Atlantic Rail Freight Corridor Observatory

TAG-RAG meeting

Francfort - 2016/09/22

Agenda

- Contractor presentation
- Scope of work
- Methodology
- Support to TAG/RAG

Contractor presentation

SYSTRA specializes in the design and implementation of urban and rail transportation systems, and offers to its customers services that cover all phases of a project, from planning and preliminary studies to the supervision of infrastructure building, commissioning, operation and maintenance engineering. SYSTRA now includes the engineering skills of INEXIA and XELIS, its planning team has been strengthened by the skills of MVA Consultancy since January 1st 2014 especially in the freight and logistics sector.

M-Five staff played an important role in supporting the European Parliament to develop and comment on the TEN-T guidelines (EU REG 1315/2013). M-Five coordinated and elaborated several projects for the development and socio-economic assessment of the trans-European transport network on behalf of both the European Parliament and the European Commission. These projects included the analysis of the socio-economic impacts of the TEN-T core network corridors covering economic impacts, innovation diffusion and environmental impacts. Other TEN-T related projects concerned case studies of the implementation, financing and the impacts of cross-border projects from railway and other transport modes.

INECO has been a key part in the development of railway infrastructures in Spain. Specifically, INECO has had a vital role as an advisor of the main stakeholders of the Spanish railways , developing various strategic plans, such as the "Strategic plan for the simulation of rail freight transportation" and the Sectorial Plans for the rail freight transportation in specific industrial sectors.

IP ENGENHARIA has taken part in all of Portugal´s heavy and light rail projects: over the years, IP ENGENHARIA has successfully executed for the Portuguese Railways, feasibility studies, capacity and operation studies, engineering design and project management for the implementation and expansion of Portugal´s 2.800 km railway network, used by more than 640.000 trains per year.

Scope of work

What's at stake ?

- **Improve the annual monitoring** of the economic evolution of the Corridor through comparative results with the estimations made every three years in the TMS;
- Improve and **show the real "value"** of our PAPs, not only in transport but also in environment;
- Improve and increase the effort of our activities with **a dedicated team** in production and dissemination of existing and new key performances indicators(KPI);
- Improve and increase the effort of our activities with a **more interactive** Terminal and Railway Undertakings advisory groups (TAG/RAG) meetings;
- To get a work document (scorecard) allowing us a **more direct and continuous** monitoring of all the strategic activities of the Corridor.
- To be proactive with a **dynamic style** improving the static image shown by the three-year TMS or the annual CID.

Methodology

Parts of the study

Monitoring socio-economic parameters

to have a complete vision of exogenous context

Monitoring of selected O/D relations

to point out the potential development

Monitoring of the quality of rail service

to identify the potential refinement of offer

Communication and dissemination

to keep its client informed and better its visibility

Methodology

Task 1 - MONITORING SOCIOECONOMIC PARAMETERS

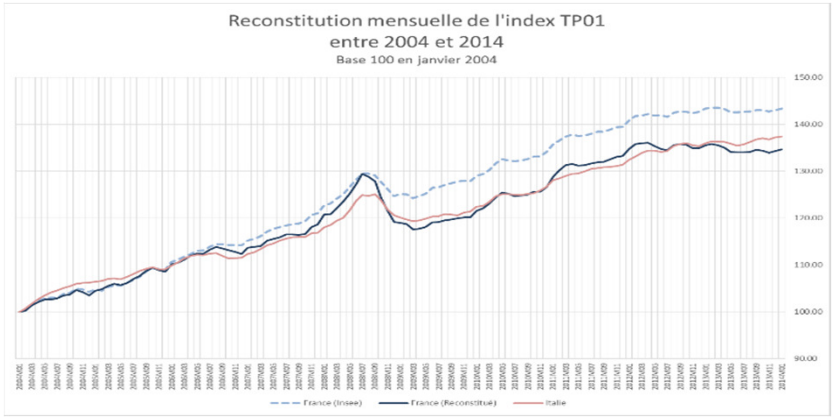
Expected outcomes

Macroeconomic framework

Main indicators

- Gross Domestic Product – GDP
- Gross Value Added – GVA
- Employment
- Industrial Production Index – IPI

Example of representation

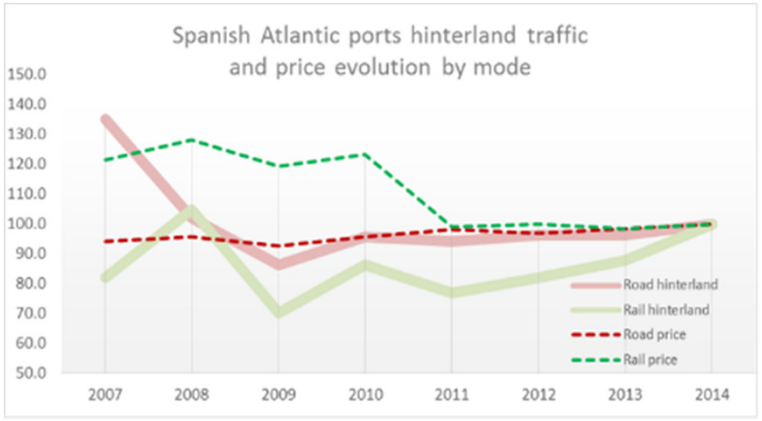


Key explanatory parameters

Main indicators

- Fuel and energy prices
- Purchase Power Parity
- Production or Consumption prices
- Transport and handling prices

Example of representation



Methodology

Task 2 - MONITORING OF SELECTED O/D RELATIONS

Expected outcomes

Transport demand

Main indicators

- Trends of total flows for rail
- Trends of total flows for road
- Trends of total flows for short sea shipping
- Land and maritime intermodal demand
- Demand at important nodes
- International train traffic crossing the different borders of the corridor
- International truck traffic crossing the different borders of the corridor
- Average daily traffic of heavy good vehicules
- Number of freight trains
- Short sea shipping services
- Train PAP offered

Stakeholders to be surveyed

- Railway Undertakings;
- Terminal managers;
- Shippers and Forwarders;

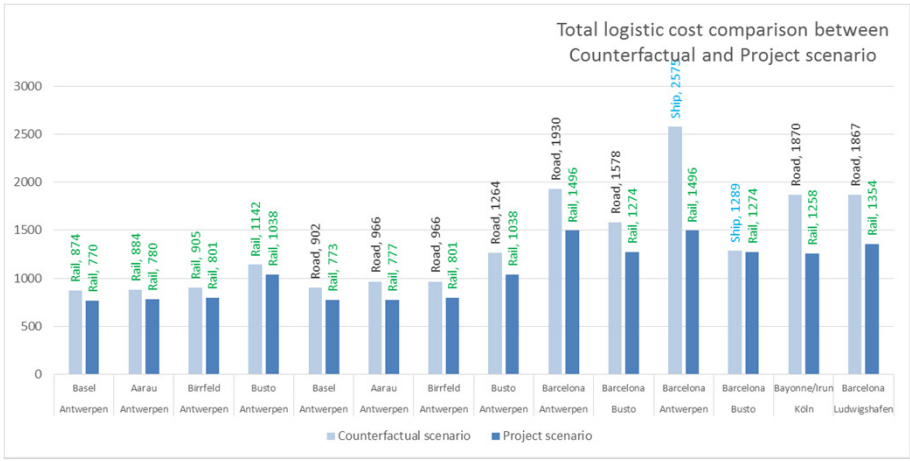
Shared production leadership

Transport supply

Main indicators

- Services frequency
- Delivery time
- Transport costs
- Quality of service
- Safety

Example of representation



The syntetic outcome will be a proposal to capture some of the selected O/D relations

Methodology

Task 3 - MONITORING THE QUALITY OF RAIL SERVICE

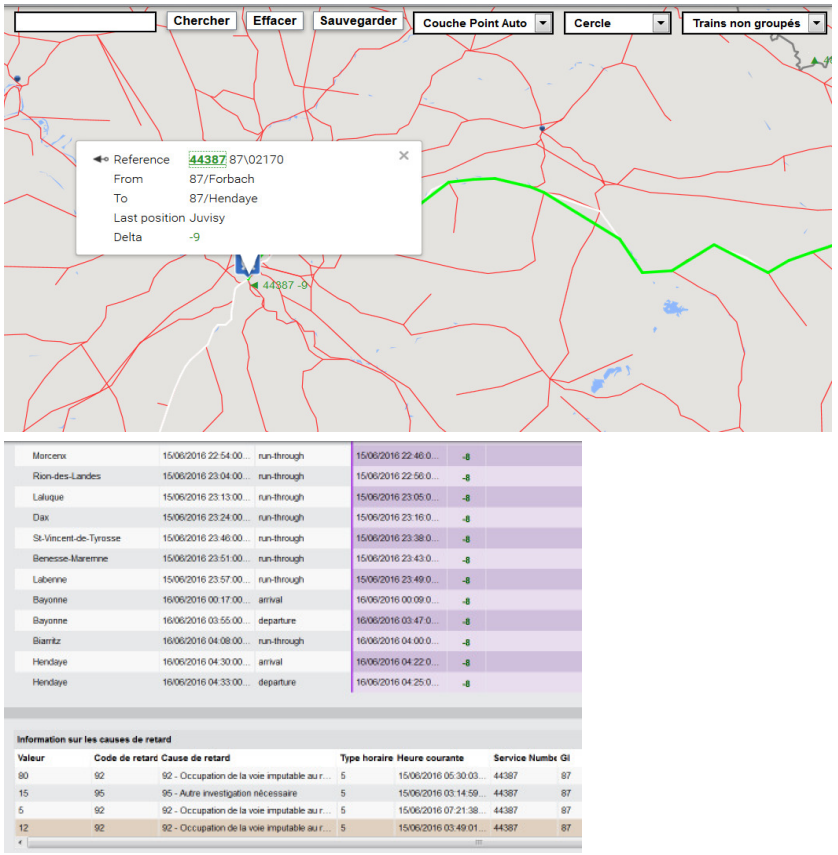
Expected outcomes

Analysis of the performance of the PAPs – Travel time, Using level, Application level

Main indicators

- Travel time
- Using level
- Application level
- Other KPIs
  - Requested PAPs vs Offered PAPs;
  - Requested PAPs vs Used PAPs;
  - Travel time vs railway running time for each used PAP;
  - Effective vs planned Cross border time (in each cross border section).

Example of representation



Methodology

Task 4 - COMMUNICATION AND DISSEMINATION

Expected outcomes

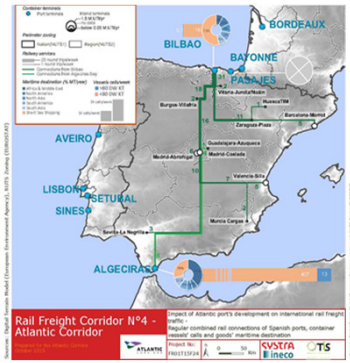
Proposal for explanatory reports and Dissemination systems

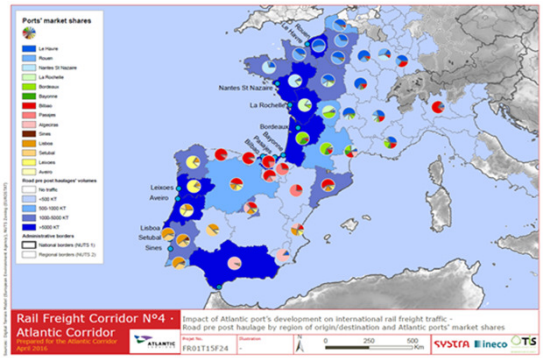
Reports

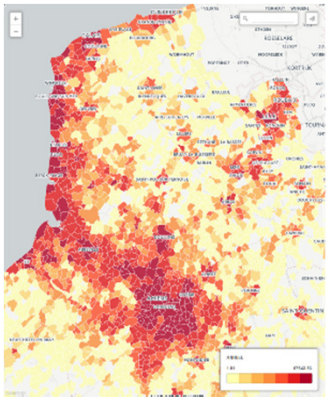
- Comprehensive,
- Clear and didactic,
- Illustrated by graphs and maps/schemes,
- Able to emphasize the evolutions,
- Suitable for printing and sharing during the TAG/RAG meetings,
- Shall begin with an executive summary underlying all the main changes, events and messages that are to be remembered about the period that just passed.

Web oriented content

- A prototype of embeddable contents that could be integrated within its website in order to improve its attractiveness,
- Recommendations of key metrics to select and representations to choose: interactive charts, interactive maps.







Support to TAG/RAG

Understand the demand

- **Survey of the interest for the railway offer of the corridor**
  We will provide up do date results of the analysis of the observed traffic, the demand of PAP, and of the survey made to the clients with their point of view concerning the existing offer.

- **Services requires by clients**
  We will present the new services requirement expressed by the selected panel of clients.

- **Potential new demand for rail services**
  We will propose a selection of potential demand for rail services on the corridor, identified through the survey.

Support to TAG/RAG

Monitor the quality of the offer

- **Rail services offer evaluation and monitoring**
  We will present KPI concerning the quality of the rail services on the corridor for selected O/D, transport time, regularity, satisfaction of the clients.

- **Return on experience and case study**
  We will do specific presentations and case studies in order to analyze real situations and focus on specific problems and solutions.

Support to TAG/RAG

Incentive useful exchanges

- **Round table and workshops**
  - We will organize round tables and workshop on specific topics in order to incentive the sharing of information concerning experiences, needs, problems and solutions.

What else would you expect ?

We want to know what you would expect to be a useful TAG/RAG meeting for you.