

RFC North Sea – Med Service Facilities Act + Portal discussion

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TAG Meeting, Zeebrugge, 11th of December 2018



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Context of the Service Facility Act

The Implementing regulation:

- Commission **Implementing Regulation (EU) 2017/2177** based on Art. 13 Directive 2012/34/EU
- Applies from 1st June 2019
- Contains:
 - Exemptions from itself (apply from 1st January 2019)
 - Coordination procedure
 - Details on viable alternatives
 - Procedures for unused facilities
 - Service facility descriptions

Source: IRG-Rail group Access to Service Facilities, Christian Wolf, Bundesnetzagentur, Germany, The Hague 27th September 2018

Service facility Descriptions

Basic info

- list of all installations
- Locations, opening hours and contact details
- description of the technical characteristics
- all rail-related services, which are supplied in the facility

Procedures

- possibility for self-supply of rail-related services
- procedures for requesting access including deadlines and time limits
- in service facilities operated by more than one operator or where rail-related services are provided by more than one operator, an indication as to whether separate requests for access to the facilities need to be submitted
- information on the minimum content and format of a request for access to service facilities and rail-related services, or a template
- model access contracts and general terms and conditions;
- information on the terms of use of the operator's IT systems, if applicants are required to use such systems
- the coordination procedure

Charges

- information on charges
- information on principles of discount schemes offered to applicants

Current info

- information on changes in technical characteristics and temporary capacity restrictions of the service facility

Source: IRG-Rail group Access to Service Facilities, Christian Wolf, Bundesnetzagentur, Germany, The Hague 27th September 2018

Exemptions on the SF Act

Exemptions:

- service facilities that exist solely for use by **heritage railway operators**
- service facilities or services which do not have **any strategic importance** for the functioning of the rail transport services market
- service facilities or services which are operated or provided in a **competitive market environment**
- service facilities or services where application of this Regulation could negatively impact the functioning of the service facility market
- **SFO can apply for exemptions starting 1st January 2019**

Source: IRG-Rail group Access to Service Facilities, Christian Wolf, Bundesnetzagentur, Germany, The Hague 27th September 2018

Common Portal for Service Facilities

Project goals & tasks

Create Common Portal on rail service facilities

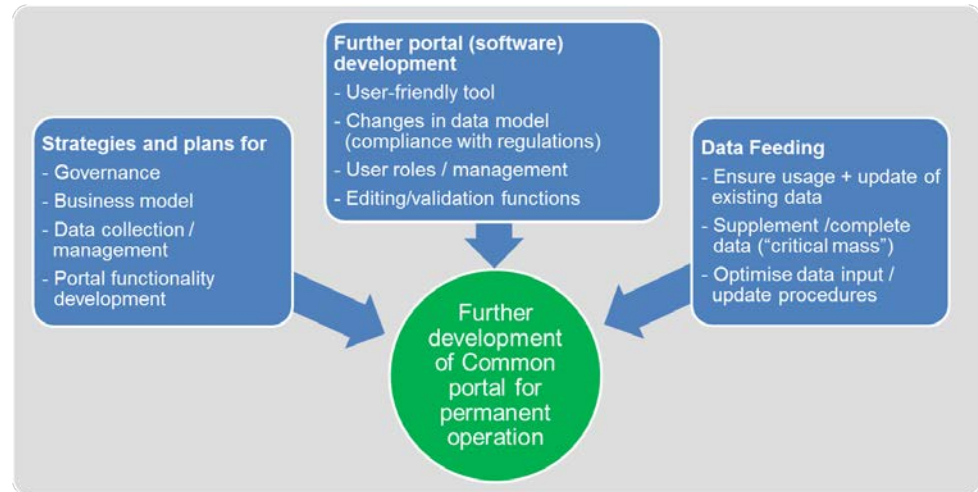
- EU-wide, User-friendly
- Accepted and used by the sector ("Tool of choice");
- Compliant with EU legislation: (Dir 2012/34/EU, Reg. 2017/2177, RFC Regulation 913/2010)
- Serving market needs

Prepare conditions for a self-sustainable portal operation

- after the project
- technical portal status, governance structure, business model

Initial data feeding

- to ensure a "critical mass" of facility data at operation start



EU Service Contract:
Consortium:
Project period:

MOVE/C3/2017-198
HaCon, IBS, SGKV, Triona, UIC, UIRR
04/2018 – 05/2019

Source: Common Portal for SF Update by HaCon, November 2018

Common Portal for Service Facilities

b) Freight terminal – Definition and subtypes

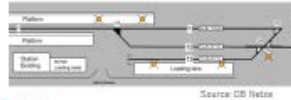
Proposed definition:
Installations where services of loading, unloading and transshipment of goods from and to freight trains or wagons are supplied

Subtypes (according to railfreightlocations.eu):

b1) Intermodal terminal



b3) Public siding



b2) Multifunctional rail terminal



b4) Private siding

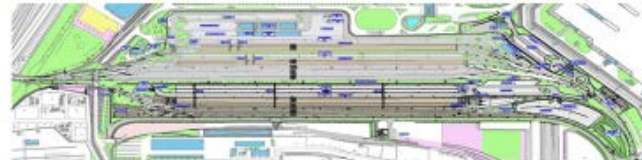


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5

b1) Intermodal terminal

Proposed definition:
Installations for transshipment of standardised loading units (containers, swap bodies, trailers) with at least one of the served modes must be rail.



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6

b2) Multifunctional rail terminal

Proposed definition:
Facilities for conventional and/or intermodal rail/road transshipment principally open for public use and for all types of cargo. This kind of facility does not only provide transshipment, but also additional services like storage, consignment or road pre-/end-haulage.



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7

(g) Maritime and inland port facilities

Proposed definition:
Freight terminals with a rail connection, where handling of goods between water and rail is possible.

This facility type is considered as **sub-type of facility type b1-b4** (without additional data). It is determined by the indicated transport modes of the respective freight terminal. Maritime or inland port terminals for the transshipment of intermodal loading units are included in facility type "intermodal terminal".



Seaports

Inland ports

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14

Source: Common Portal for SF Presentation during the workshop on European Rail Locations Portal, 11th of October 2018, Brussels

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