

## FERRMED MULTISECTORAL WORKING GROUPS – FMWG

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

### **III. GENERAL CRITERIA FOR ACTION**

#### **1. STRUCTURING THE WORKING GROUPS.-**

The first step is to identify from the FERRMED Recommendations/Standards of Reference the topics to be considered in order to arrange the existing problems in the Railway System, in the European Union with Eurasian outlook.

The second step is to take into consideration the selected corridors, with the corresponding main terminals (strategic terminals), to be contemplated in the investigation (first stage: “EU Backbone Rail Network”). See the map on page 2 of Chapter “General scope, objectives and main expected results”.

The third step is to settle the most outstanding topics that will have priority in the analysis to be made by the FMWGs.

The fourth step is to subdivide the analysis of the different topics in three items Infrastructure, Operation and Rolling Stock.

The fifth step is to allocate the topics to each FMWG.

Sixth step is to establish the criteria in which the analysis will be made by topic and involved countries, considering the selected main lines (plus back-up lines and feeders) of interconnection with the Strategic Terminals.

The seventh step is to make each FMWG fully operational taking into account:

- The scope of action and functionality. Consider possible subdivisions of the Groups by geographic Areas or by Specific Projects.
- Incorporate in each Group representatives of the interested companies and entities.
- Appoint a Steering Team with a Coordinator and a Secretary for each Group (sectoral coordinators and sectoral secretaries can be settled if necessary).

#### **2. OBJECTIVES. -**

Set the specific objectives of each Working Group, considering the topics to be analysed, the execution time and the geographical and functional scope.

#### **3. LISTING THE EXISTING PROBLEMS.-**

Investigate the current situation on the issues related to the topics that concern each Working Group.

A “check list” in order to facilitate this investigation is required.

Search for reliable sources of information (mainly Reports by the Coordinators of the current Core Network Corridors and Rail Freight Corridors and public information of the Member States Transport Ministries) and carry out on-site visits.

#### **4. PROPOSING AN ACTION PLAN.-**

Identify, define and specify the actions to be undertaken to solve the problems related to each topic by geographical area and / or by functions, within the scope corresponding to each Working Group, pointing out the relevant priorities.

#### **5. PRIORITIES.-**

Establish a development plan of the activities of each Working Group and of the specific actions to be carried out by the public and/or private entities in charge of improving infrastructure, operation and rolling stock.

Consider three priorities:

- Short term – 2021
- Medium term – 2025
- Long term – 2030

## **6. DEFINING INTERNAL RESPONSIBILITIES.-**

Establish the responsibility of each member of the relevant Working Group in relation to the development of the action plan.

Identify experts from our Advisory Council who can collaborate in the planned tasks and even seek experts from other associations or institutions.

## **7. IDENTIFYING VALID INTERLOCUTORS.-**

It is essential to identify which are the valid interlocutors (entities and representatives) with whom to deal with the studies and proposals of the relevant Working Groups.

As a concrete example of interlocutors, we can mention:

- European Commission (DG MOVE),
- Coordinators of Corridors,
- DG MOVE officers assigned to each Corridors,
- Managers or Coordinators of the Rail Freight Corridors,
- European Railway Agency,
- Ministries of Transport of the Member States,
- Regional Ministers of the relevant regions,
- Committee of Transport (TRAN) of the European Parliament,
- etc.

We should try to participate at the Corridor Management Committees, and actively participate in the scheduled sessions.

## **8. ESTABLISHING ALLIANCES.-**

It is essential establish alliances with other organizations that pursue the same objectives, totally or partially.

Alliances can be of different nature depending on the agreements that can be settled up. For example:

- Joint action in front of the interlocutors,
- Creation of combined Work Groups
- Agreements on the objectives.
- Foresee alliances with observatories of related topics

The ability to lead on specific issues is a basic aspect when negotiating agreements and distributing responsibilities.

As specific cases of entities with which to establish alliances, we can mention:

- Leading companies
- Associations and/or institutions pursuing similar objectives,
- Universities,
- Technology centres,
- Business schools,
- Financial entities
- Others

## **9. EXCHANGE OF EXPERIENCES AND KEY INFORMATION**

Exchange of experiences and key information, as well as the access to innovative applications are additional advantages for the FMWGs members to be taken into consideration in the process of activities deployment and objectives identification.

## **10. MONITORING THE PROGRESS OF RESULTS.-**

Identify and manage control parameters.

Creation of an observatory and/or according collaboration with current observatories to verify the progress of the projects.

Make the corresponding reports.

Publicly visualise the situation of the projects and of the action plans, both in course and planned, by taking advantage of the audience attending the FERRMED Conferences, especially the one that takes place every year in Brussels.

The information generated by the Working Groups will be accessible to its members through the website of FERRMED.

## **11. MONITORING THE ACTION OF THE WORKING GROUPS.-**

It is important to publicise the actions carried out by the Working Groups. There are different ways to do so, such as:

- Statements and articles in the media,
- FERRMED website,
- FERRMED Conferences

## **12. MANAGEMENT AND CONTROL OF THE WORKING GROUPS. -**

The Working Groups will be led by a “Steering Team” conducted by a Global Coordinator with the support of a Secretary (plus Sector Coordinators and Sector Secretaries by geographic areas or specific projects).

All these figures must be endorsed by the Direction of FERRMED and, as soon as feasible, by the Steering Committee.

Each Steering Team should have a maximum of 11 members. The meetings of the Steering Team are open to all members of the corresponding Working Group.

Each Sector Working Group will have the corresponding “Sectoral Leading Team” led by a Sector Coordinator with the support of a Sector Secretary and other interested members. In total a maximum of 7 members for Sectoral Leading Team.

The meetings of the Sectoral Leading Team are open to all members of the Sector Working Group.

The Working Groups will report to the Direction of FERRMED and periodically present to the Steering Committee of the Association (duly enlarged by the Steering Team of each Working Group) the tasks developed and the results achieved.

More details regarding the configuration of the FMWGs are duly expressed in the Chapter “Organization”.