

FERRMED MULTISECTORAL WORKING GROUPS – FMWG

The business oriented approach to the EU Railway Core Network development with Eurasian outlook

“INFRASTRUCTURE” MULTISECTORAL WORKING GROUP

DETAILED OBJECTIVES AND OPERATIONAL PROCEDURES

1. OBJECTIVES

- a. General
 - i. Technical standard
 - ii. Bottlenecks solving
 1. Current
 2. Forecasted
- b. Specific and detailed
 - i. Railway terminals
 - ii. Last mile connection
 - iii. Availability of information

2. PRIORITIES

FERRMED Standards of Reference deployment and bottlenecks solving:

- a. “EU Backbone Great Network” [Corridors #1 (Rhin - Alpine); #2 (North Sea - Mediterranean); #6 (Mediterranean) partially and #8 (North Sea - Baltic), about 6,000 km]
 - i. List of problems (see Annex A)
 - ii. Pointing out solutions
 1. According to portfolio
 2. According to the minutes
 - iii. Valid interlocutors to apply the solutions
 1. ERA (European Railway Agency)
 2. European Commission (DG MOVE)
 3. Member States (Ministries of Public Works and Transport)
 4. Sub-State Regions (Regional Ministers of Transports and Mobility)
 5. Infrastructure managers
 - iv. Alliances
 1. Private companies
 2. Universities
 3. Business Schools
 4. Associations pursuing similar objectives
 - a. Shippers
 - b. Railway operators
 - c. Logistic operators
 - v. Modus Operandi to facilitate the implementation of the proposed solutions

1. How to act with the Alliances
 - a. Joint action with other working groups
 - b. Convergence of objectives
 - c. Leadership ability
2. How to act with the Infrastructure managers
 - b. "EU Main Trans-Eurasian Corridors" (about 15,000 km)
 - c. EU Core Network Corridors
 - d. Trans-Eurasian Network
3. RENOWNED EXPERTS
 - a. Researchers
 - b. Renowned external advisors
 - c. External collaboration with:
 - i. Technology centres
 - ii. Clusters
4. VISUALISE THE ACTION
 - a. Conferences
 - i. To specify progress
 - ii. To present the project
 - b. Use of PKIs
 - c. Media
5. DATA COLLECTION

Key themes to be considered

 - a. Rail freight present volumes versus potential demand
 - b. Bottlenecks identified:
 - i. Today's traffic
 - ii. Potential traffic absorbed gradually
 - c. Missing links:
 - i. Today missing links
 - ii. Forecasted improvements
 - d. Length of the trains availability
 - i. Today
 - ii. Gradual increase according to FERRMED Standards
 - e. Loading gauge
 - i. Today
 - ii. Forecasted plans for rolling motorway availability
 - f. Multimodal terminals characteristics
 - i. Present condition
 - ii. Forecasted plans for longer trains
 - iii. Forecasted plans for costs and transfer lead times reduction
 - g. ERTMS deployment
 - h. Parallel lines availability in the Corridors (traffic absorption and back up)
 - i. Ports links with hinterlands
 - i. Present conditions
 - ii. Forecasted improvement plans
 - j. Homogeneous electrification and control systems

- i. Present conditions
 - ii. Forecasted improvement plans
- k. 1435 mm width of the tracks implementation (Iberian Peninsula)
 - i. Present conditions
 - ii. Forecasted implementation plans
- l. Huge cities by-passes for freight trains
 - i. Present situation
 - ii. Forecasted plans

6. INFORMATION SOURCES

- a. List of identified sources
 - a.1 FERRMED GLOBAL STUDY
 - a.2 FERRMED STUDY REGARDING MEDITERRANEAN CORRIDOR SOUTH SECTOR (Alicante-Algeciras)
 - a.3 FERRMED RAPORT REGARDING MEDITERRANEAN CORRIDOR concerning Sections: Torino-Almeria and Tarragona-Zaragoza
 - a.4 CLYMA Study led by Port of Barcelona
 - a.5 Raport "Faire fonctionner l'existant" led by Energie TGV
- b. Contacts under way
 - i. Shippers
 - ii. Ports
 - iii. Rail Operators
 - iv. Logistic Companies

7. ACTION PLAN (FIRST APPROACH)

First priority

- a. Geographical
 - i. EU Backbone Great Network
- b. Rail breakthroughs
 - i. Identification
 - ii. Development plans
 - 1. Short Term
 - 2. Medium Term
- c. Identify existing studies under way
- d. Specify possible additional studies to be developed
- e. Specified key interviews with main actors/stakeholders (shippers, Ports, rail operators and logistic companies)
- f. To identify/evaluate possible PPP projects
- g. Elaborate the corresponding Action Plan (including the development timing)
- h. To allocate resources

8. FOLLOW UP

Regular meetings with:

- a. Trans-European Corridors Coordinators
- b. Infrastructure development Coordinator at member State level
- c. Rail Freight Coordinators (RFC) managers

- d. EC DG Move representatives
- e. EU Parliament Transport Committee (TRANS)
- f. European Railway Agency
- g. Other key Association/Institution

Annex A

According to the historical data and indications received from members, regarding the West Sector of Corridor #6 (Mediterranean) so far, we have the following enumerative and non-exclusive list:

- Central Section (France, Italy, Switzerland, Austria):
 1. Lyon bypass
 2. HSR Montpellier – Perpignan
 3. Voltage change at Le Soler (Perpignan)

- South Section (Iberian Peninsula):
 4. Mixed gauge line Figueres – Port Bou
 5. Railway Terminal of Vilamalla
 6. Railway Terminal of La Llagosta
 7. Railway knot of Castellbisbal
 8. Connection to Steel Industrial Park (CELSA, etc.)
 9. Connection to Port of Barcelona
 10. Connection to SEAT and SOLVAY
 11. Railway knot of Sant Vicenç
 12. Railway knot of Tarragona
 13. Section Vandellòs – Castellón
 14. Railway knot of Valencia
 15. Connection to Port of Valencia
 16. Connection to FORD
 17. Railway knot of Alicante
 18. Railway knot of Murcia
 19. Connection Murcia – Cartagena
 20. Connection Murcia – Almería
 21. Connection Lorca – Baza
 22. Railway knot of Bobadilla
 23. Connection Antequera – Algeciras
 24. Coastal line Málaga – Algeciras

NOTE The problems concerning Corridors #1 (Rhin - Alpine), #2 (North Sea - Mediterranean), East Sector of #6 (Mediterranean) and #8 (North Sea - Baltic) are not included yet.