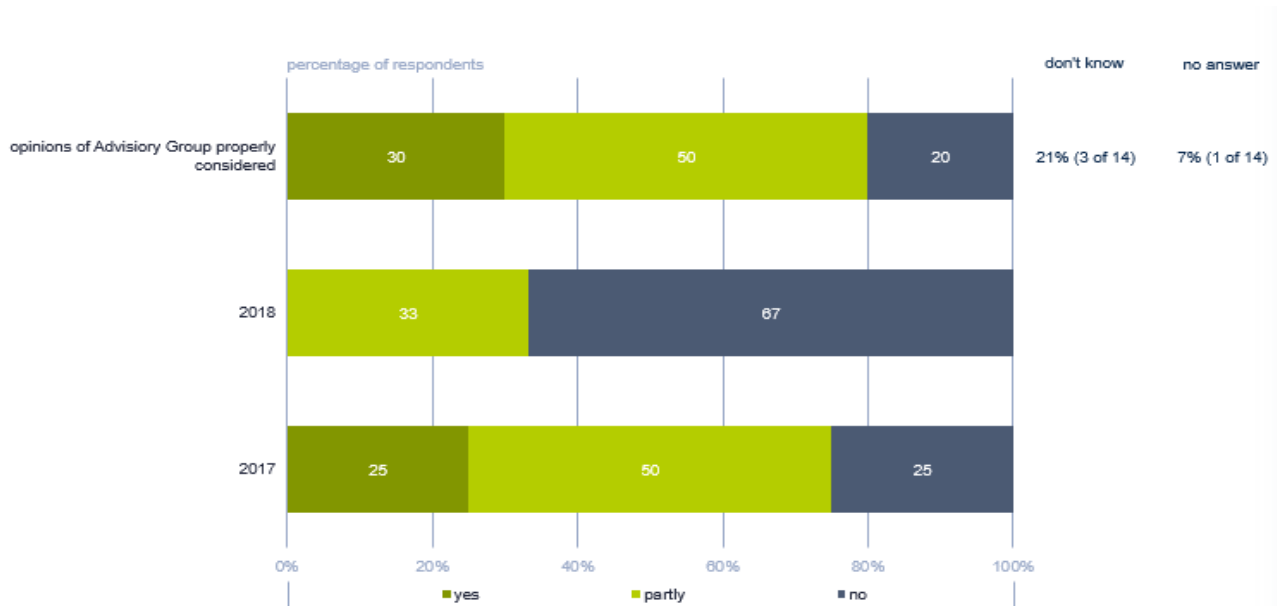


Figure 19: Chart from the USS, opinions of the Advisory Group properly considered

The overall satisfaction of the Corridors communication saw a more positive outlook looking at information on the website and information at the RAG/TAG-meetings. The Annual Report and information on social media saw lower remarks during 2019.

### The RNE User Satisfaction Survey (USS) for Rail Freight Corridors, continued

Looking at the top 10 aspects, we note that many of the C-OSS activities are detailed, and that is very positive. For the bottom 10 elements, we see that there is a possibility of achieving higher satisfaction through further studying and implementing different actions to the specific areas.

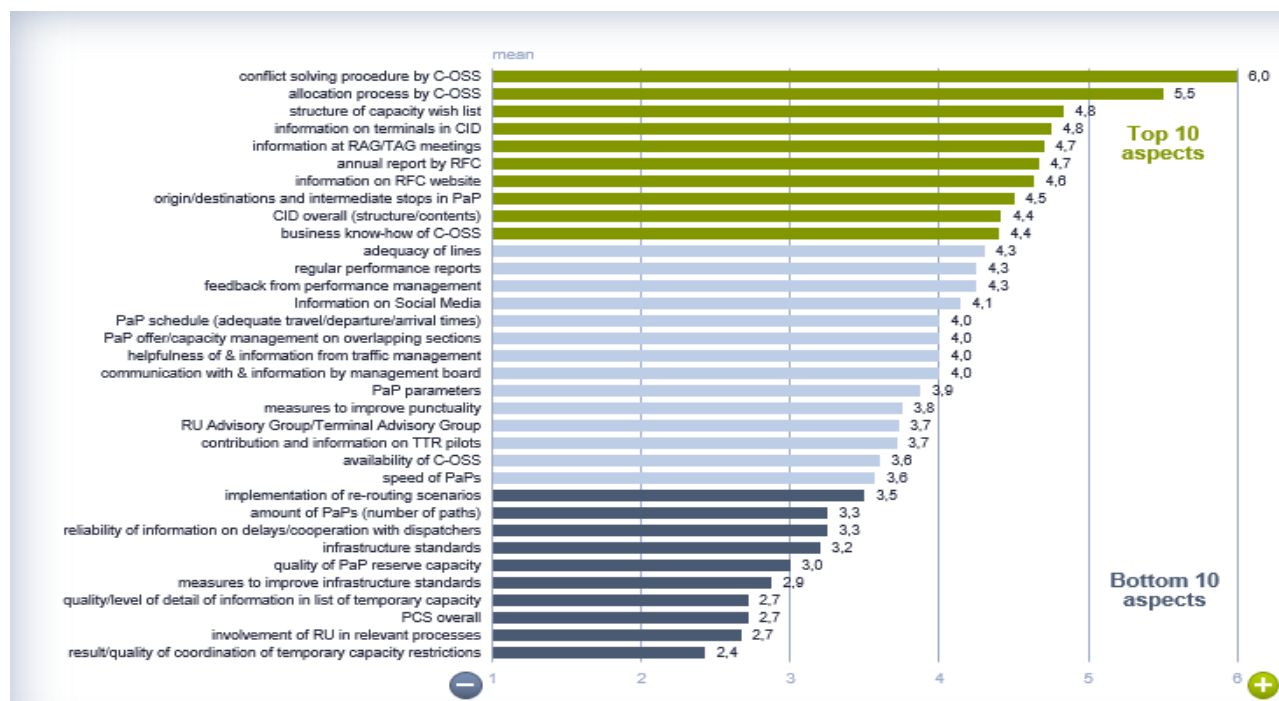


Figure 20: From the USS, overall satisfaction

## 3. Implementing ScanMed Strategy

The way to implement ScanMed strategy was developed further in 2019, towards making of ScanMed RFC as an A to B enabler and coordinator. At the ends of the Corridor routes, the field of action of ScanMed RFC is enlarged from the first loading point on the train to the last unloading point from the train. The inclusion of services in the field of action of ScanMed RFC is pushed forward through the use of regional or corridor pilots and, whenever possible, increased coordination among the RFCs emphasizing:

- Increased flexibility of the capacity offered
- Extended competence of the C-OSS to path-related services (e.g., access to and availability of service facilities)
- Simplified administrative procedures accompanying the ordering, booking, and payment of international rail freight services
- Development of common IT-tools for capacity management (display of offer, booking, cancellation) as well as for traffic management and monitoring
- Increased information sharing on cross-border sections during operations
- Transparency in quality monitoring

## Implementing ScanMed Strategy, continued

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**ScanMed Rail Freight Corridors recent agreement to offer a standard contract of use is a signal that obstacles can be overcome**

*Statement from Rail Net Europe General Assembly on the 4th of December 2019.*

The Corridor team has further developed an environment with more specific opportunities to work directly with the customers, where ScanMed RFC is seen as a facilitator of the logistic chain now even closer in understanding and serving customer needs. In terms of method, a specific effort was given for: better understanding the market at both ends, i.e., both at European level (analysis of major Origin and Destinations on the network of Rail freight corridors) and at Corridor-regional level

(interpretation of the market structure and market drivers); improving coordination, whenever needed, at an early planning stage (e.g., Coordination of works); defining, implementing and monitoring results of improved services together with Corridor Users, Partners, and Facilitators.

### 3.1. Flexible and customized products

In 2019 has continued developing new flexible, and comprehensive products. Thanks to these efforts, we improved the perceived reliability, both in conditions of regular traffic and with disturbances or in case of major international disruptions.

#### More products, new products

The ScanMed RFC in 2019 organized a Terminal Pilot again, to be carried out for the yearly timetable 2021. The Pilot only applies to requests of PaPs, which are linked to Terminal slots as part of an integrated offer. The integrated offer consists of at least one PaP and a coordinated Terminal slot. The PaP requested by the Applicant may be Terminal-in- or outbound. The pilot project of the TICO Terminal Integrated Capacity Offer aims at finding in 2019 a stable cooperation framework with key partners to become a Product in the near future.

Also, the Terminal Pilot consists of several levels, which build on one another and differ in terms of commitment, obligations, and responsibilities for all involved parties:



### Flexible and customized products, continued



Figure 21: Level Descriptions of the Terminal Integrated Capacity Pilot for TT2020

In 2019, thirteen Terminal and Ports located in Norway, Denmark, Germany, and Italy participated in the pilot. Most importantly, Verona Q.E. joined the pilot as one of the essential Terminals on ScanMed South directly in the most integrated Level 4. This supported the Pilot profoundly as during the request period for TT2020; we received the first Terminal Integrated Capacity Request with a PaP from Verona Q.E. to Germany. Together with the involved IMs, RUs and Terminal partner we processed this first request jointly and determined even further integrated services which haven't been planned before like a more detailed train performance management starting with data in the Terminal (see TIS-Terminal pilot).

Also, ScanMed RFC worked hard to offer one path per day and direction coordinated with the Corridor North Sea-Baltic between Maschen and Osnabrück and two paths per day and direction coordinated with the Corridor Rhine-Alpine between Piacenza and Bologna to increase the multi-corridor usability of the offered capacity. With the new offer of harmonized paths (HaPs), it will be easier for applicants to connect ScanMed PaPs with partner corridors' ones.

### Flexible and customized products, continued

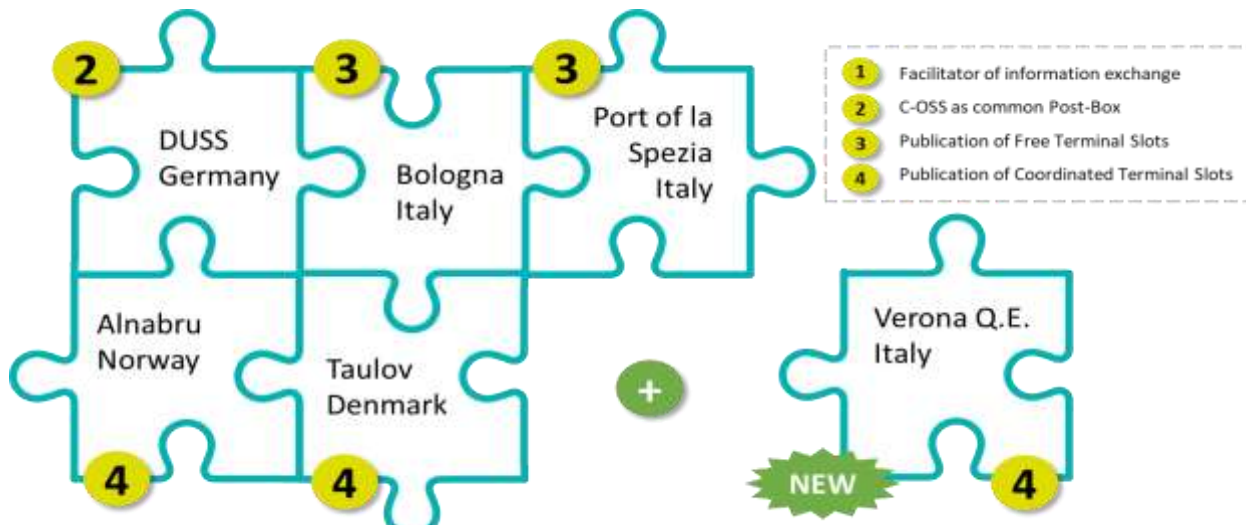


Figure 22 Status Terminal Integrated Capacity Pilot with participating Terminals for TT2020

### Flexibility of products

In 2019, ScanMed RFC continued to offer harmonized paths (HaP) with other Rail Freight Corridors to support applicants with these connecting offers - even if these offers are not on principal lines - to link several PaPs in on request. Harmonized Paths have been offered for the link between our corridor and RFC Rhine-Alpine (Bologna-Piacenza) and North Sea-Baltic (Maschen-Osnabrück). Together with the capacity wish list results, these HaPs have been constructed as close as possible to the market demand.

Also, all PaPs have been offered as FlexPaPs. As a FlexPaP, we indicate a PaP, where only the border time is fixed. The rest of the Timetable can be adapted by the applicant to his needs as long it stays within the standard running time of the relation. Reserve Capacity Slots are even not offered with pre-constructed times and only with bandwidths. This leads to the fact that the TT expert can construct timetables as close as possible to the request on short notice.

### Reliability as the main focus

#### Stepwise quality improvement

ScanMed RFC, as far as the quality improvements are concerned, has dedicated very much attention:

- To the stability enhancement of pre-arranged paths by taking into consideration the planned infrastructure works ("Temporary Capacity Restrictions")
- To the punctuality improvements, made by delay cause analysis, performed in collaboration with the customers. This was possible combining figures for punctuality and reliability into a single performance measure for heavily delayed trains. In 2019 the Corridor started a detailed analysis of a sample of trains with high importance for the customer. This analysis of the RU Key Trains will be continued with regular dialogues between the involved RUs and IMs. The aim is to identify potential corrective measures to be adopted in the future.

## Interoperability Specific Subject

Germany has adopted the *Act Prohibiting the Operation of Noisy Freight Wagons*, shortened *Railway Noise Mitigation Act* that will come in to effect from the start of the 2020/2021 working timetable period. From 13 December 2020, the Railway Noise Mitigation Act will prohibit the operation of freight or passenger trains containing one or more noisy freight wagons on the German (standard public gauge) rail network. Noisy freight wagons are those that exceed the noise emission limits under the TSI relating to rolling stock noise. This means that the Act will ban the operation of freight wagons with cast iron brake blocks. Wagons that have been retrofitted with composite brake blocks in place of cast iron brake blocks will be treated for the purposes of the Railway Noise Mitigation Act as equivalent to low-noise wagons compliant with the TSI relating to rolling stock noise. Such retrofitted wagons will, therefore, not restrict the operation of trains containing them.

Noisy freight wagons will only be allowed to operate without restrictions if an official exemption has been agreed upon. The German Federal Railway Authority may issue an exception if requested by the operator or wagon keeper. Exceptions can only be granted if the wagon is providing pre- or onward carriage on a line with steep gradients, if it operates exclusively for historical or touristic interest or if there is no approved technology to turn the wagon into quiet freight wagon.

If no exemption has been issued, paths on the German rail network for trains containing one or more noisy wagons may only be requested for ad hoc services. In this case, the train's speed must be reduced so that its noise emissions do not exceed that of a comparable train containing only low-noise wagons. In practice, this usually entails reducing the train's speed to around 20-30 km/h.

Infringements of the Railway Noise Mitigation Act may result in severe penalties. In the case of repeated violations, other official sanctions may apply. These may include speed limits or bans on the offending rail company.

## Planned Temporary Capacity Restrictions management



**Figure 23: TCR Map of ScanMed RFC**

Planned Temporary Capacity Restrictions (TCRs) are fundamental to enable maintenance and renewal track works on ScanMed RFC. The aim of the activities of the TCR-WG on ScanMed RFC hence is to ensure a maximum of available capacity and transport quality during TCRs. Though RFCs are dedicated to promoting freight traffic, the interests of passenger transport are also taken into account. To cope with that challenge, TCR-management on ScanMed RFC is organized as follows:

- ScanMed TCR-WG is the central working group to care for high-level coordination of TCRs, to set and handle strategic measures, and to define working routines.
- Regional TCR-working group South (DE, AU, IT) has the main objective to secure an optimum of infrastructure availability on the Munich – Verona section. To that end, re-routing options (e. g. Tauern-line) have to be taken into consideration as well as re-routings from other lines to ScanMed RFC.
- The creation of ScanMed RFC Regional WG North was continued trying to use RWG South as a pattern. Though there are still some issues to be solved, continuing TCR management is already secured between BaneNOR, Trafikverket, Banedanmark, and DB Netz AG.

In addition to the basic working routines (coordination and publication), the two main subjects identified in 2018 were continued:

- The PaP-screening-process was accompanying the constructions of pre-arranged paths.
- The creation of ScanMed routines for Decision (EU) 2017/2075 (revised Annex VII to Directive 2012/34/EU). A precondition was the approval of the “Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions for the European Railway Network, V. 3.00” by RNE, valid on all railway lines under vital participation of ScanMed TCR-WG’s representatives. These GL represent the basis for according routines on RFCs.

During 2019 the development of the RNE-TCR-Tool, which will provide both IMs and RU’s with a digital overview of planned TCRs, was going on under ScanMed TCR-WG’s participation.



## Punctuality improvements and reliability

The working group Train Performance Management (WG TPM) continuously measures the performance of the international freight trains running on the corridor. The performance is shown by Monthly Reports, which are provided to the members of the TPM Working Group and the Regional Groups as well as published on the CIP Customers Information Platform. These reports contain punctuality figures and the responsibilities for delays.

In the year 2019, the TPM Working Group further developed an approach to analyzing specific trains with high importance for the customer (RU KeyTrains). The aim was to establish periodic quality circles with the RUs about real performance issues. By analyzing these trains together with the RUs, the general understanding of operational processes and individual situations are improved. For the Southern part of the corridor, this was done via separate conference calls with the RUs involved in the respective train runs. All participants agreed to pursue the pilot in 2020. This year the aim is to organize these conference calls regularly and more frequently and to implement the approach also for the Northern part. Also, in 2019, the two Regional Working Groups carried on discussing diverse operational topics and quality issues together with the RUs.

## International Contingency Management ICM

Rail Freight Corridors do not dispatch trains, but in case of disturbances with international impact, the Corridor is involved in any case. Both in the case of the International Disruption declaration or case of non-ICM incidents, the Corridor played a role in 2019. In the first case, the ICM process is applied. In the second

case, the Corridor, upon request by its members, can enable better communication at Corridor level, promoting immediate coordination and the use of the European tool in place. These tools (RNE TIS – TCC Com and Park or Run functions) are being also developed thanks to the European RFCs efforts in close cooperation with the Infrastructure Managers and coordinated by RNE.

In the case of European contingency, it is essential to share information regarding operational aspects, priorities, communication flow across the borders, and to foster the predictability for the users, making rerouting options documents available in case of line closure. The general approach to these international disturbance cases refers to the concept of “Corridor cooperation culture,” by which the Rail Freight Corridor wants to bring Infrastructure Managers closer to Railway Undertakings and Customers.



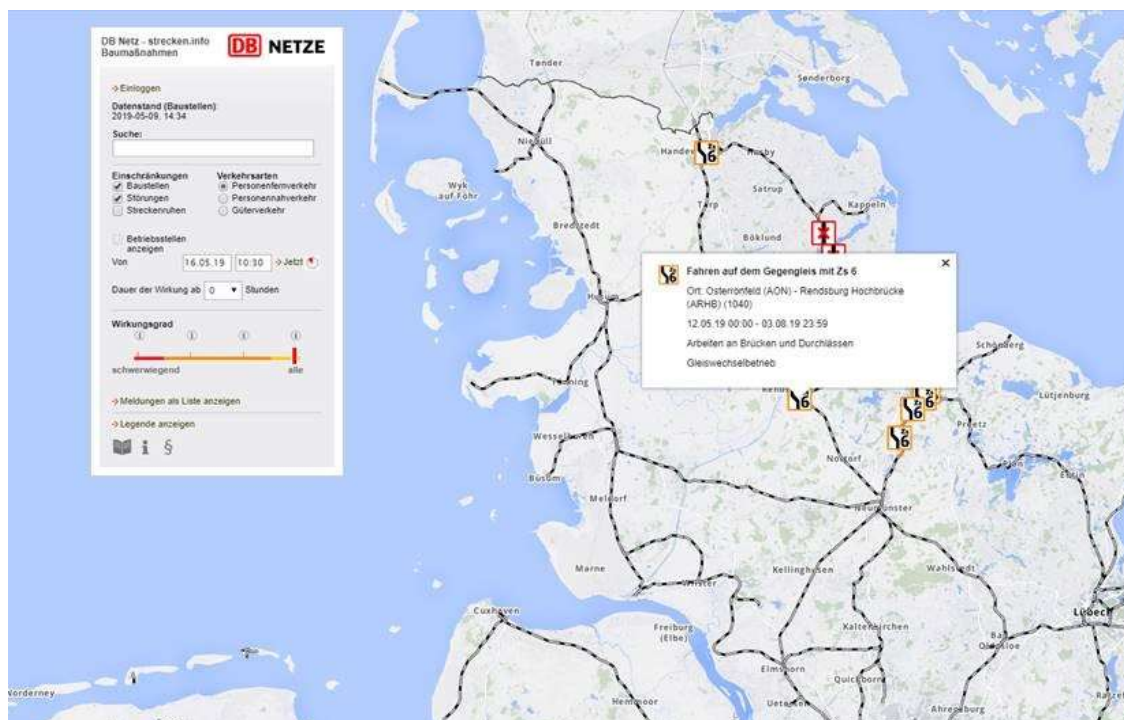
### European Rail Infrastructure Managers Handbook for International Contingency Management

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[www.rne.eu](http://www.rne.eu)

Figure 24: RNE ICM Handbook

### *International Contingency Management, ICM, continued*

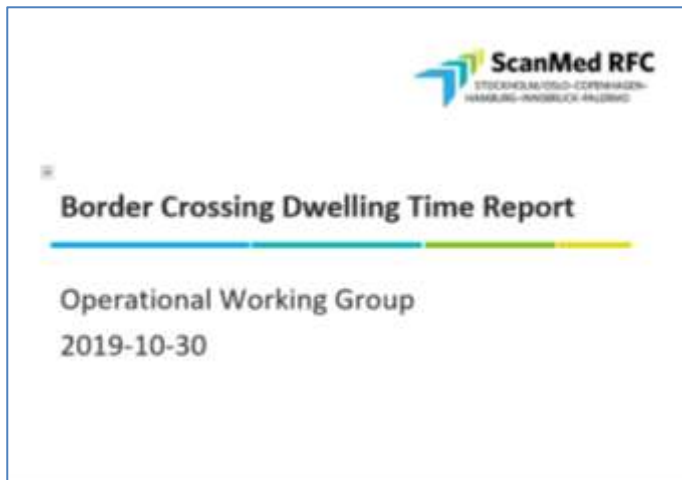
As requested by the EU Commission, ScanMed RFC has developed a re-routing overview with the information related to the critical sections of the lines along the Corridor. This overview provides the Applicants with indications on infrastructure parameters and available capacity indications on alternative stretches to the main Corridor lines. As for detailed information regarding the capacity available on a deviation route, it will be provided in case of a specific incident. In 2019 these ICM implementation documents were published on RNE CIP and then updated in mid-2019 due to their fine-tuning after the ScanMed RFC real case application (International Disruption in May-2019 regarding Rendsburg).



**Figure 25: Snapshot of ICM Case Rendsburg**

A contact list of experts involved in the International Contingency Management (ICM) process has been developed, and it is updated on a regular and ad-hoc basis at least once per year. This list includes the contact details of Incident Managers and Communication Managers of every IM of the Corridor.

## Dwelling time at border crossings



**Figure 26: Snapshot of the Project Plan**

It's well known that operational procedures at border crossing stations vary between countries, and this also applies to the border crossings sections along the longest RFC. To have a clearer picture of how the procedures at borders affect the dwelling time, a study was conducted by the experts of the OPE WG, where the hypothesis was that appropriate actions are taken at the cross border stations along ScanMed RFC so that the processing time does not exceed 120 minutes. The study was carried out as a survey where the RUs with most trains running at each cross border reported their estimated time to arrange their trains at the borders. This data was

set to the scheduled and real-time during one specific week. The results, having in mind the limited data, showed that despite the different operational procedures and hence varying time required at the cross border stations along the Corridor that the process time is well below the threshold of 120 minutes.

## Infrastructure and investments

Upon request from the European Commission and the Director-General for Mobility and Transport, ScanMed RFC assessed the planned infrastructure investments along the Corridor. Taking advantage of the governance structure, having an institutional involvement of the infrastructure users in the Railway Undertaking Advisory Group of the Corridor, ScanMed RFC could bring relevant input from a market perspective regarding investment priorities with the Scandinavian Mediterranean Core Network Corridor Workplan and the RFC's Investment Plan as a basis. The view of the concerned IMs (i.e., the Members of ScanMed RFC) was also taken into consideration to ensure that appropriate measures are foreseen to develop further railway infrastructure that fosters international rail freight transport.

## Longer and heavier trains preliminary study

During 2019 ScanMed RFC also initiated a study to identify how conditions will evolve in the next ten years with regards to international freight transport with longer and heavier trains. The study itself is divided into three phases, where the first phase of the study was achieved during the year. The result from the first phase shows the current infrastructure parameters along the Corridor, together with the planned investments where the latter data gives the basis for the improvement of the infrastructure parameters, in terms of train length and weight, along the Corridor in 2025 and 2030. As a next step taken during 2019, an estimation has been initiated where the expected outcome in 2020 is to show how the results from the first phase of the study can affect the capacity for longer and heavier trains along the Corridor during the next ten years.

### **3.2. Corridor cooperation with Users and Partners, and Market study**

In 2019 ScanMed RFC continued the dialogue with customers both by fostering the direct exchange with End Users and by finalizing the integration in its organization of pre-existing regional groups on operational improvements and cross border processes harmonization. These regional working groups (north, for Scandinavia and North Germany; south for South Germany and Austria, Italy) are the place where ScanMed RFC meet up regularly Railway Undertakings, End Users, MTOs (Multimodal Transport Operators), Terminals, Ports (on ad hoc basis when appropriate) to discuss performances, operational issues, and planning of works with a focus on medium to short term notice works.

#### **Meeting End-users' needs**

ScanMed RFC has continued developing a direct dialogue with End Users (defined as non-RU applicants). The Corridor, with its CRM function, identify key potential priority customers to address and start an information exchange to investigate tailor-made Business Cases with them. Addressing the freight transport service decision-makers, like End users, or MTOs, meaning the ring in the chain that decides in favor or against the rail, ScanMed RFC wants to tackle an essential aspect for successful strategy implementation.

From the continuous further development of the number of potential Use Cases (or Business Cases), in a virtual circle, ScanMed RFC gathered valuable learnings for its future development. The demand for the Corridor is still to play the role of international logistics facilitator. To meet this demand, ScanMed RFC needs to prepare a flexible offer and innovate its product portfolio, to allow the customization at several levels.

#### **Transport Market Study on Intermodal Costs**

ScanMed RFC, in 2019 has started the interaction with the consortium that is producing the Transport Market Study on Intermodal Costs. With this study, ScanMed RFC will get an in-depth analysis of its position in a competitive context and will understand: the strengths and weaknesses of international rail freight against other transport modes as regards costs; vital elements for the further development of its product portfolio; how to improve its market knowledge. To facilitate the scaling of results and comparisons between transport modes, the present study will implement a cost-driven approach. The study is being divided into three parts:

- A general analysis applied to rail, road, and short-sea shipping in Norway, Sweden. Denmark, Germany, Austria, and Italy
  - of cost drivers and costs structure for international freight from the perspective of a freight forwarder and of a freight carrier
  - of cost impacting parameters as well the sensitivity of each transport mode to the evolution of these parameters
- A sensitivity analysis for a sample of Origins and Destinations (O/Ds), which are vital to ScanMed RFC.
- Conclusions as regards the objectives of the study and recommendations for further market prospection given winning new freight carriers and forwarders to international rail traffic.

## Transport Market Study on Intermodal Costs, continued



Figure 27: Snapshot from the Market Study Intermediate Meeting

- Description of Work status
- Tentative results
- Potential challenges and solution proposals, including a request for information and support from the Member Infrastructure Managers
- Description of and/or proposal for next steps

Phase II has been dedicated to the case analysis (lasted three months following the first intermediary meeting). The Contractor organized a second intermediary meeting in the same manner as the first one. The input and feedback about the second intermediary report will be provided by ScanMed RFC in the first quarter of 2020. Phase III will be dedicated to conclusions and recommendations. After the third intermediary meeting, the Contractor will deliver the reference report and organize a final delivery meeting within two subsequent weeks. The Management Board of ScanMed RFC will validate the reference report within two following weeks. The whole study will conclude in the first semester of 2020.

### 3.3 Further challenges ahead

#### Evaluation of Regulation (EC) 913/2010 implementation

ScanMed RFC Position paper on the evaluation of the Regulation (EC) 913/2010 implementation

Figure 28: Snapshot from the ScanMed RFC Evaluation

#### Commission's roadmap to assess the implementation and impacts of Regulation (EU) 913/2010

In the first quarter of 2019, the Commission has launched a roadmap to evaluate the implementation and effects of

Regulation (EU) 913/2010 on the transport of goods by rail. The evaluation covers the period from the entry into force of the Regulation until 2019 and will cover all countries involved in the RFCs. It will attempt to assess the induced improvement on the EU mobility of goods by rail. The evaluation includes all provisions of the Regulation, including the purpose and



### Further challenges ahead, continued

scope of the RFCs, the geographical definition of the RFCs, the rules governing the establishment of new and the modification of existing RFCs, their governance structures, the studies, plans, and measures for establishing and developing the RFCs, the need to consult applicants, the provisions on investment planning, obligations regarding coordination of works, the provisions regarding the corridor one-stop-shop and capacity allocated to freight trains, the measures for traffic management, including in the event of disturbances, the provision of information on the conditions of use and on the quality of services, on the compatibility of performance schemes and the monitoring of competition and regulatory supervision.

ScanMed RFC welcomes the opportunity to evaluate the regulation (EC) 913/2010 implementation. The Corridor in 2019 started a process to reach a unique position for its members; the intention is to consolidate this position in a position paper, by the beginning of 2020, to be published and distributed by ScanMed RFC, so that the concerned stakeholders can use it for their response to the evaluation. At ScanMed, we are well aware that rail freight can play a big part in reducing congestion and carbon emissions in the EU.

ScanMed RFC considers the initial phase very positive in terms of international cooperation among all the involved stakeholders, and in terms of promoted harmonization as far as procedures, IT tools and documents are concerned. The concept of an international organization put in place, dealing transparently with part of national competences delegated to it, is innovative. We believe this helps build an integrated single European area. The initial experience has also shown some difficulties in achieving a full level of cooperation among the actors of the logistic chain, partially preventing the achievement of the primary purpose of the regulation: The strengthening of the international rail freight transport.

ScanMed RFC believes that we are now moving into a new phase where we have to take into consideration the experience earned in this period. Based on relevant experiences, ScanMed RFC has analyzed the essential elements and drafted a list of proposals that will be included in a position paper to be published at the beginning of 2020.

Starting working on this position gives us the occasion to review and discuss the strategic goals and method overview adopted so far, which has been confirmed for 2019.

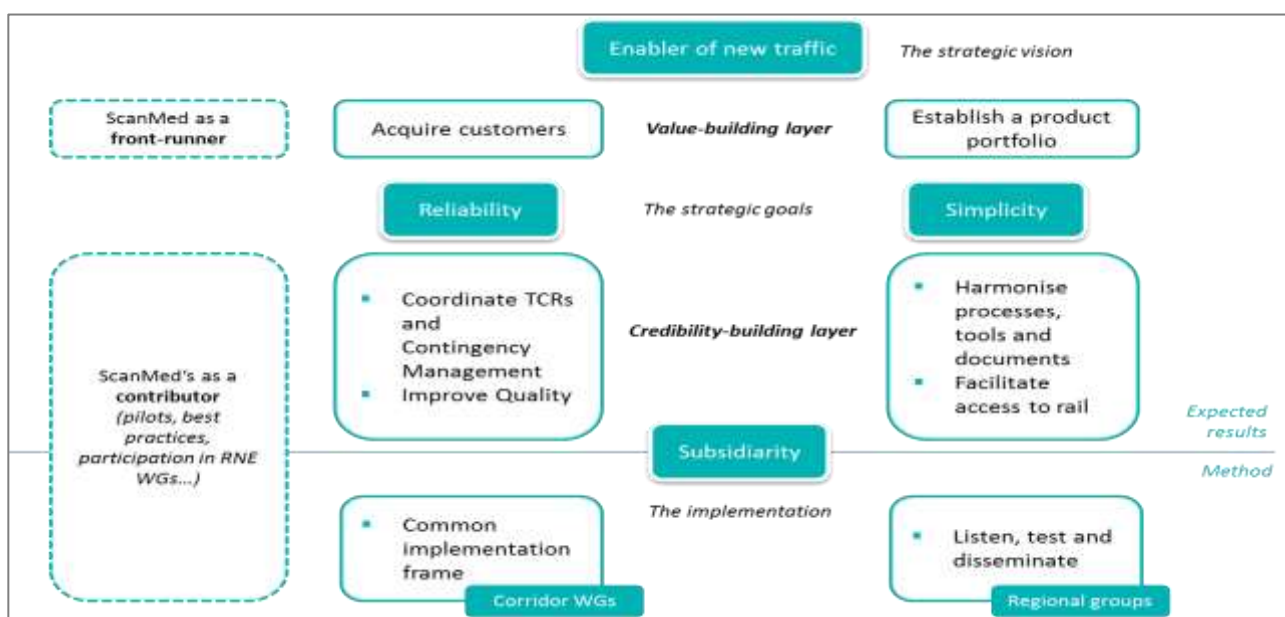


Figure 29: Strategic Goals and Method Overview confirmed for 2019



## The European Green Deal



**Figure 30: EU Green Deal**

Transport accounts for a quarter of the EU's greenhouse gas emissions and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050. Road, rail, aviation, and waterborne transport will all have to contribute to the cut. Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier, and cleaner alternatives to their current

mobility habits. The Commission will adopt a strategy for sustainable and smart mobility in 2020 that will address this challenge and tackle all emission sources.

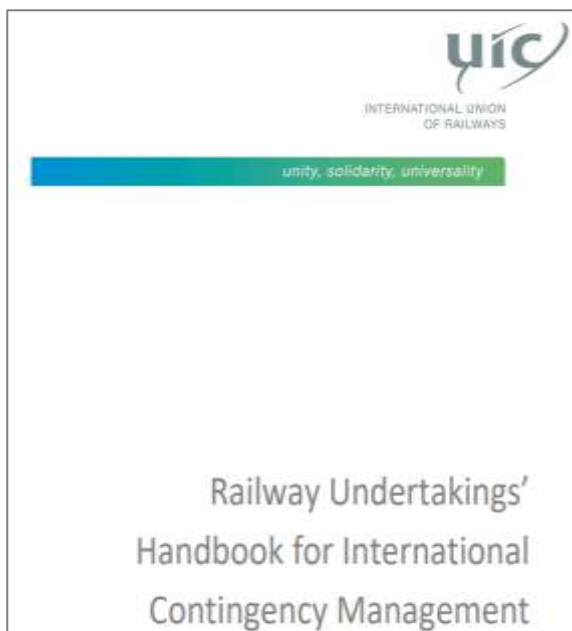
Multimodal transport needs a substantial boost. This will increase the efficiency of the transport system. As a matter of priority, a significant part of the 75% of inland freight carried today by road should shift onto rail and inland waterways. This will require measures to manage better and to increase the capacity of railways and inland waterways, which the Commission will propose by 2021. The Commission will also consider withdrawing and presenting a new proposal to revise the Combined Transport Directive to turn it into a useful tool to support multimodal freight operations involving rail and waterborne transport, including short-sea shipping.

Because transport accounts for a quarter of the EU's greenhouse gas emissions, the sector will play a crucial role in achieving the ambitious target that has been set with the objective of reducing its emissions by 90% by 2050, and the reason why ScanMed RFC welcomes the European Green Deal is that our members see it as a leverage to foster railways. ScanMed RFC wants to continue working on the development of the European rail sector to allow to contribute to achieving the ambitious CO2 goal. We need to implement tools and measures to boost the modal shift. In doing this, we shouldn't forget that the key principles of 'user pays' and 'polluter pays' must be taken seriously into consideration and put into practice. Significant investments, which are out of the ScanMed RFC short-term planning horizon (three to five years) and its mission, will play an essential part in this, and the EU Member States will likely invest more in the rail sector, combined transport, last-mile infrastructures, and on the development of cross-border rail connections. However, ScanMed RFC is ready to do its part: enabling combined transport on more routes, making easier the use of the existing last-mile infrastructures and the measurement of overall performances, simplifying and harmonizing the operation at cross-border rail connections.

## Railway Undertakings' Handbook for International Contingency Management

The UIC "Railway Undertakings' Handbook for International Contingency Management" has been published on the 12-Dec-2019. The text was endorsed by BLS Cargo, CFL Cargo, DB Cargo AG, ERFA Board, Fret SNCF, Lineas, RCG, SBB Cargo. It states that Railway Undertakings' (RUs) contingency plans are an essential element of an RU's risk management and business strategy. RUs currently have internal processes for contingency planning in place to deal with day to day disruptions of their services and to manage potential disruptions of a more significant nature.

In the handbook, it is recognized that an additional, harmonized international process is needed in the event of large incidents with significant international impact (in the document itself referred to as an international disruption), which both in duration and scale, jeopardize major trade flows and risk undermining customer confidence in rail's resilience as a transport mode.



Figur 31: UIC RU Handbook for ICM

This Railway Undertakings' Handbook for International Contingency Management ("the Handbook") outlines the following:

1. RU risk management preparatory measures should be taken, and that can be drawn upon in the event of an international disruption.
2. The essential steps to be taken by RUs during an international disruption to minimize disruption to trade flows.
3. In detail, processes and procedures that RUs should take in communication with other RUs, Infrastructure Managers (IMs), and end customers.
4. The necessity to implement ad-hoc risk mitigation measures that allow the reduction of the requisites for vehicle authorization and driver certification in case of an officially declared "contingency case."

The Handbook also recognizes the valuable role that the Rail Freight Corridors (RFCs) can play in setting up the communication process along which the International Contingency Management (ICM) can be handled best.

ScanMed RFC has remarked the importance of this initiative during the 2019 meetings with the Commission, where the RAG Speakers of several RFCs were present. At ScanMed we believe that in case of ICM all parties should be ready to do their part, to ensure that: mitigation measures are put in place immediately, re-routing options can be explored and adopted; the residual capacity can be effectively allocated, and a proper communication flow among the concerned stakeholders can be enabled. For these reasons we discussed these aspects also during the RFCs network meetings and ECCO meetings, proposing the RFCs network to take further steps in the harmonization of the procedures in place (teleconference tools, minutes layout, and checklist layouts), with the aim of better meet the needs of our members and users, that have to deal with ICM procedures for each of the RFCs that are crossing one country. With these proposals, which we will further develop in 2020, we want to make it easier for the involved parties, the use of the established European procedures and tools.

## 4 Communication, Events and Meetings and the Team

### 4.1 Communication

ScanMed RFC communicates mainly through its website, LinkedIn and Twitter (all detailed below), in addition to these channels of communication, special promotions (i.e., invitations and other relevant and time-sensitive information) is also communicated through e-mail sent to the different stakeholders.

**LinkedIn:** This channel has shown significant progress in different areas such as gaining followers, organic



Figure 32: ScanMed RFC LinkedIn

interactions, and a stronger bond with other Corridors that also use LinkedIn for promotion of their activities. @ScanMedRFC on LinkedIn is the largest page, when measured in followers as well as organic impressions, compared to the other Corridors available on LinkedIn.

Through LinkedIn, the Corridor has shared news and various updates regularly; the aim is not to “over publish” but to favor a steady flow of relevant articles: No more than three updates per week. The positive trend in gaining

followers should, in principle, continue in 2020 with new possibilities opening such promotion of content and increased interactivity with corridor-related material.



Figure 33: ScanMed RFC Twitter Headline

**Twitter:** The use of Twitter has not been in focus during the year; the number of followers is low, and so is the organic interactions with the material shared on Twitter. The handle @ScanMedRFC has none or a few interactions (responses, likes, retweets) to the content that is being shared. If the Corridor is to be an active user, gaining interest and recognition on Twitter, a deepened study needs to be carried out to evaluate the need and value-added from using Twitter.

#### 4.1. Communication, continued

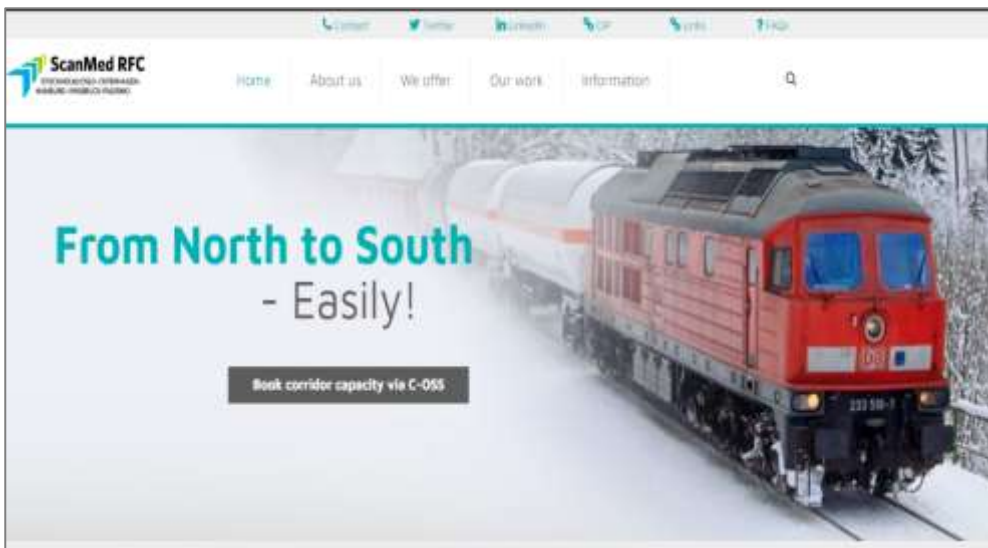


Figure 34: ScanMed RFC Website

**Website** - [www.scanmedfreight.eu](http://www.scanmedfreight.eu). The provider of the website (WebHost) has throughout 2019 been Pergamon, a German-based company that provided these services to ScanMed RFC until now. The software used for updating the various parts of the website was Contao. The website has had a steady flow of users downloading documents, reading news, accessing contact details, and so forth. The use of the website and its different functionalities is something that will be further improved. The main focus of the website, for the time being, has been to keep it up to date and to publish relevant information without investing a large amount of time and energy. A plan for the revision of the website has been approved in 2019 by the Management Board and will take place during 2020.

- **Exploring other options:** The use of other social media (Instagram, YouTube, and so on) is always a possibility. Through YouTube, the possibility of using videos opens up, and through Instagram, new promotional opportunities arise. Implementing new options for social media, as well as for the website, requires planning and forethought and will be implemented in the upcoming Communication Guideline.
- **CIP and CID:** The continued progress of the CIP-platform has been ongoing during the year. New functions have been added to enable users better to participate in all of the features. The continued evaluation of CIP and harmonization and digitalization of the CID is an essential step for better enabling the use of the Corridor in the future.



## 4.2 Meetings and Events 2019

Throughout the year, the Corridor has participated and organized several events. Generally speaking, all of the events have been very successful. Focusing on some of the events and meetings throughout the year, we highlight:

The Spring Customer Workshop took place in Frankfurt, Germany, on the 14<sup>th</sup> of May 2019, with Railway Undertakings, Terminals, Ports, and End Users participation.

The Transport and Logistics Fair took place in Munich from the 4<sup>th</sup> to the 7<sup>th</sup> of June 2019. This was an event that was organized and carried out together with the other Corridors as well as with RNE.

The fall meeting of the Railway Advisory Group and the Terminals Advisory Group took place on the 16<sup>th</sup> of October in La Spezia, Italy.



Figure 35: Photo from the Transport and Logistics fare

Figure 36: Picture from the fall RAG/TAG-meeting



### 4.3 The Team

During 2019 changes in the Team of the Corridor were about to take place: The search for a Market/Customer Relations Manager started, and it ended as the year closed with the formal start of the CRM taking place in the First Quarter of 2020.

Also, the search for a Communications and Administration Officer started. This search was external, but it finally ended in December 2019 with the appointment of a seconded resource from Trafikverket.



## 5. Annexes

### 5.1 Key Performance Indicators and Punctuality

#### Capacity KPIs

			2018 (TT2019)	2019 (TT2020)	
CAP	Offered Capacity	Volume of offered capacity (PaPs) at X-11 (in Mio. Km*days)	16,8	16,6	
		Volume of offered capacity (RC) at X-2 (in Train*Km)	2,3	1,9	
	Requested Capacity	Volume of requested capacity (PaPs) at X-8 (in Mio. Km*days)	6,4	7,4	
		Volume of requested capacity (RC) at X+12 (in Mio. Km*days)	0,12	AR2020	
		Volume of requests (PaPs) at X-8	45	51	
		Volume of requests (RC) at X+12	2	AR2020	
	Pre-booked Capacity	Volume of pre-booked capacity (PaPs) at X-7,5 (in Mio. Km*days)	5,1	5,4	
	Conflicting requests	Number of conflicts (PaPs)	28	38	
	TCR affected capacity	Share of pre-booked PaPs affected by TCRs (in PaP-days)	0%	0%	
	Response time for a Corridor offer (RC)	Number of days needed by the C-OSS to deliver an RC-offer to a Customer	56	AR2020	
	Integration of the product	Number of PaP-requests including Terminal slots (TICO)	0	1	
	Cross-corridor PaP-requests	Number of PaP-requests including at least one PaP-segment on another RFC (in %)	13,3%	17,6%	
	Cancellation/ Modification Rate	Cancellation/ Modification Rate of PaPs before TT change (share of not cancelled days)	77%	X	
	Planned speed	Average planned speed of PaPs at X-11 (in km/h)	Alnabru-Göteborg	59	57
			Göteborg-Malmö	59	67
			Katrineholm-Malmö	65	72
			Hallsberg-Malmö	68	73
			Malmö-Maschen	64	64
Maschen-München			67	67	
München-Verona			53	53	
Ratio of capacity	Ratio of the capacity allocated by the C-OSS and the total allocated capacity at TT Change	Kornsjö	4%	X	
		Peberholm	46%	X	
		Padborg	48%	X	
		Kufstein	0%	X	
		Brennero	0%	X	

#### Operations KPIs

Punctuality at origin / destination:

KPI	Definition	Source	Figure 2019 (%)
Punctuality at origin	Percentage of trains on time (30') at origin / (RFC Entry)	TIS / OBI	70
Punctuality at destination	Percentage of trains on time (30') at destination / (RFC Exit)	TIS / OBI	60

### Operations KPIs, continued

Share of delay minutes according to groups of causes:

Delay Group	North-South	South-North
Infrastructure Manager	12 %	12 %
Railway Undertaking	58 %	58 %
Secondary	28 %	27 %
External	2 %	3 %

### Market KPIs

Traffic Volume (number of trains crossing defined border points):

Border point(s)	North-South	South – North	Data source
Kornsjö	464*	456*	Bane NOR**
Peberholm	4511	4488	TIS
Padborg / Flensburg	5058	5383	TIS
Kufstein	13498	12505	TIS
Brennero / Brenner	10370	9590	TIS

\* Figures corrected after publication of the actual report. Date of change: 2020-04-22.

\*\* National figures used for these points, due to not existing respectively not completely plausible figures in TIS

## Punctuality at border stations and relevant points

Definition Punctuality: Share of trains until 30 minutes delayed (% percentage):

Source: TIS / OBI

Content: all international trains on the corridor, which cross at least one corridor border

Primary traffic: Malmö - Maschen and Munich – Verona

Essential points: most important origin/destination stations, all border points

Only a few trains run on the Northern and Southern parts of the corridor (e.g., from Scandinavia to Italy). There is very little direct connection between punctuality at Maschen and Munich (and vice versa).

A group of trains departing from Malmö, Maschen, and Munich is coming from other parts in Sweden, Germany, or other countries (e.g., Belgium and the Netherlands); this decreases the punctuality at these points in the table below. Likewise, the arrival punctuality at Malmö, Maschen, and Munich includes trains with a further part of the route to other destinations in Sweden, Germany, etc.

## Punctuality in specific points in both directions

Point	Punctuality North-South (%)	Remarks
Malmö departure	81	The figure also contains trains starting further north in Sweden
Peberholm (run-through)	78	
Flensburg (run-through)	65	
Maschen Rbf arrival	60	The figure also contains trains continuing further in Germany (some to NL and B)
Munich	69	The figure also contains trains starting elsewhere in Germany. Aggregated from different stations
Kufstein arrival	65	
Kufstein departure	66	
Brennero / Brenner arrival	64	
Brennero / Brenner departure	55	
Verona QE arrival	60	

*Punctuality in specific points in both directions, continued*

Point	Punctuality South-North (%)	Remarks
Verona QE departure	67	
Brennero / Brenner arrival	65	
Brennero / Brenner departure	51	
Kufstein arrival	55	
Kufstein departure	57	
Munich arrival	55	The figure also contains trains continuing further in Germany. Aggregated from different stations
Maschen Rbf departure	74	The figure also contains trains starting elsewhere in Germany (some in NL or B)
Flensburg (run-through)	66	
Peberholm (run through)	69	
Malmö arrival	71	The figure also contains trains continuing further north in Sweden

## Commission's Rail Freight Corridors Evaluation - 28/02/2019 – part 1/2



Ref. Ares(2019)1377605 – 28/02/2019

EVALUATION ROADMAP	
Roadmaps aim to inform citizens and stakeholders about the Commission's work to allow them to provide feedback and to participate effectively in future consultation activities. Citizens and stakeholders are in particular invited to provide views on the Commission's understanding of the problem and possible solutions and to share any relevant information that they may have.	
<b>TITLE OF THE EVALUATION</b>	Rail Freight Corridors Evaluation
<b>LEAD DG – RESPONSIBLE UNIT</b>	Directorate General for Mobility and Transport Unit C3 - Single European Rail Area
<b>INDICATIVE PLANNING (PLANNED START DATE AND COMPLETION DATE)</b>	Q1 2019 – Q2 2020
<b>ADDITIONAL INFORMATION</b>	<a href="https://ec.europa.eu/transport/modes/rail/infrastructures/rail_freight_oriented_net_work_en">https://ec.europa.eu/transport/modes/rail/infrastructures/rail_freight_oriented_net_work_en</a>
The Roadmap is provided for information purposes only. It does not prejudice the final decision of the Commission on whether this initiative will be pursued or on its final content. All elements of the initiative described by the document, including its timing, are subject to change.	

A. Context, purpose and scope of the evaluation
<p><b>Context</b></p> <p>Boosting rail freight transport is an essential pillar of the European Union's long-term policy to make transport more sustainable by cutting greenhouse gas emissions and decarbonising the sector <sup>(1)</sup>. Despite its potential to improve the sustainability of transport, the growth of rail freight is held back by its lack of competitiveness, compared to other transport modes and in particular road. Improving the quality of rail freight in terms of commercial speed, punctuality and reliability is crucial to addressing this shortcoming. The Rail Freight Corridors (RFCs), established on the basis of Regulation (EU) 913/2010 concerning a European rail network for competitive freight <sup>(2)</sup> (hereafter 'the Regulation'), constitute one of the key instruments of the Commission's policy to reach the objective of facilitating the operation of rail freight traffic along the main European transport corridors. Since the end of 2015, the nine initial RFCs are fully operational, and since 2017 freight trains can use corridor dedicated capacity on the complete RFC network. In 2017 and 2018, two further Rail Freight Corridors were established <sup>(3)</sup> and they must become operational by 2019 and 2020, respectively.</p> <p>According to the report of the Commission on the application of the Regulation <sup>(4)</sup>, the full potential of the RFC network has not been exploited so far. The report concluded that the establishment of the RFCs has contributed to enhanced cooperation across borders, however in some key areas addressed by the Regulation, results are mixed or modest so far, for instance as regards dedicated RFC capacity, coordination of works or coordination of traffic management.</p> <p>Gaining experience, the RFCs and the sector have developed new concepts and solutions, some of which are currently tested, that should also be considered in the evaluation.</p> <p>In 2015, the Commission launched the evaluation to assess the implementation and effects of the Regulation. It conducted a comprehensive consultation process including an open public consultation <sup>(5)</sup>, which delivered substantial insight from various rail sector stakeholders on the impacts of the Regulation. However, after the completion of an initial internal analysis, the Commission concluded that some of the important impacts had not</p>



## Commission's Rail Freight Corridors Evaluation - 28/02/2019 – part 2/2

yet materialised to a degree allowing a reliable assessment. In accordance with Article 23 of the Regulation, the Commission produced an implementation report <sup>(6)</sup>.

In addition, an important milestone to be considered is the Rotterdam Ministerial Declaration and Sector statement initiated by the Dutch Presidency and endorsed during the TEN-T DAYS in June 2016, whereby the sector has committed to act in a number of important fields in the course of 2017 and 2018 to further boost international rail freight. Therefore, the Commission decided to postpone the evaluation until 2019.

### Purpose and Scope

In the present evaluation, the Commission will assess the implementation and impacts of Regulation (EU) 913/2010 on the transport of goods by rail. The evaluation will cover the period from the entry into force the Regulation until 2019 and will cover all countries involved in the RFCs, i.e. those Member States with a rail border with another Member State, as well as European third countries, whose railway lines are part of a rail freight corridor. It will assess the effects of the Regulation at the level of individual RFCs and at the level of the entire network of RFCs. It will attempt to assess the induced improvement on the EU mobility of goods by rail.

The evaluation will cover all provisions of the Regulation, including the purpose and scope of the RFCs, the geographical definition of the RFCs, the rules governing the establishment of new and the modification of existing RFCs, their governance structures, the studies, plans and measures for establishing and developing the RFCs, the need to consult applicants, the provisions on investment planning, obligations regarding coordination of works, the provisions regarding the corridor one-stop shop and capacity allocated to freight trains, the measures for traffic management, including in the event of disturbances, the provision of information on the conditions of use and on the quality of services, on the compatibility of performance schemes and on the monitoring of competition and regulatory supervision.

In addition, the evaluation will take into account activities related to the RFCs going beyond the provisions of the Regulation, addressing for instance technical and operational interoperability along the RFCs, the harmonisation of commercial conditions and others. Furthermore, the evaluation will cover activities of the rail sector undertaken in the period of analysis and contributing to the objectives of the Regulation even if not primarily carried out within the context of the RFCs. This includes actions to implement the commitments of Member States and the rail sector in the 2016 Rotterdam Ministerial Declaration and Sector Statement.

The evaluation will follow the standard evaluation criteria of relevance, effectiveness, efficiency, coherence and EU value-added.

The Commission will assess the interaction and coherence with other relevant pieces of legislation, including in particular Directive (EU) 2012/34 on the Single European Railway Area <sup>(7)</sup>, Regulation (EU) 1315/2013 on the TEN-T guidelines <sup>(8)</sup>, Regulation (EU) 1316/2013 on the Connecting Europe Facility <sup>(9)</sup>, the Combined Transport Directive 92/106/EEC (as amended) <sup>(10)</sup> and EU legislation on rail interoperability and safety (e.g. the Interoperability Directive <sup>(11)</sup>).

The results of the evaluation will feed into any future possible revision of the Regulation.

## B. Better regulation

### Consultation of citizens and stakeholders

The objective of the consultation is to collect feedback of the general public and experts on the key issues addressed in the evaluation, as well as specialised input in the form of data, information and analysis.

The main stakeholders include ministries of transport, infrastructure managers and rail path allocation bodies, rail freight corridor governing bodies, regulatory bodies, railway undertakings and other applicants, operators of intermodal terminals (including ports), logistics providers such as intermodal operators and freight forwarders and shippers as end-customers of rail freight transport.



## The European Green Deal (Introduction) – 11/12/2019 – part 1/2

**This Communication sets out a European Green Deal for the European Union (EU) and its citizens.** It resets the Commission's commitment to tackling climate and environmental-related challenges that is this generation's defining task. The atmosphere is warming and the climate is changing with each passing year. One million of the eight million species on the planet are at risk of being lost. Forests and oceans are being polluted and destroyed<sup>1</sup>.

The European Green Deal is a response to these challenges. It is a new growth strategy that aims to **transform the EU into a fair and prosperous society, with a modern, resource-efficient and competitive economy** where there are **no net emissions of greenhouse gases in 2050** and where economic growth is decoupled from resource use.

It also aims to **protect, conserve and enhance the EU's natural capital, and protect the health and well-being of citizens from environment-related risks** and impacts. At the same time, this transition must be **just and inclusive**. It must put people first, and pay attention to the regions, industries and workers who will face the greatest challenges. Since it will bring substantial change, active public participation and confidence in the transition is paramount if policies are to work and be accepted. A new pact is needed to bring together citizens in all their diversity, with national, regional, local authorities, civil society and industry working closely with the EU's institutions and consultative bodies.

**The EU has the collective ability to transform its economy and society to put it on a more sustainable path.** It can build on its strengths as a global leader on climate and environmental measures, consumer protection, and workers' rights. Delivering additional reductions in emissions is a challenge. It will require massive public investment and increased efforts to direct private capital towards climate and environmental action, while avoiding lock-in into unsustainable practices. The EU must be at the forefront of coordinating international efforts towards building a coherent financial system that supports sustainable solutions. This upfront investment is also **an opportunity to put Europe firmly on a new path of sustainable and inclusive growth**. The European Green Deal will accelerate and underpin the transition needed in all sectors.

**The environmental ambition of the Green Deal will not be achieved by Europe acting alone.** The drivers of climate change and biodiversity loss are global and are not limited by national borders. The EU can use its influence, expertise and financial resources to mobilise its neighbours and partners to join it on a sustainable path. The EU will continue to lead international efforts and wants to build alliances with the like-minded. It also recognises the need to maintain its security of supply and competitiveness even when others are unwilling to act.

This Communication presents an **initial roadmap of the key policies and measures needed to achieve the European Green Deal**. It will be updated as needs evolve and the

## The European Green Deal (Introduction) – 11/12/2019 – part 2/2

policy responses are formulated. All EU actions and policies will have to contribute to the European Green Deal objectives. The challenges are complex and interlinked. The policy response must be bold and comprehensive and seek to maximise benefits for health, quality of life, resilience and competitiveness. It will require intense coordination to exploit the available synergies across all policy areas<sup>2</sup>.

**The Green Deal is an integral part of this Commission's strategy to implement the United Nation's 2030 Agenda and the sustainable development goals<sup>3</sup>, and the other priorities announced in President von der Leyen's political guidelines<sup>4</sup>.** As part of the Green Deal, the Commission will refocus the European Semester process of macroeconomic coordination to integrate the United Nations' sustainable development goals, to put sustainability and the well-being of citizens at the centre of economic policy, and the sustainable development goals at the heart of the EU's policymaking and action.

The figure below illustrates the various elements of the Green Deal.



Figure 1: The European Green Deal

## Railway Undertakings' Handbook for International Contingency Management - ECCO: Efficient Cross Corridor Organisation – 17/12/2019



### 3 Actions in the event of an international disruption

Objective: To minimise disruption of rail trade flows, particularly on international level.

#### 3.1 Application of Handbook

When does this handbook apply? In the event of a major disruption of > 3 days (see the definition of an international disruption in Chapter 2 of IMs Handbook for ICM)

#### 3.2 Internal tasks for each RU Task Force during an international disruption:

##### 3.2.1 Coordination of planning

The capacity available for re-routing (remaining capacity) will be allocated between annual timetable traffic and ad-hoc traffic according to the shares of these two segments in the previous year. And the share for ad-hoc traffic will be allocated based on the concept of "first come, first serve".

To avoid this as it may not reflect the real needs of the market in case of disruption, RUs shall enhance the communication in the field of planning.

The RUs shall ask their planners to coordinate and to decide "on the spot" how to use the paths made available by the IMs.

The planners will then give a coordinated information to the expected number of paths they need, and they will also rank the priorities to the leading IM.

##### 3.2.2 The tasks for the RUs will then be:

- 1) Analyse the situation and the impact identify its impacts for RUs and their customers
- 2) Identify the affected rail freight trains
- 3) Evaluate the customers' needs and prioritise measures
- 4) Estimate the potential volumes that can be re-routed on the pre-identified diversionary routes:
  - 4.1 Identify the possible restrictions given by the parameters on the deviation routes offered by IMs
  - 4.2 Quantify impact on available resources?
- 5) Revise production planning (timetable, staff, rolling stock)
- 6) Provide information about the usage of the contingency capacity (preferably via path catalogue) to the leading IM
- 7) Explore potential resource sharing between RUs.
- 8) Participate in telephone conferences with IM and other RUs
- 9) To react fast and in a coordinated manner to maintain train operations (-> disruption management process), RUs commit to stick to the process described in Chapter 4 of the RNE Handbook for ICM
- 10) Coordinate with the other RUs, possible options, production, concepts



## **Scandinavian Mediterranean Rail Freight Corridor – RFC 3**

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In Cooperation between the Infrastructure Managers on the longest European Rail Freight Corridor

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