THE INTERMODAL LOGISTICS OF METRANS

THE NEUTRAL & GLOBAL INTERMODAL SOLUTIONS

METRANS

HHLA

Group Segments

PORT LOGISTICS SUBGROUP

CONTAINER

Container handling
Container-related services (e.g. repair and maintenance)

INTERMODAL

Rail & road transport services in the ports' hinterland
Operation of hinterland terminals

LOGISTICS

Specialist handling – dry bulk, fruit, ro-ro, etc.
Consultancy

REAL ESTATE

Speicherstadt, the historical warehouse district
Port real estate
Fischmarkt Hamburg-Altona

www.metrans.eu

2024

Carbon Neutral Transport

METRANS

METRANS GROUP PROFILE

Key Figures - 2023, Terminals, Locomotives, Wagons and Repair Shops

2024

GENERAL INFORMATION
Founded 1991, 100 % HHLA, over 2650 employees

OFFICES IN THE PORTS
of Hamburg, Bremerhaven & Koper, Rijeka

REVENUE
Over 590 million EUR

INTERMODAL
Over 1,35 million TEU

2 REPAIR SHOPS
for locomotives & wagons Kolin (CZ) & Dunajska Streda (SK)

7 HUB TERMINALS & DEPOTS
Austria, Czech Republic, Hungary, Poland & Slovakia

MORE THAN
130 LOCOMOTIVES

MORE THAN
4 000 WAGONS

13 END TERMINALS & DEPOTS
Czech Republic, Germany, Romania, Poland, Serbia & Slovakia

DEPOTS & TERMINAL CAPACITIES
Over 1,2 million TEU & 2,6 million m^2

NEW

- 24/7 OPERATION BELGRADE (INDJIJA)
- NEW OFFICES IN ISTANBUL & ROTTERDAM
- NEW SERVICE THE GAS MEASUREMENT
- FURTHER DEVELOPMENT OF THE HHLA PURE – CO_2 NEUTRAL TRANSPORTATION

+ 2 NEW TERMINALS IN PLAN FOR HUNGARY

+ DEVELOPMENT OF THE PRESENT NETWORK

Carbon Neutral Transport

METRANS

THE HUB & SHUTTLE SYSTEM

The Ports are linked with a Network of HUB and Inland Terminals

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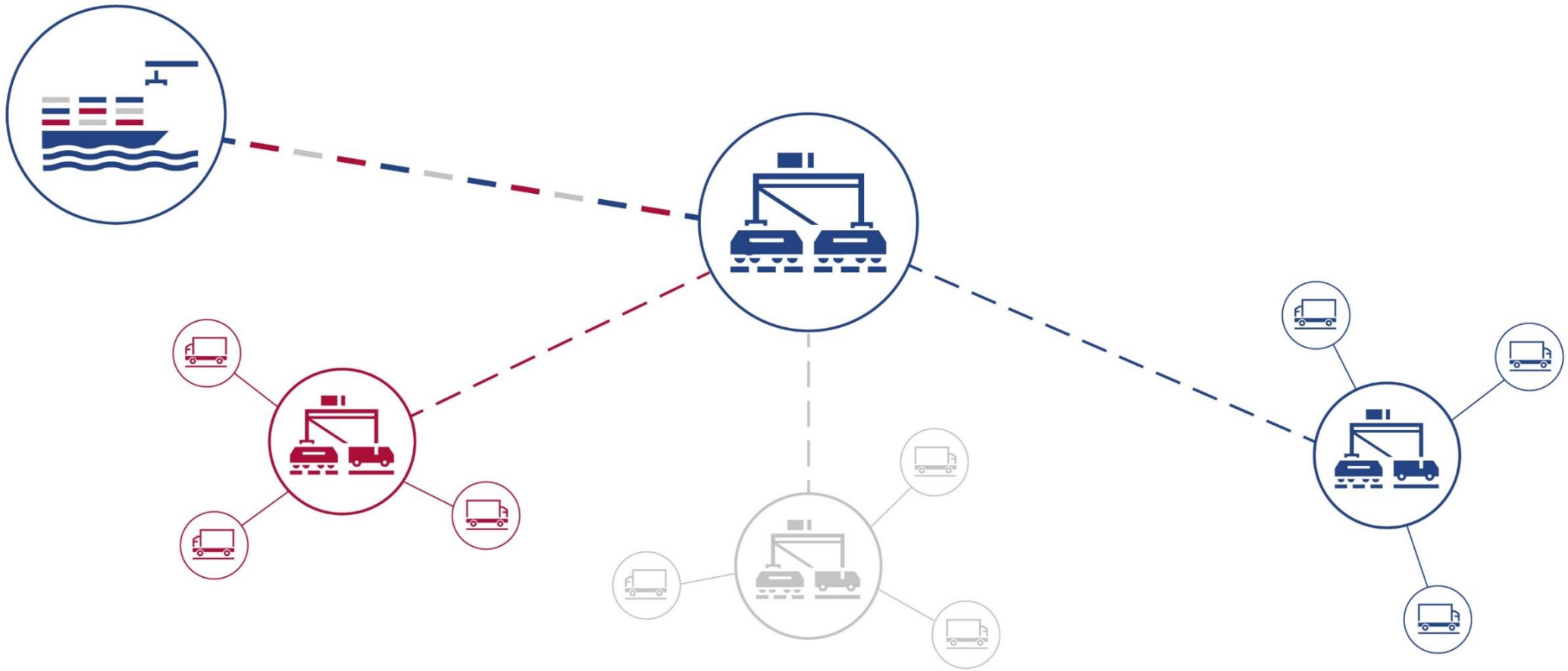

2024

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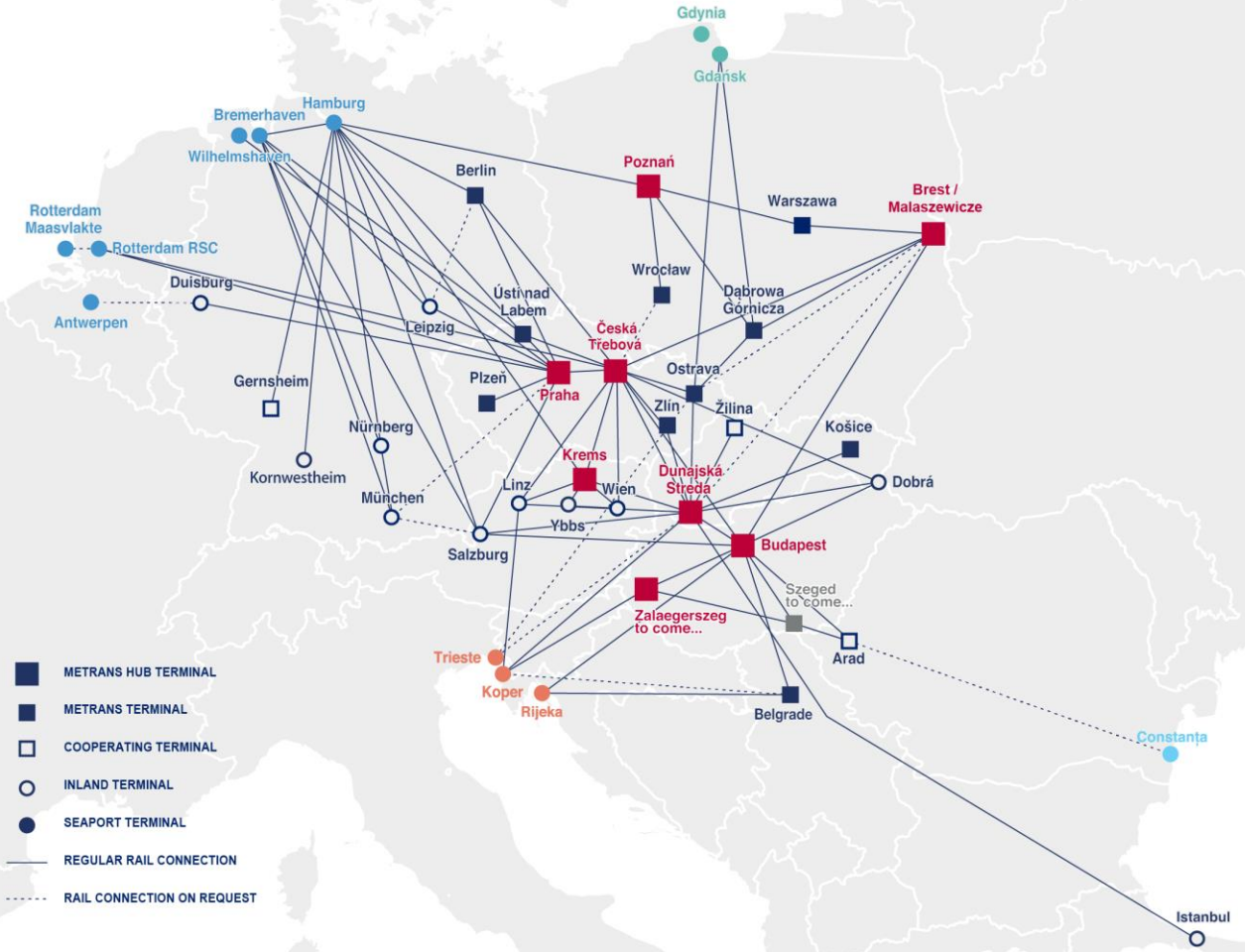
METRANS

METRANS

The European Intermodal RAIL Bridge

OVER 650 REGULAR TRAINS PER WEEK



TERMINALS

7 METRANS HUB TERMINALS

- Praha & Ceska Trebova, CZ
- Krems, AT
- Dunajska Streda, SK
- Poznan & Malaszewicze, PL
- Budapest (+ Zalaegerszeg to come), HU

13 METRANS END TERMINALS

DE, CZ, PL, RO, RS, SK

SEAPORTS

NORTH SEA

- Hamburg, Bremerhaven, Wilhelmshaven - DE
- Rotterdam - NL
- Antwerpen - BE

ADRIATIC SEA

- Rijeka – HR
- Koper – SI
- Trieste – IT

BALTIC SEA

- Gdansk, Gdynia - PL

BLACK SEA

- Constanta – RO

2024

Carbon Neutral Transport

METRANS

METRANS

Over 650 regular train connections per week

FROM ↔ TO	TRAINS PER WEEK
Budapest ↔ Arad	up to 3
Budapest ↔ Belgrade (Indjija)	up to 3
Bremerhaven ↔ Ceska Trebova	11
Bremerhaven ↔ Dunajska Streda	6
Bremerhaven ↔ Gadki	up to 13
Bremerhaven ↔ München	6
Bremerhaven ↔ Nürnberg	6
Bremerhaven ↔ Praha	9
Bremerhaven ↔ Leipzig	3
Ceska Trebova ↔ Budapest	4
Ceska Trebova ↔ Dunajska Streda	36
Ceska Trebova ↔ Krems	2
Ceska Trebova ↔ Linz	up to 2
Ceska Trebova ↔ Malaszewice	up to 4
Ceska Trebova ↔ Ostrava	12
Ceska Trebova ↔ Zlin	14
Duisburg ↔ Praha	6
Dunajska Streda ↔ Budapest	24
Dunajska Streda ↔ Halkali	up to 3
Dunajska Streda ↔ Kosice	12
Dunajska Streda ↔ Krems	6
Dunajska Streda ↔ Zilina	12
Gadki ↔ Dabrowa Gornicza	6
Gadki ↔ Katy Wroclawskie	6
Gadki ↔ Pruszkow	up to 8
Gdansk ↔ Dabrowa Gornicza	12
Gdansk ↔ Ostrava	12

FROM ↔ TO	TRAINS PER WEEK
Hamburg ↔ Berlin	6
Hamburg ↔ Ceska Trebova	up to 38
Hamburg ↔ Dunajska Streda	14
Hamburg ↔ Gadki	22
Hamburg ↔ Gernsheim	6
Hamburg ↔ Kornwestheim	10
Hamburg ↔ Krems	3
Hamburg ↔ Leipzig	up to 14
Hamburg ↔ München	18
Hamburg ↔ Nürnberg	18
Hamburg ↔ Praha	47
Koper ↔ Budapest	28
Koper ↔ Dunajska Streda	35
Malaszewice ↔ Budapest	up to 2
Malaszewice ↔ Hamburg	up to 2
Nürnberg → München	6
Ostrava ↔ Dabrowa Gornicza	12
Praha ↔ Ceska Trebova	28
Praha → Leipzig	1
Praha ↔ Plzeň	12
Praha ↔ Salzburg	9
Praha ↔ Wilhelmshaven	8
Rijeka ↔ Belgrade (Indjija)	up to 3
Rijeka ↔ Budapest	up to 3
Rotterdam ↔ Ceska Trebova	up to 8
Rotterdam ↔ Praha	12
Salzburg → Hamburg	3

2024

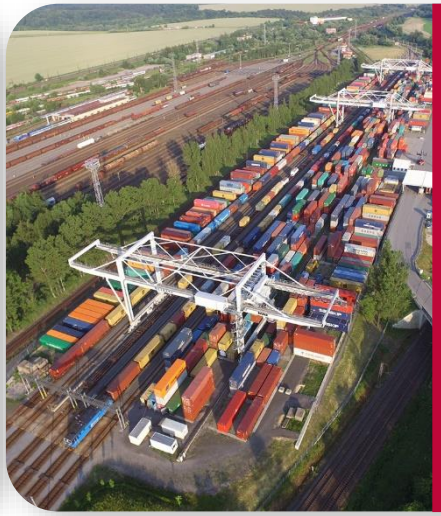
Carbon Neutral Transport

METRANS

HUB TERMINALS

PRAHA (since 1991)

- Size: 420,000 m²
- Storage capacity: 15,000 TEU full + 10,000 TEU empty
- 7 sidings of 600 m, 2 sidings of 550 m, 6 sidings of 350 m
- 6 RMG (Rail Mounted Gantry Crane), 3x45t, 10x10/12t reachst., 2 forklifts (16t), 4 shunters
- 10 trains can be handled at the same time
- Repair facility for containers
- On-site customs office
- Operates 24/7/365



CESKA TREBOVA (since 2013)

- Size: 138,000 m²
- Storage capacity: 4,500 TEU full + 4,200 TEU empty
- 6 sidings of 740 m
- 4 RMG (Rail Mounted Gantry Crane), 3 reachstackers (12t)
- 6 trains can be handled at the same time
- On-site customs office
- Repair facility for containers
- Operates 24/7/365

DUNAJSKA STREDA (since 1999)

- Size: 326,000 m²
- Storage capacity: 25,000 TEU full + 15,000 TEU empty
- 5 sidings of 650 m, 4 sidings of 550 m
- 4 RMG (Rail Mounted Gantry Crane), 7x45t, 8x12t, 3x8t reachstackers, 2 forklifts (16t, 8t)
- 9 trains can be handled at the same time
- Repair facility for containers
- On-site customs office
- Operates 24/7/365

BUDAPEST (since 2017)

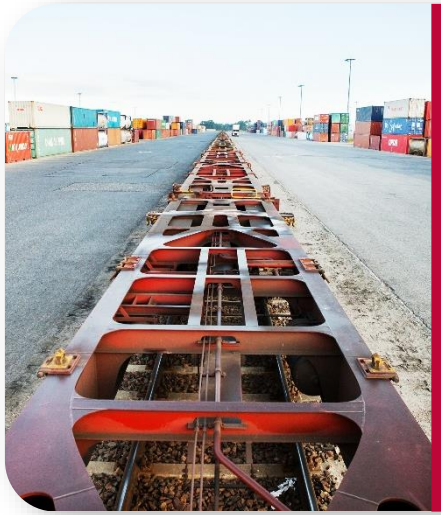
- Size: 163,500 m²
- Storage capacity: 7,500 TEU
- 6 sidings of 650 m, 2 sidings of 500 m
- 4 RMG (Rail Mounted Gantry Crane), 6x45t, 4x12t reachstackers, 3 forklifts (16t)
- 6 trains can be handled at the same time
- Repair facility for containers
- On-site customs office
- Operates 24/7/365

2024

Carbon Neutral Transport

METRANS

HUB TERMINALS

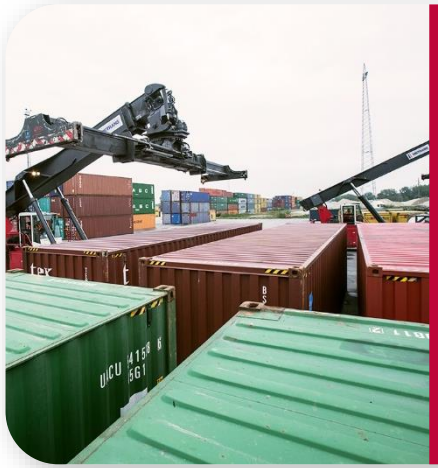


POZNAN (GADKI)
(since 2011)

- Size: 175,000 m²
- 1 siding of 750 m, 3 sidings of 630 m
- 10 reachstackers with lifting capacity up to 45 tons
- 2 trains can be handled at the same time
- On-site customs office
- Handling of swap bodies and semi - trailers
- Operates 24/7/365

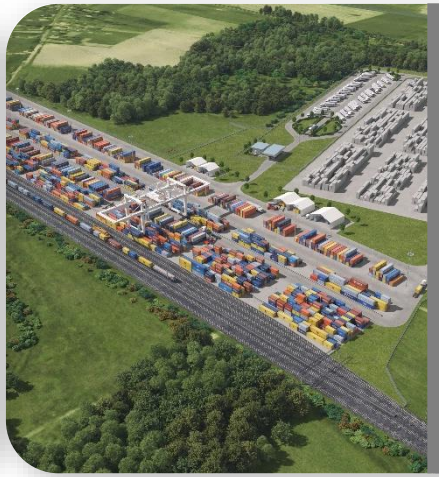
MALASZEWICZE
(operated by CL Europort, since 2022)

- METRANS member since: 2022
- Size: 190,000 m²; storage : 5000 TEU
- Rail Tracks:
  - 1435 mm - 6 tracks length of 3000 m
  - 1520 mm - 9 tracks length of 6000 m
- 1 RMG (Rail Mounted Gantry Crane), 4x45t & 1x10t reachstacker
- Reefer plugs
- Depot for empty containers



KREMS AN DER DONAU
(since 2012)

- Size: 40,000 m²
- Storage capacity: 1,500 TEU full + 2,000 TEU empty
- 4 sidings of 680 m
- 3 reachstackers (45t), 2 reachstackers (12t)
- On-site customs office
- Repair facility for containers



ZALAEGERSZEG
(to come... 2025/2026)

- Size: 150,000 m²
- Intermodal HUB terminal & logistics center in western Hungary for the Adriatic Corridor (Koper, Trieste, Rijeka)
- Daily connection to Hamburg, Bremerhaven and the whole METRANS network
- Operation start 2025/2026

2024

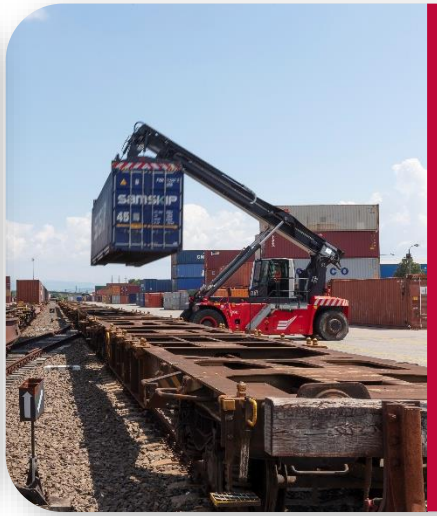
Carbon Neutral Transport

METRANS

END TERMINALS

ZLIN
(since 1994)

- Size: 68,600 m²
- Storage capacity: 1,300 TEU full + 1,200 TEU empty
- 3 sidings of 550 m, 1 siding of 400 m, 2 sidings of 350 m, 2 sidings of 300 m
- 4 reachstackers (45t), 4 reachstackers (12t)
- On-site customs office
- Repair facility for containers
- Operates 24/7/365



KOSICE
(since 2008)

- Size: 46,500 m²
- Storage capacity: 3,000 TEU full + 3,000 TEU empty
- 2 sidings of 550 m
- 4 reachstackers (45t), 2 reachstackers (12t), 2 forklifts (16t)
- On-site customs office
- Repair facility for containers
- Operates 24/7/365

PLZEN
(since 2007)

- Size: 50,000 m²
- Storage capacity: 1,300 TEU full + 1,200 TEU empty
- 3 sidings of 400 m
- 1 RMG (Rail Mounted Gantry Crane) with multimodal spreader for handling trailers and swap bodies and ROS control system, 2 reachstackers (10/12t)
- Repair facility for containers
- Operates 24/7/365

OSTRAVA
(since 2011)

- Size: 40,000 m² plus 60,000 m² depot
- Storage capacity: 1,200 TEU full + 5,000 TEU empty
- 2 sidings of 250 m
- 1 RTG (Rubber Tyred Gantry Crane), 3 reachstackers (45t), 3 reachstackers (12t)
- On-site customs office
- Repair facility for containers
- Operates 24/7/365

2024

Carbon Neutral Transport

METRANS

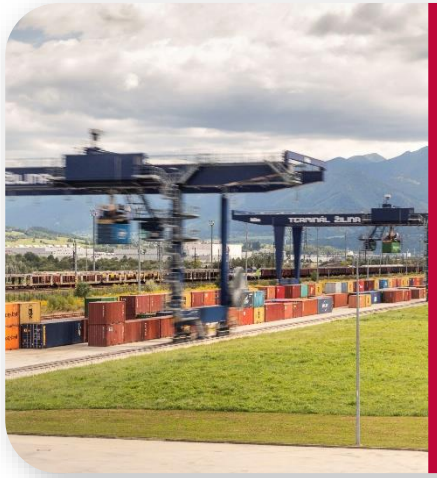
END TERMINALS

USTI NAD LABEM
(since 2015)

- Size: 25,500 m²
- Storage capacity: 1,500 TEU full + 2,000 TEU empty
- 1 siding of 185 m, 2 sidings of 160 m
- 1 RMG (Rail Mounted Gantry Crane), 3 reachstackers (45t), 2 reachstackers (12t)
- On-site customs office
- Repair facility for containers
- Operates 24/7/365

WARSZAWA (PRUSZKOW)
(since 1993)

- Size: 57,000 m²
- 2 sidings of 600 m, 1 siding of 350 m
- 7 reachstackers with lifting capacity up to 45 tons
- Handling of swap bodies and semi-trailers
- On-site customs office



ZILINA
(operated by TIP ZILINA)

- Concession since 2019
- Size: 150,000 m²
- 2 sidings of 750 m
- 2 RMG (Rail Mounted Gantry Crane), 2 reachstackers (12t)
- Repair facility for containers
- Handling of swap bodies and semi-trailers

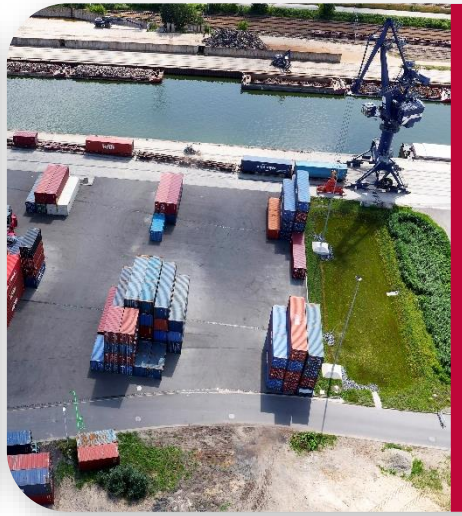
DABROWA GORNICZA
(since 2010)

- Size: 170,000 m²
- 2 sidings of 625 m, 1 siding of 600 m, 1 siding of 500 m
- 3 reachstackers with lifting capacity up to 45 tons, 1 reachstacker (12t)
- Reefer plugs – PTI incl. small repairs
- Handling of swap bodies
- On-site customs office

END TERMINALS

WROCLAW (KATY WROCLAWSKIE)
(since 2015)

- Size: 65,000 m²
- 2 sidings of 600 m
- 1 gantry crane, 5 reachstackers (45t)
- Reefer plugs – PTI incl. small repairs
- Handling of swap bodies and semi-trailers
- On-site customs office



BERLIN KOWU
(since 2019)

- Size: 20,000 m²
- 1 siding of 800 m, 3 sidings of 500 m
- 1 RMG (Rail Mounted Gantry Crane), 2x45t, 1x12t reachstacker
- Reefer plugs – PTI incl. small repairs
- Depot for empty containers–capacity: 2,000 TEU
- On-site customs office

GERNSHEIM GUT
(since 2020)

- Size: 54,000 m²
- 2 sidings of 340 m
- 1 RMG (Rail Mounted Gantry Crane), 1 slewing jib crane, 2 reachstackers (45t)
- Truck capacity: 30 trucks (long term sub-contractors)

ARAD
(since 2021)

- Size: 75,000 m²
- 4 railway tracks x 350 m length
- Parking for 200 trucks
- 2 reachstackers (45t)
- Own truck capacity: 10
- A1 highway - 3 km from the terminal

2024

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METRANS

NEW END TERMINALS

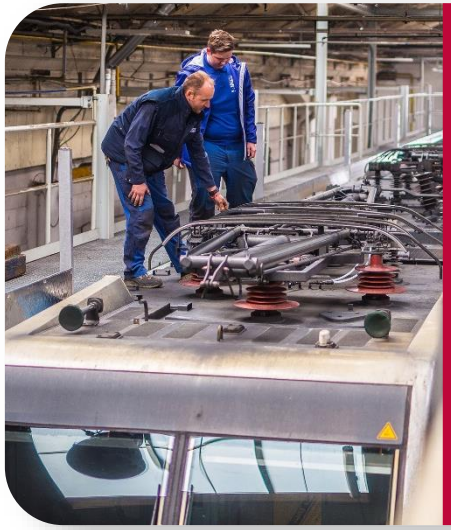
BELGRADE (INDJIJA)
(since 2023)

- Size: 35,000 m^2
- 2 railway tracks x 250 m length
- 2 reachstackers (45t)
- Forklifts 12t, 3t, 2t

SZEGED
(to come... 2026)

- Size: 100,000 m^2
- Annual capacity: ~ 50.000 TEU
- Sidings: 2 x 335 m
- Intermodal terminal in southern Hungary
- Construction completion by 2026
- Highway connection to HU, RS, RO
- Connection to the main railway track to the south via Roszke crossing

METRANS RAIL REPAIR SHOPS



DYKO RAIL REPAIR SHOP
(Kolin, Czech Republic)

- Established in 1940
- Acquired by METRANS in 2007
- Licensed to repair Siemens and Bombardier locomotives
- Repairs:
  - container wagons
  - running gear for passenger carriages
  - locomotives and wheelsets
- Repairs within free capacities available also for external clients

RAIL & REACHSTECKER REPAIR SHOP
(Dunajska Streda, Slovak Republic)

- Established in 2019
- Repairs:
  - container wagons
  - locomotives
  - reach stackers

HHLA PURE

CO_2-neutral Container handling & transport

With the HHLA Pure product METRANS offers our clients a CO_2-free handling and also transport, and thus, together we make a real contribution towards climate protection.

CERTIFIED CO_2 NEUTRALITY FOR TRANSPORTATION FROM THE PORT ALL THE WAY TO EUROPE'S HINTERLAND

- Modern hybrid and electric locomotives
- Electrification at the port container terminal with electric storage crane system, electric vehicles
- Handling at the HHLA container terminal with widely electrified processes
- Transport and collection via METRANS with CO_2 optimized trains and wagons
- Any currently unavoidable CO_2 emissions are offset through certified development projects to the highest international standard (Gold)
- Confirmation of climate-neutral transports for customers
- METRANS energy-efficient electric trains are travelling only with green energy in Austria and Germany

2024

Carbon Neutral Transport

METRANS

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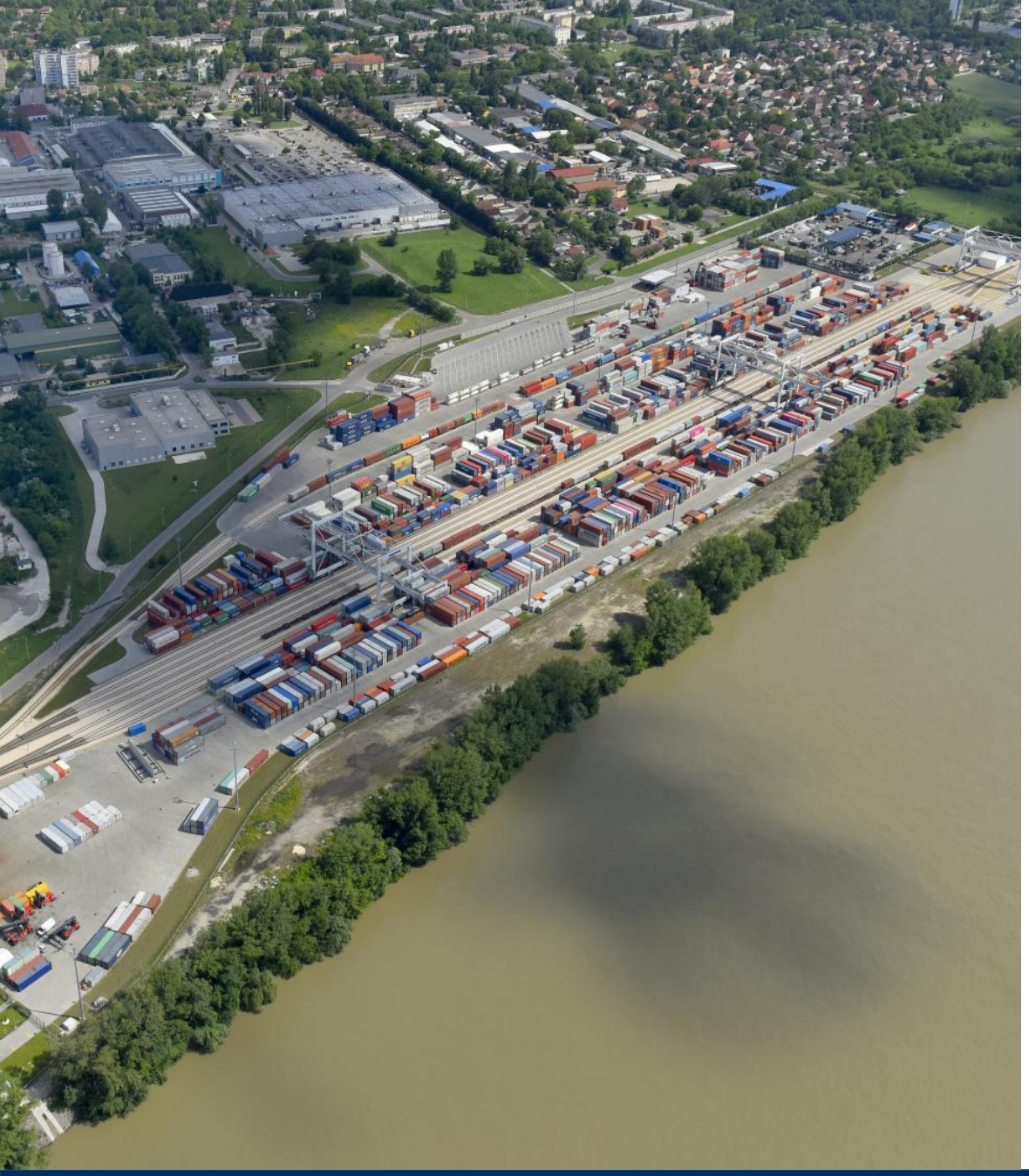
Carbon Neutral Transport

THANK YOU!

Find us on metrans.eu and



MEDITERRANEAN
RAIL FREIGHT CORRIDOR
Spain-France-Italy-Slovenia-Croatia-Hungary

Mediterranean RFC
TAG & RAG

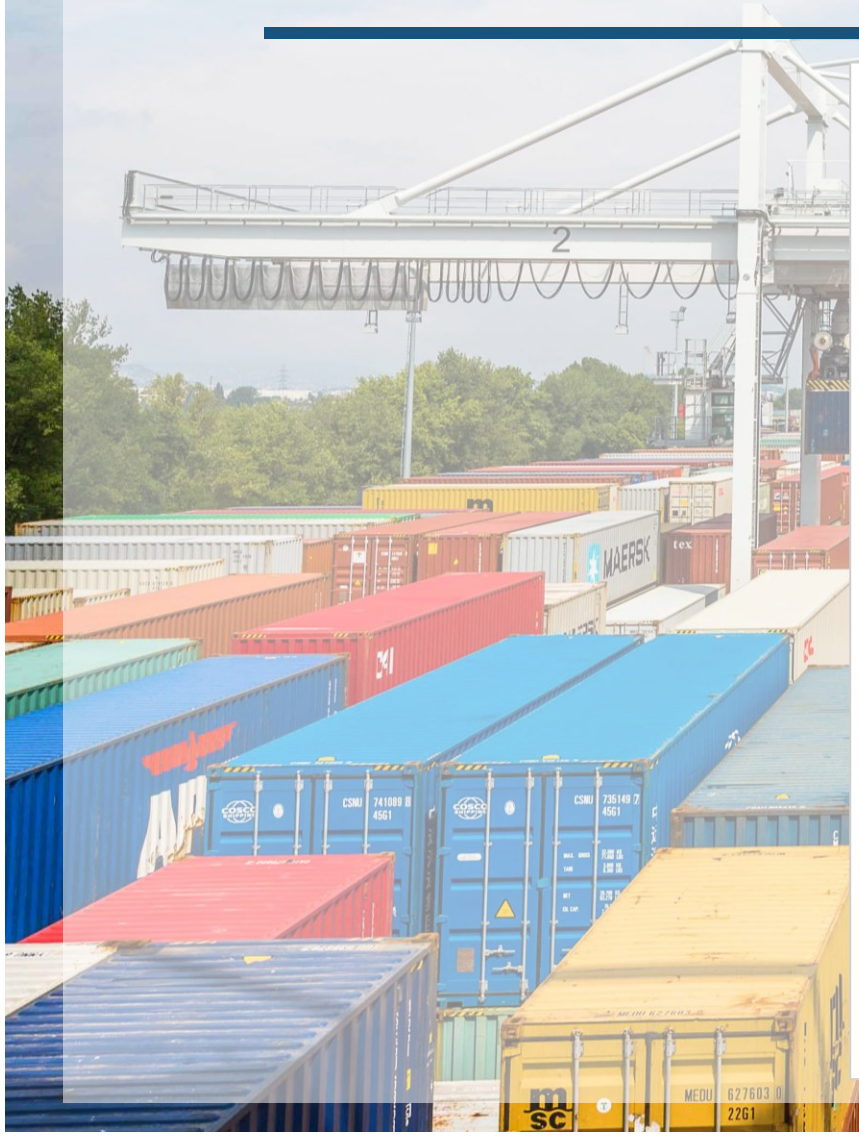
Metrans Container Terminal Budapest/Teams

Date: 7-8/11/2024

Time: 09:00h - 16:30h

Co-funded by
the European Union

AGENDA



MEDITERRANEAN RAIL FREIGHT CORRIDOR

Agenda of the Mediterranean Rail Freight Corridor 23rd TAG-RAG meeting

DAY1
Venue: Physical (Metrans Container Terminal Budapest Salak út 37. HU 1211) & Teams meeting
Date: 07/11/2024 Time: h 09:00-16:30

	Topic	Speaker	Time
1	**Welcome from METRANS Director** **Introduction to the meeting from the Med RFC**	Metrans Director MED P & MD	09:00 09:15
2	**RAG pre-meetings outcomes and new topics**	RAG Spokesperson	09:15 09:45
3	**TAG pre-meetings outcomes and new topics**	TAG Spokesperson	09:45 10:15
4	**Outcomes and developments** ➢ Maurienne Valley ICM - state of play ➢ Villa Opicina - Sezana BCP – Latest analyses and developments ➢ Turin-Lyon – latest developments – Synthesis sheet available ➢ Latest developments for Spanish - French crossborder connections ➢ Port of Sete inclusion ➢ Language Program workshop	MD, PM	10:15 11:00
5	**New TEN-T Regulation: (i) impacts on terminals (new Section 6); (ii) impacts on freight train punctuality; (iii) impacts on RFC and TAG/RAG cooperation**	MD, DD, AE, RUs, All	11:00 11:40
	Coffee break		11:40 11:50
6	**Major Temporary Capacity Restrictions (TCRs) impacting on RFC lines** ➢ State of play and 2025 planning and beyond ➢ TCR tool Comments and requests from participants	C-OSS Leader	11:50 12:05
7	**C-OSS state of play** ➢ Final Offer TT 2025: insights and deadlines ➢ TT 2026 wish list and new tool PCS Capacity Broker Comments and requests from participants	C-OSS Leader	12:05 12:20
8	**User Satisfaction Survey 2024 and Joint TMS survey main outcomes** Comments and requests from participants	MD, PM	12:20 12:45
9	**Wrap-up of the meeting and main conclusions**	Managing Director	12:45 13:00
10	**AOB**	All	13:00 13:15
	Light Lunch		13:15 14:15
11	**Terminal METRANS Terminal Budapest visit**	All	14:15 16:45
	End of the meeting *A shuttle will be available to the Budapest Airport and a bus to Záhony area for DAY2 (see next page)*		16:45

Co-funded by the European Union

1. Welcome from METRANS Director

Introduction to the meeting from the Med RFC

MEDITERRANEAN RAIL FREIGHT CORRIDOR
Spain-France-Italy-Slovenia-Croatia-Hungary

1. Welcome from METRANS Director Introduction to the meeting from the Med RFC

MEDITERRANEAN RAIL FREIGHT CORRIDOR
Spain-France-Italy-Slovenia-Croatia-Hungary

23rd TAG/RAG MEETING

The Role of the Mediterranean Rail Freight Corridor
Actual market & future perspectives

Budapest - November 7-8th, 2024

Raffaele Zurlo, Managing Director at the Mediterranean RFC

Co-funded by the European Union

TOPICS

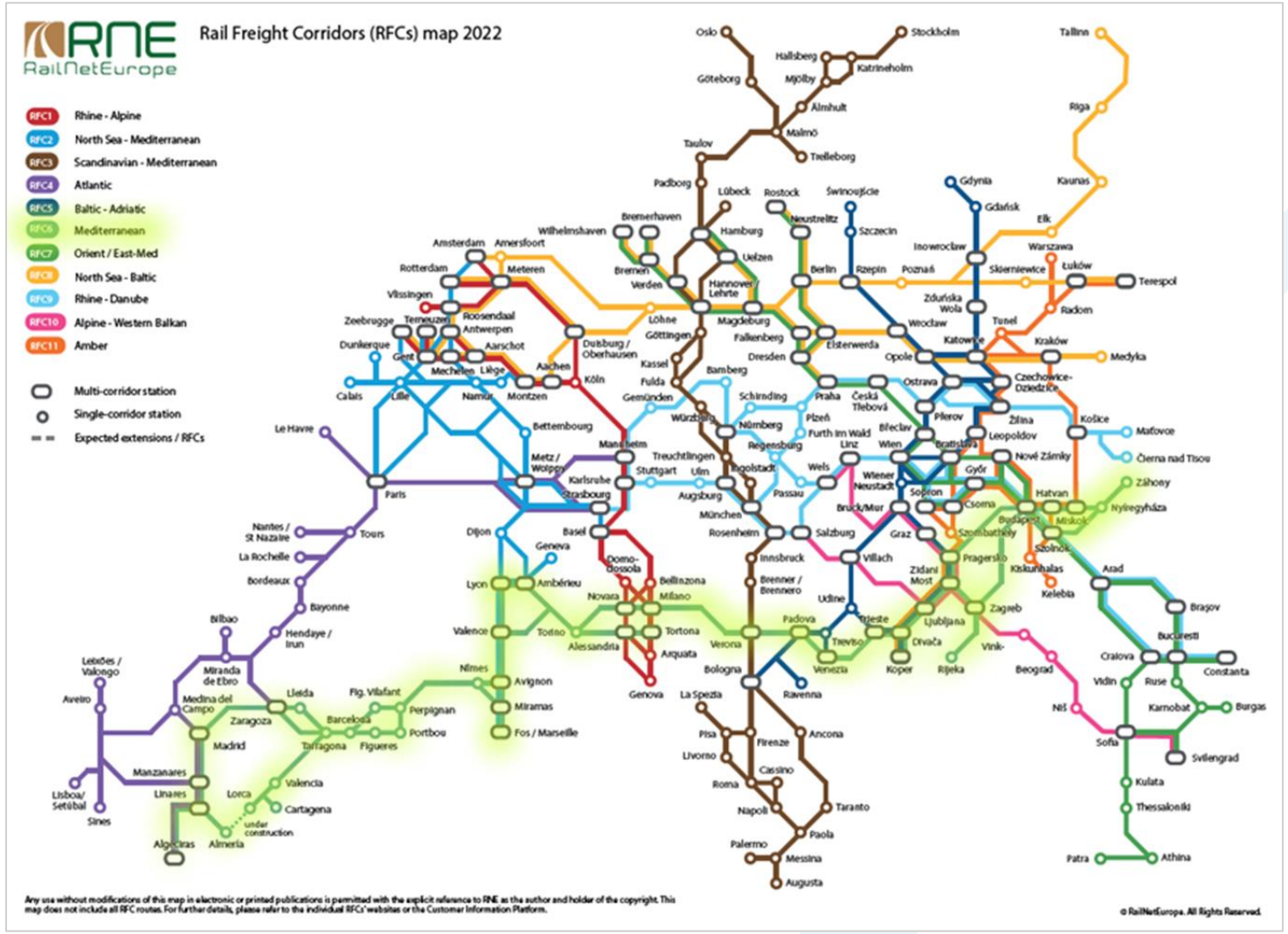
1.1	The Rail Freight Corridors.
1.2	The Mediterranean RFC – Infrastructure, organization, governance.
1.3	The role of the Med Rail Freight Corridor - Actual market & future perspectives.

1.1. INTRODUCTION to the Rail Freight Corridors

Why did we build and manage rail transport corridors?

MEDITERRANEAN RAIL FREIGHT CORRIDOR
Spain-France-Italy-Slovenia-Croatia-Hungary

1.1.1 RFC Network



1.2. The Mediterranean RFC – Infrastructure, organization, governance.

Regulation

1.2.1 REGULATION (EU) No 913/2010 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 22 September 2010, concerning a European rail network for competitive freight

L 276/22 EN Official Journal of the European Union 20.10.2010

REGULATION (EU) No 913/2010 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

of 22 September 2010

concerning a European rail network for competitive freight

(Text with EEA relevance)

Having regard to the proposal from the European Commission,

Having regard to the opinion of the European Economic and Social Committee (1),

Having regard to the opinion of the Committee of the Regions (2),

Acting in accordance with the ordinary legislative procedure (3),

Whereas:

(1) Within the framework of the European Union new Strategy for jobs and growth, the creation of an internal rail market, in particular with regard to freight transport, is an essential factor in making progress towards sustainable mobility.

(2) Council Directive 91/440/EEC of 29 July 1991 on the development of the Community's railways (4) and Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure (5) have been important steps in the creation of the internal rail market.

(3) In order to be competitive with other modes of transport, international and national rail freight services, which have been opened up to competition since 1 January 2007, must be able to benefit from a good railway undertakings.

(4) Although the opening of the rail freight market has made it possible for new operators to enter the rail network, market mechanisms have not been and are not sufficient to organise, regulate and secure rail freight traffic. To optimise the use of the network and ensure its reliability it is useful to introduce additional procedures to strengthen cooperation on allocation of international train paths for freight trains between infrastructure managers.

(5) In this context, the establishment of international rail corridors for a European rail network for competitive freight on which freight trains can run under good conditions and easily pass from one national network to another would allow for improvements in the conditions of use of the infrastructure.

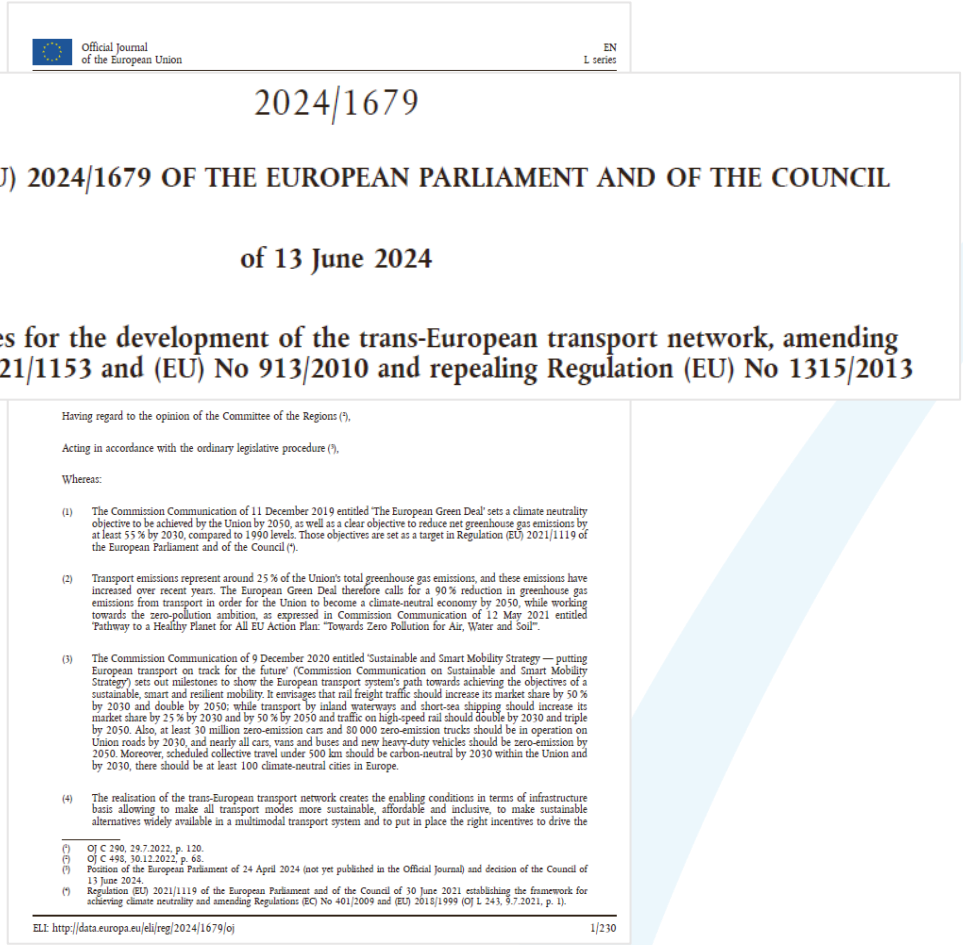
(6) In order to establish international rail corridors for a European rail network for competitive freight, the initiatives already taken in terms of railway infrastructure show that the establishment of international corridors, which meet specific needs in one or more clearly identified segments of the freight market, is the most appropriate method.

(7) This Regulation should, unless otherwise provided, be without prejudice to the rights and obligations of infrastructure managers set out in Directive 91/440/EEC and Directive 2001/14/EC and, where relevant, allocation bodies as referred to in Article 14(2) of Directive 2001/14/EC. Those acts remain in force, including in respect of provisions which affect freight corridors.

(8) The establishment of a freight corridor should take into account, where appropriate, the need for better interconnections with the rail infrastructure of European third countries.

(1) OJ C 317, 23.12.2009, p. 94.
(2) OJ C 79, 27.3.2010, p. 45.
(3) Position of the European Parliament of 23 April 2009 (OJ C 184 E, 8.7.2010, p. 354), position of the Council at first reading of 22 February 2010 (OJ C 114 E, 4.5.2010, p. 1), position of the European Parliament of 15 June 2010 (not yet published in the Official Journal) and decision of the Council of 13 September 2010.
(4) OJ L 237, 24.8.1991, p. 25.
(5) OJ L 75, 15.3.2001, p. 29.

1.2.2 Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013



Official Journal of the European Union — EN — L series

2024/1679

REGULATION (EU) 2024/1679 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

of 13 June 2024

on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013

Having regard to the opinion of the Committee of the Regions (2),

Acting in accordance with the ordinary legislative procedure (3),

Whereas:

(1) The Commission Communication of 11 December 2019 entitled 'The European Green Deal' sets a climate neutrality objective to be achieved by the Union by 2050, as well as a clear objective to reduce net greenhouse gas emissions by at least 55 % by 2030, compared to 1990 levels. Those objectives are set as a target in Regulation (EU) 2021/1119 of the European Parliament and of the Council (4).

(2) Transport emissions represent around 25 % of the Union's total greenhouse gas emissions, and these emissions have increased over recent years. The European Green Deal therefore calls for a 90 % reduction in greenhouse gas emissions from transport in order for the Union to become a climate-neutral economy by 2050, while working towards the zero-pollution ambition, as expressed in Commission Communication of 12 May 2021 entitled 'Pathway to a Healthy Planet for All EU Action Plan: "Towards Zero Pollution for Air, Water and Soil"'.

(3) The Commission Communication of 9 December 2020 entitled 'Sustainable and Smart Mobility Strategy — putting European transport on track for the future' ('Commission Communication on Sustainable and Smart Mobility Strategy') sets out milestones to show the European transport system's path towards achieving the objectives of a sustainable, smart and resilient mobility. It envisages that rail freight traffic should increase its market share by 50 % by 2030 and double by 2050; while transport by inland waterways and short-sea shipping should increase its market share by 25 % by 2030 and by 50 % by 2050 and traffic on high-speed rail should double by 2030 and triple by 2050. Also, at least 30 million zero-emission cars and 80 000 zero-emission trucks should be in operation on Union roads by 2030, and nearly all cars, vans and buses and new heavy-duty vehicles should be zero-emission by 2050. Moreover, scheduled collective travel under 500 km should be carbon-neutral by 2030 within the Union and by 2030, there should be at least 100 climate-neutral cities in Europe.

(4) The realisation of the trans-European transport network creates the enabling conditions in terms of infrastructure basis allowing to make all transport modes more sustainable, affordable and inclusive, to make sustainable alternatives widely available in a multimodal transport system and to put in place the right incentives to drive the

(2) OJ C 290, 29.7.2022, p. 120.
(3) OJ C 498, 30.12.2022, p. 68.
Position of the European Parliament of 24 April 2024 (not yet published in the Official Journal) and decision of the Council of 13 June 2024.
(4) Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 (OJ L 243, 9.7.2021, p. 1).

ELI: http://data.europa.eu/eli/reg/2024/1679/oj — 1/230

1.2.3 Regulation (EU) 2024/1679 highlights the role of Terminal and RU Advisory Groups

TAG and RAG

ORGANISATION AND GOVERNANCE OF THE FREIGHT CORRIDORS

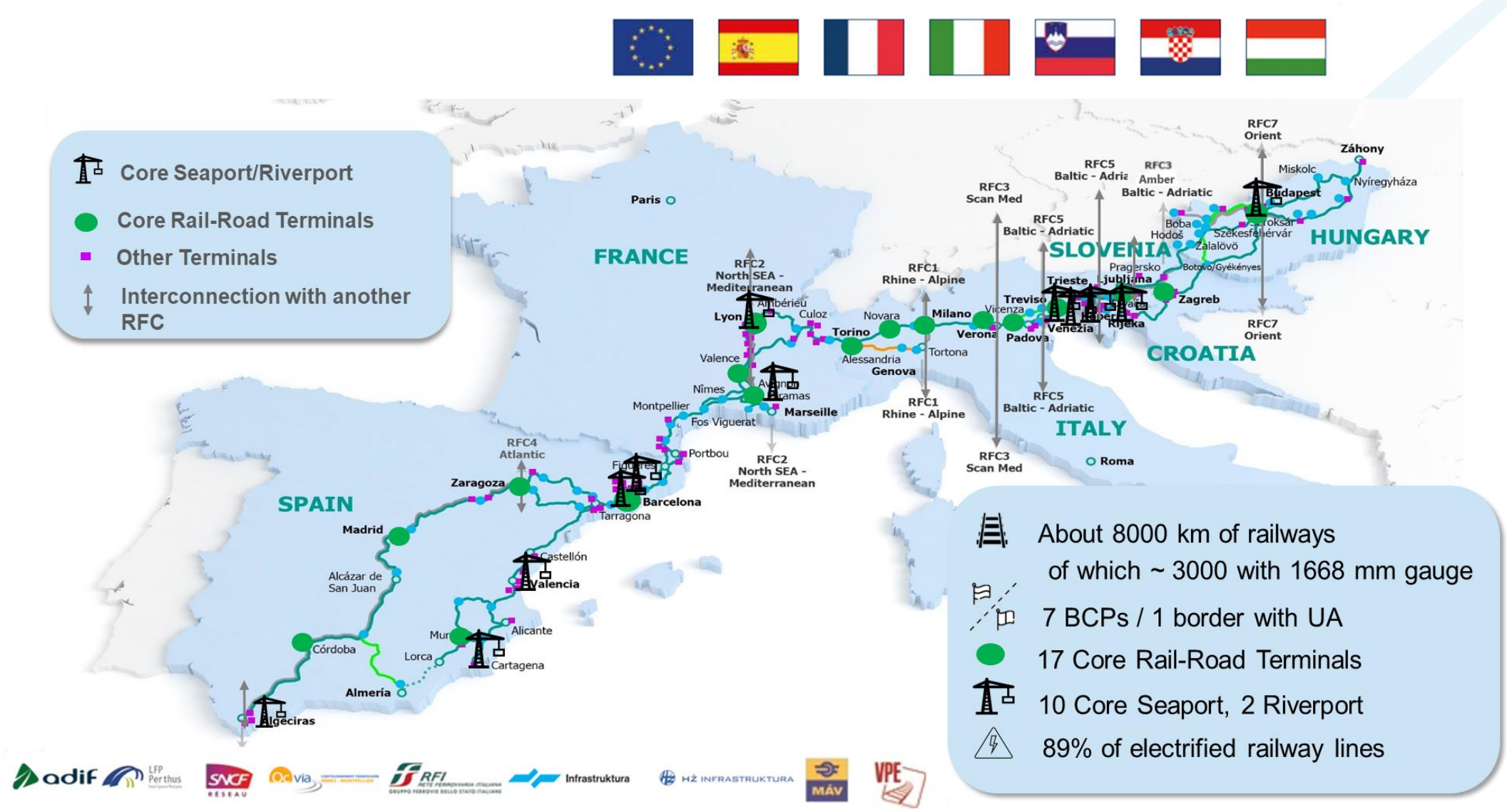
The **management board** shall set up an **advisory group** made up of **managers and owners of the terminals** of the freight corridor including, where necessary, sea and inland waterway ports. This advisory group may issue an opinion on any proposal by the management board which has direct consequences for investment and the management of terminals. It may also issue own-initiative opinions. The management board shall take any of these opinions into account. In the event of disagreement between the management board and the advisory group, the latter may refer the matter to the executive board.

The **management board** shall set up a further **advisory group** made up of **railway undertakings** interested in the use of the freight corridor. This advisory group may issue an opinion on any proposal by the management board which has consequences for these undertakings. It may also issue own-initiative opinions. The management board shall take any of these opinions into account. In the event of disagreement between the management board and the advisory group, the latter may refer the matter to the executive board. The executive board shall inform the European Coordinator and the regulatory bodies referred to in Article 55 of Directive 2012/34/EU, concerned by the freight corridor. The executive board shall act as an intermediary and issue an opinion on the matter in due time.

1.3. The role of the Med Rail Freight Corridor - Actual market & future perspectives.

Transport Market Study

1.3.1 General overview



1.3.2 Transport Market Study

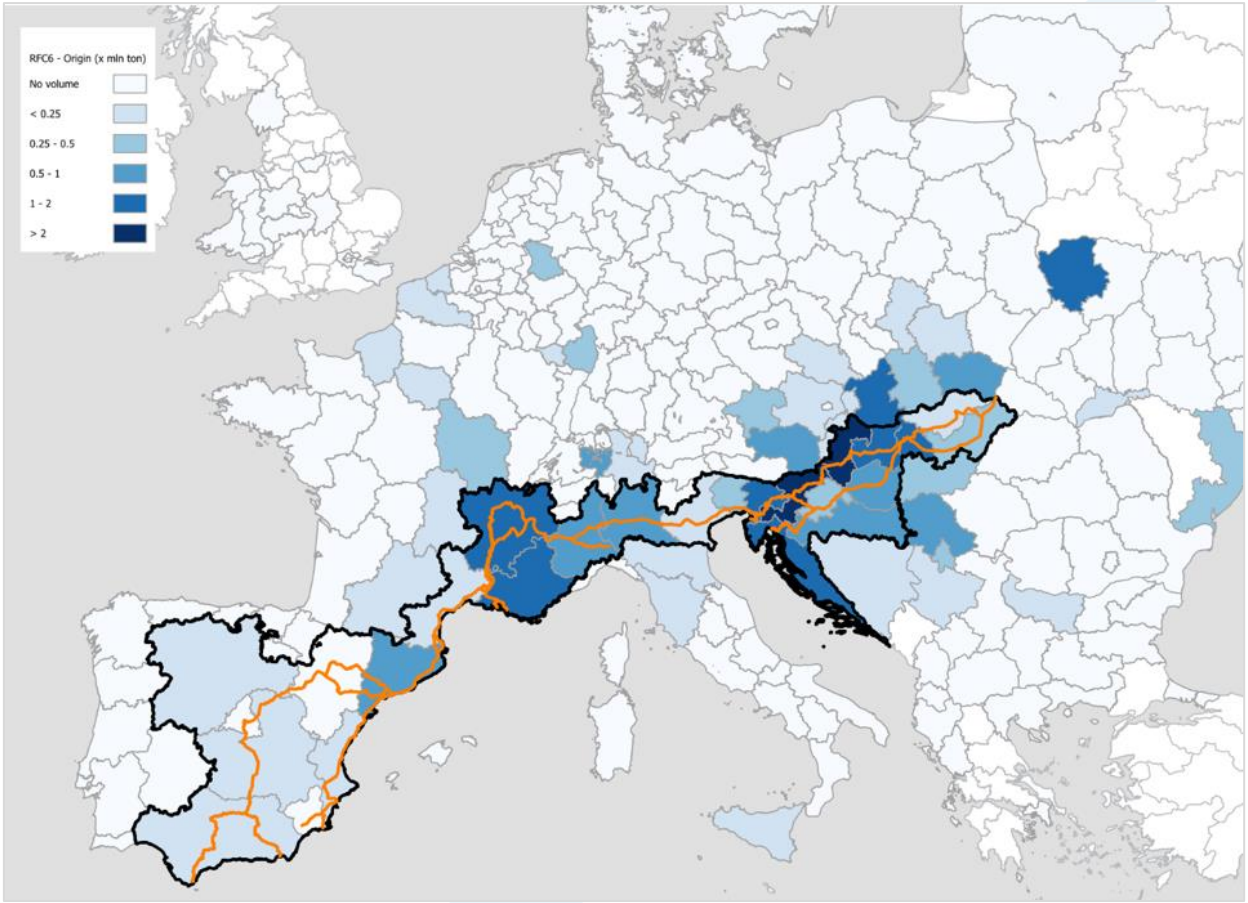
- **TA D1.2 - 2024 Transport Market Study update**: Origins of international rail freight volume (in million tonnes) that use the RFC MED rail network and the delineation of the potential RFC MED catchment area

Current market

Base year scenario: 2022

Data

Million tonnes per year: 2022



1.3.2 Transport Market Study

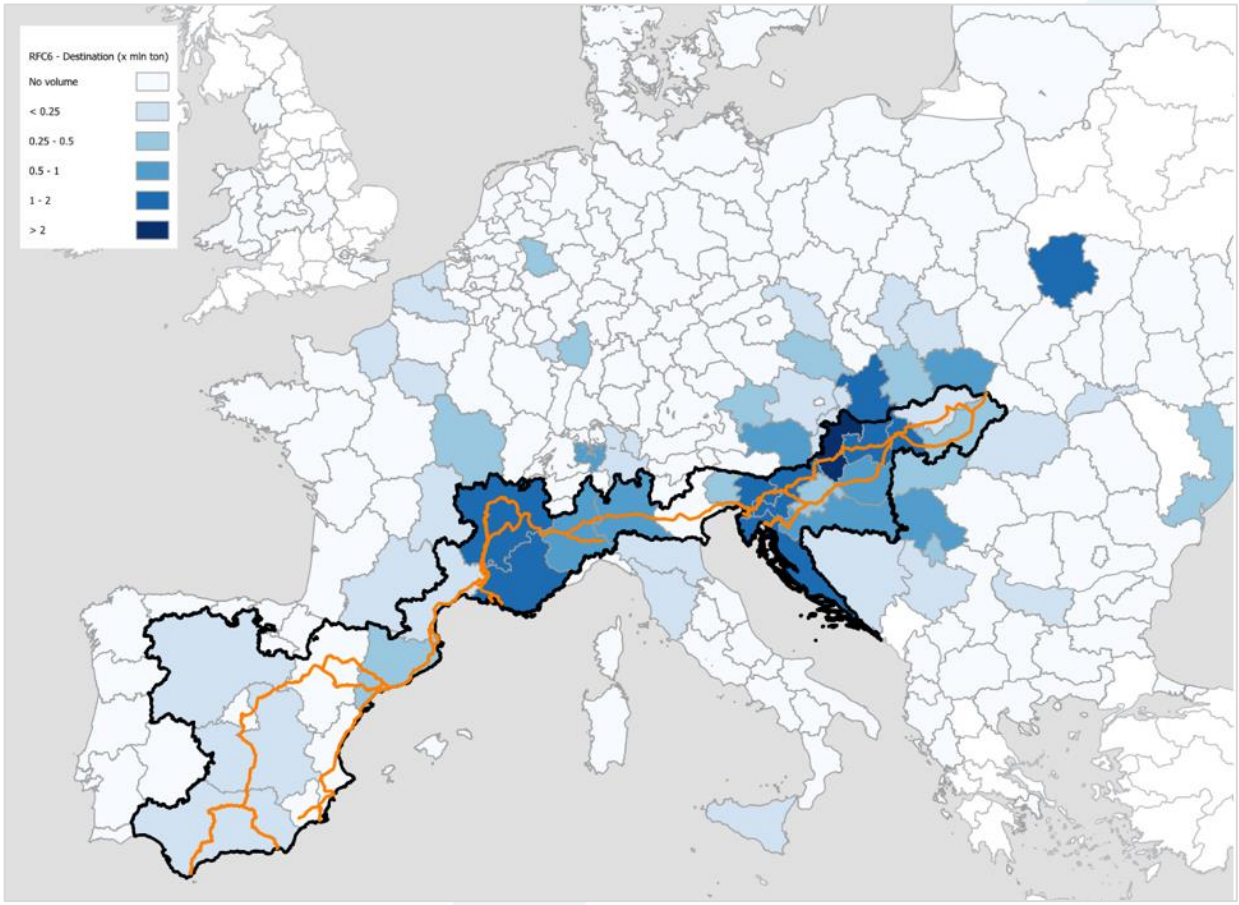
- **<u>TA D1.2 - 2024 Transport Market Study update</u>:** Destinations of international rail freight volume (in million tonnes) that use the RFC MED rail network and the delineation of the potential RFC MED catchment area

Current market

Base year scenario: 2022

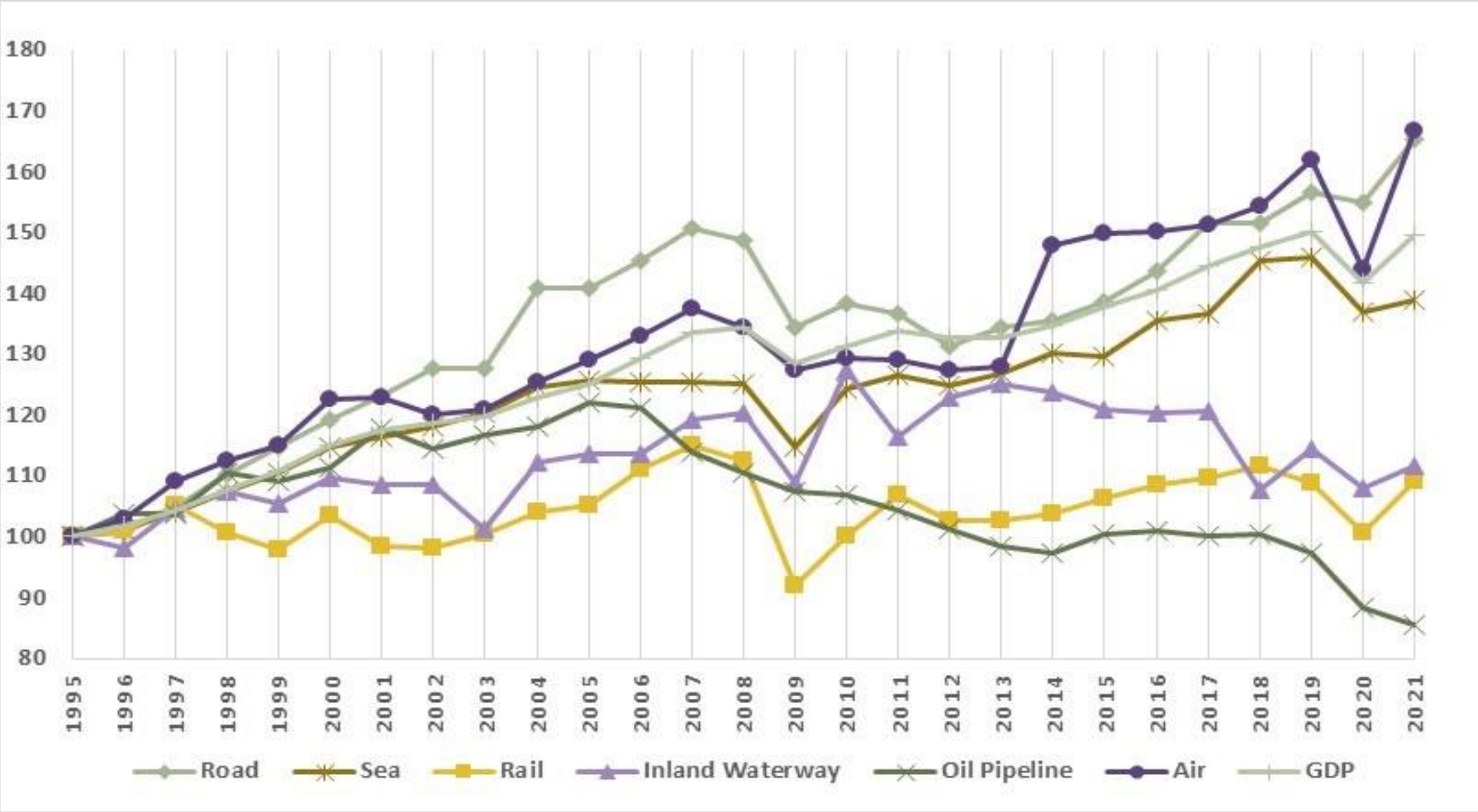
Data

Million tonnes per year: 2022



1.3.2 Transport Market Study

- **<u>TA D1.2 - 2024 Transport Market Study update</u>:** Transport trends in billion tkm EU27 (1995 = 100)



1.3.2 Transport Market Study

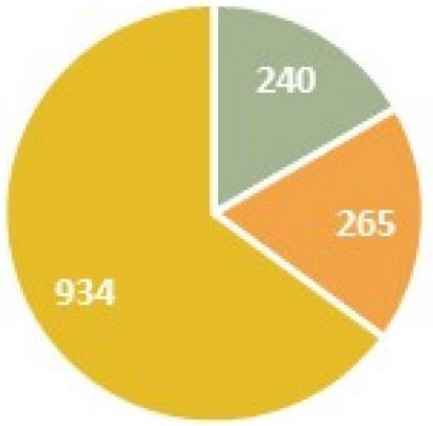
- **<u>TA D1.2 - 2024 Transport Market Study update</u>:** Estimated volume (million tonnes) of international freight transport over land by mode and cargo type within the catchment area of the 11 RFCs Network

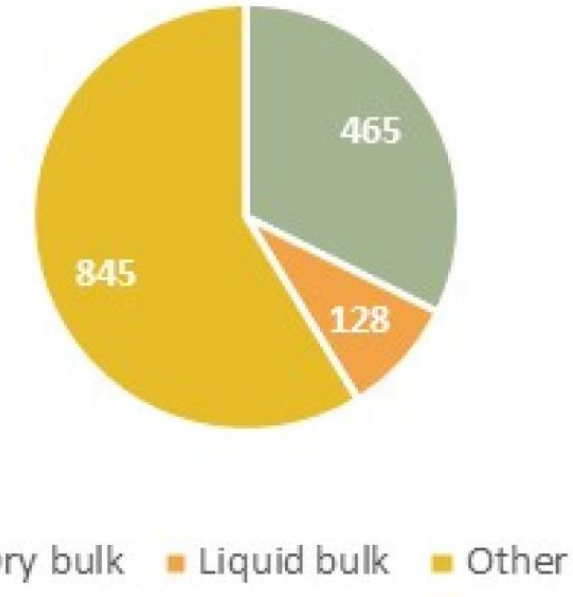
Current market

Base year scenario: 2022

Data

Million tonnes per year: 2022





1.3.2 Transport Market Study

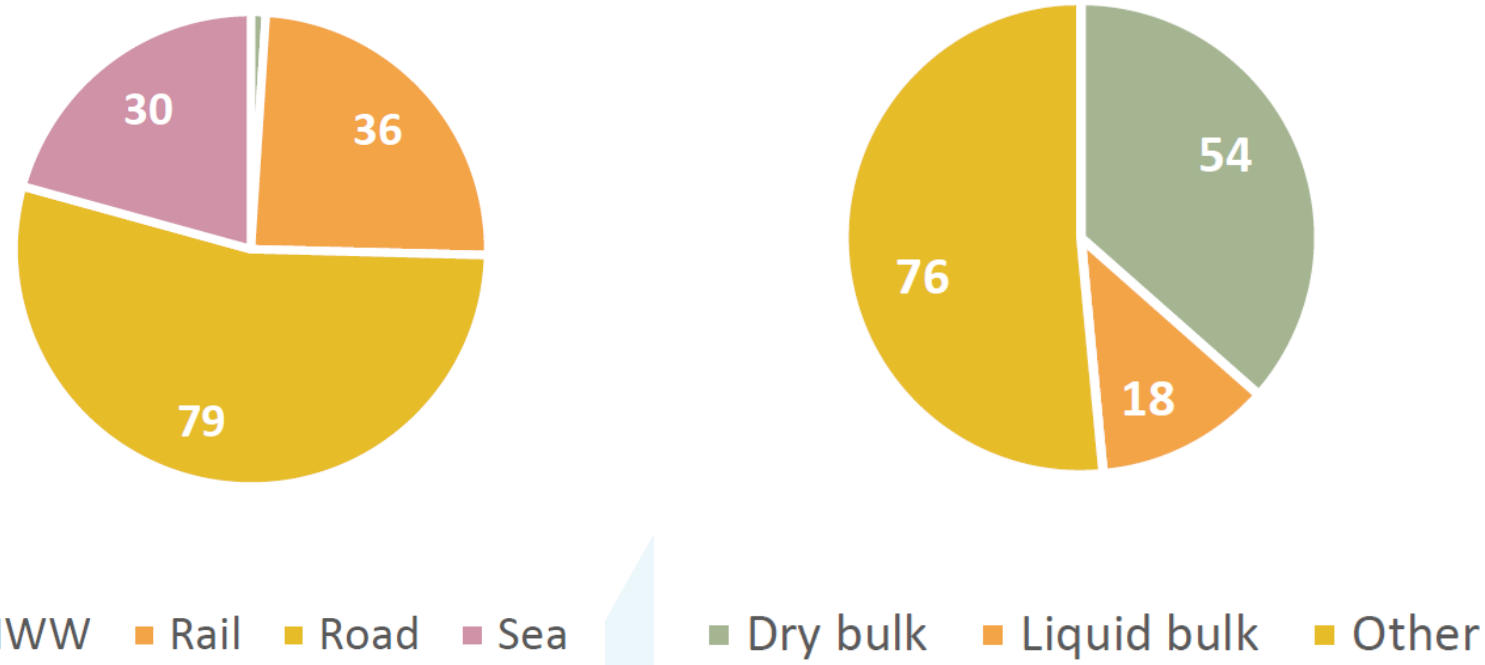
- **TA D1.2 - 2024 Transport Market Study update:** Estimated volume (million tonnes) of all international freight transport over land by mode and cargo type in the catchment area of RFC MED

Current market

Base year scenario: 2022

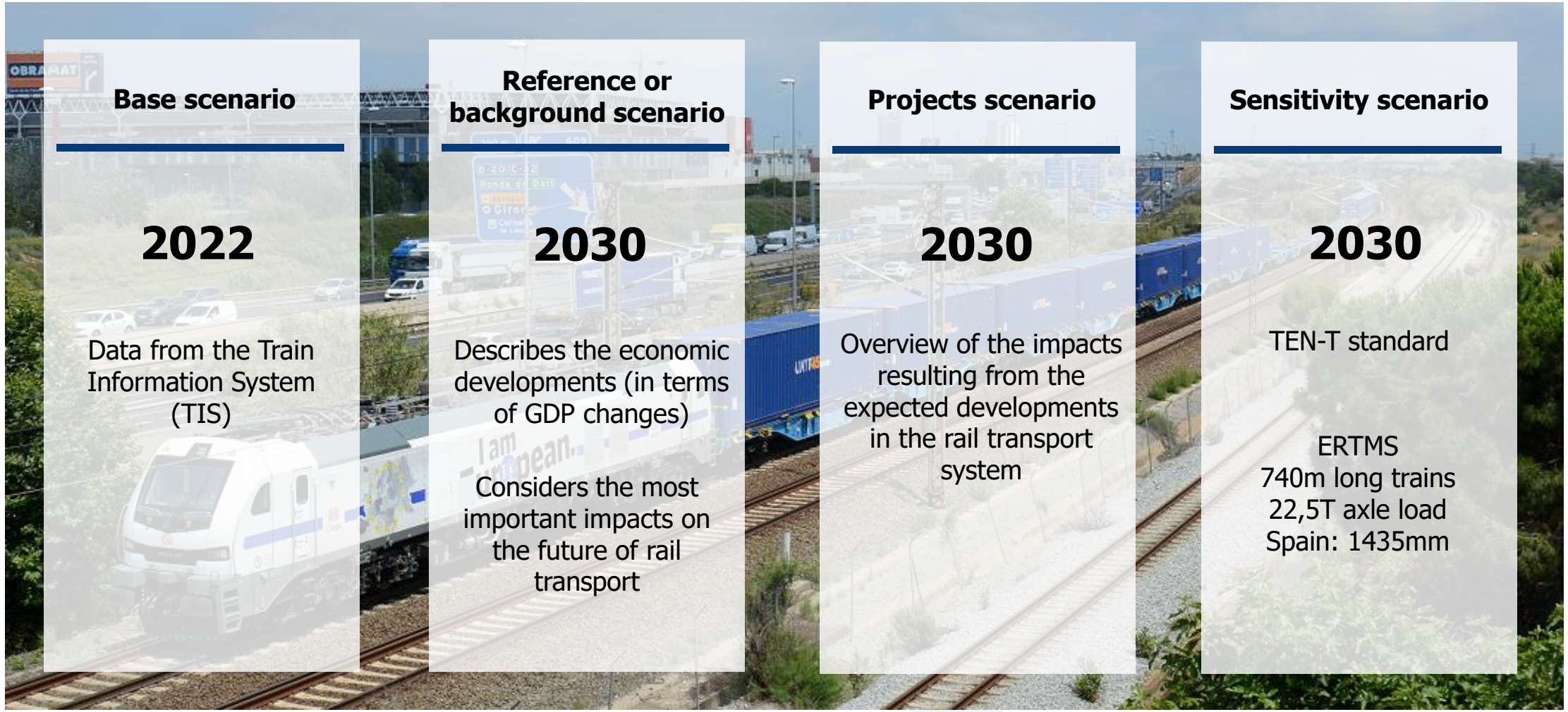
Data

Million tonnes per year: 2022



1.3.2 Transport Market Study

- **TA D1.2 - 2024 Transport Market Study update:** Scenarios: 2024 Joint TMS Update



Base scenario

2022

Data from the Train Information System (TIS)

Reference or background scenario

2030

Describes the economic developments (in terms of GDP changes)

Considers the most important impacts on the future of rail transport

Projects scenario

2030

Overview of the impacts resulting from the expected developments in the rail transport system

Sensitivity scenario

2030

TEN-T standard

ERTMS
740m long trains
22,5T axle load
Spain: 1435mm

1.3.2 Transport Market Study

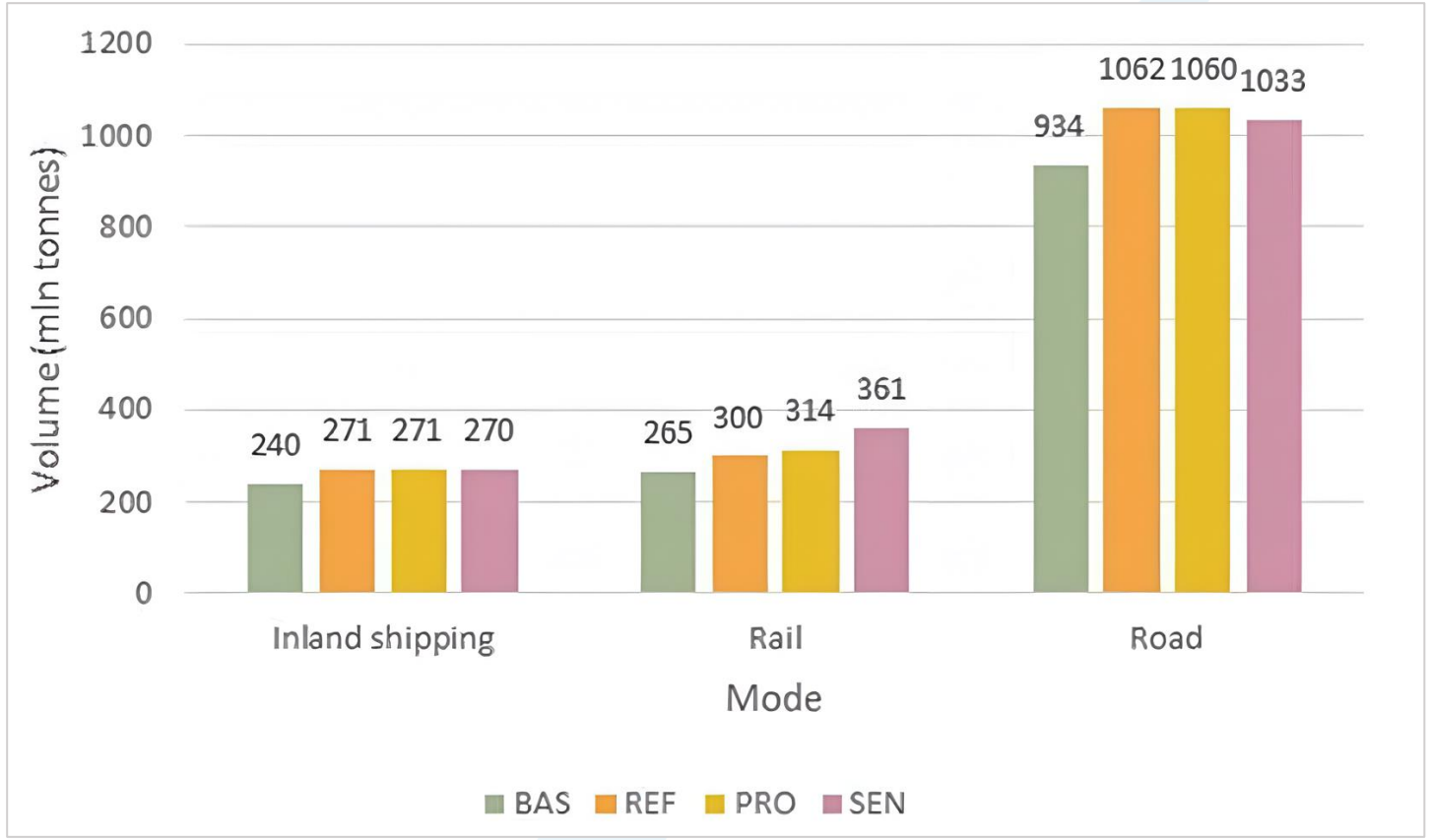
- **TA D1.2 - 2024 Transport Market Study update:** Development of volume (in million tonnes) by mode and scenario for the 11 RFCs Network catchment area

Future market

Future year scenario: 2030

Data

Million tonnes per year: 2030



1.3.2 Transport Market Study

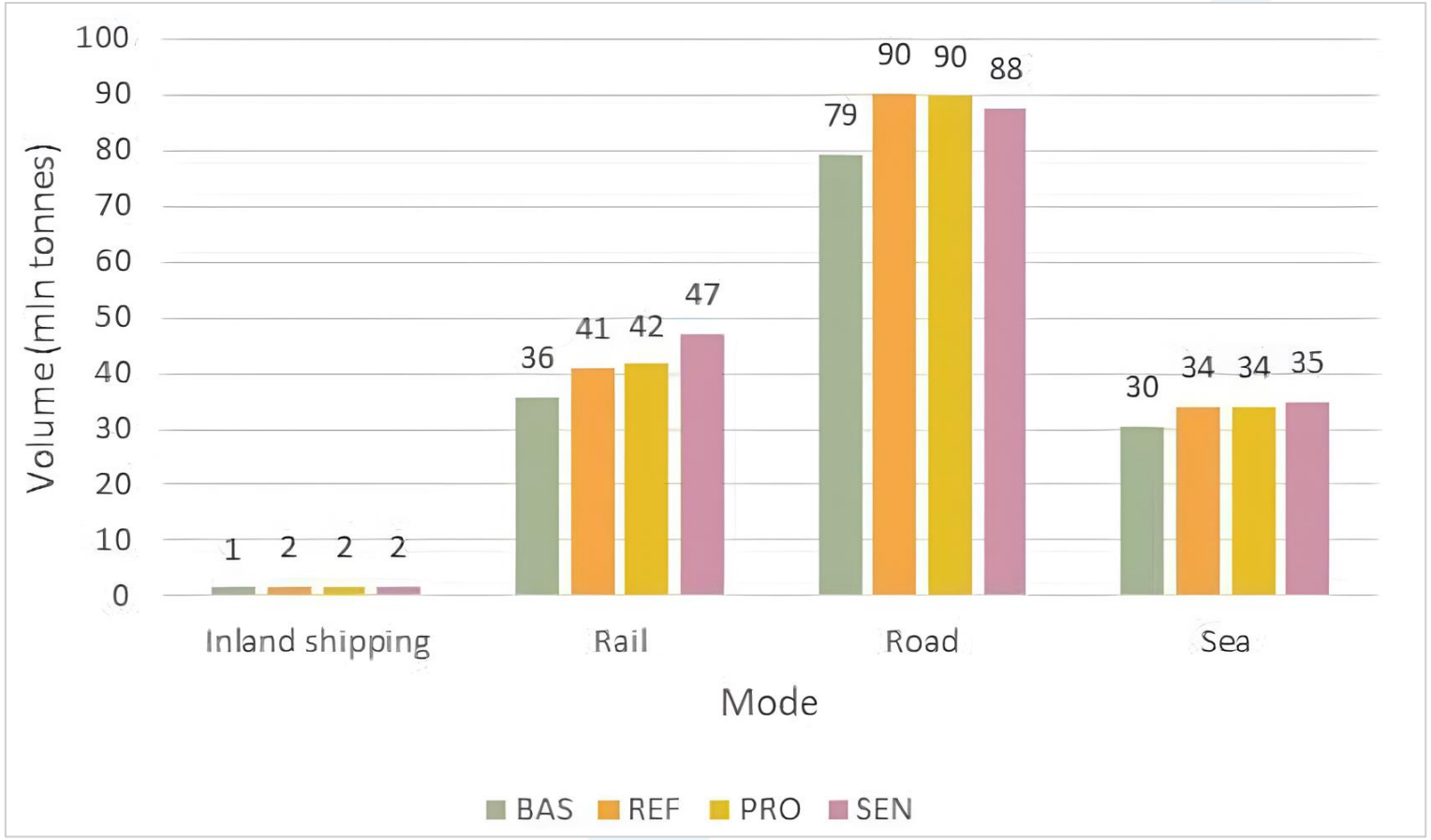
- **TA D1.2 - 2024 Transport Market Study update:** Development of volume (in million tonnes) by mode and scenario for the corridor area of RFC MED

Future market

Future year scenario: 2030

Data

Million tonnes per year: 2030



1.3.2 Transport Market Study

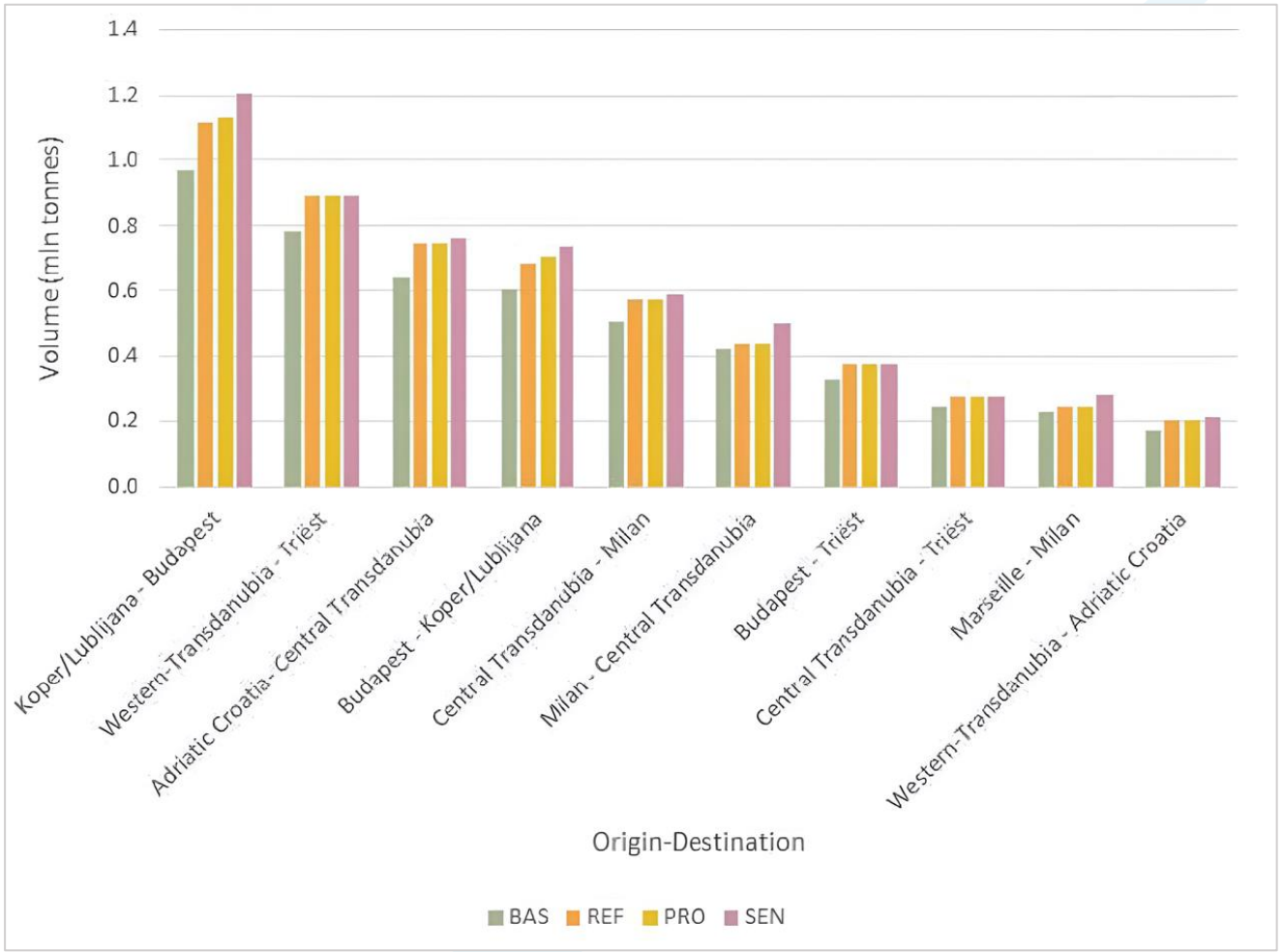
- **<u>TA D1.2 - 2024 Transport Market Study update</u>:** Development of volume (in million tonnes) of all international rail freight transport by the top 10 relations within the corridor area of RFC MED

Future market

Future year scenario: 2030

Data

Million tonnes per year: 2030



2. RAG pre-meetings outcomes and new topics

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Spain-France-Italy-Slovenia-Croatia-Hungary

2. RAG pre-meetings outcomes and new topics

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Spain-France-Italy-Slovenia-Croatia-Hungary

3. TAG pre-meetings outcomes and new topics

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MEDITERRANEAN
RAIL FREIGHT CORRIDOR
Spain-France-Italy-Slovenia-Croatia-Hungary

Terminal Advisory Group

23rd TAG-RAG meeting

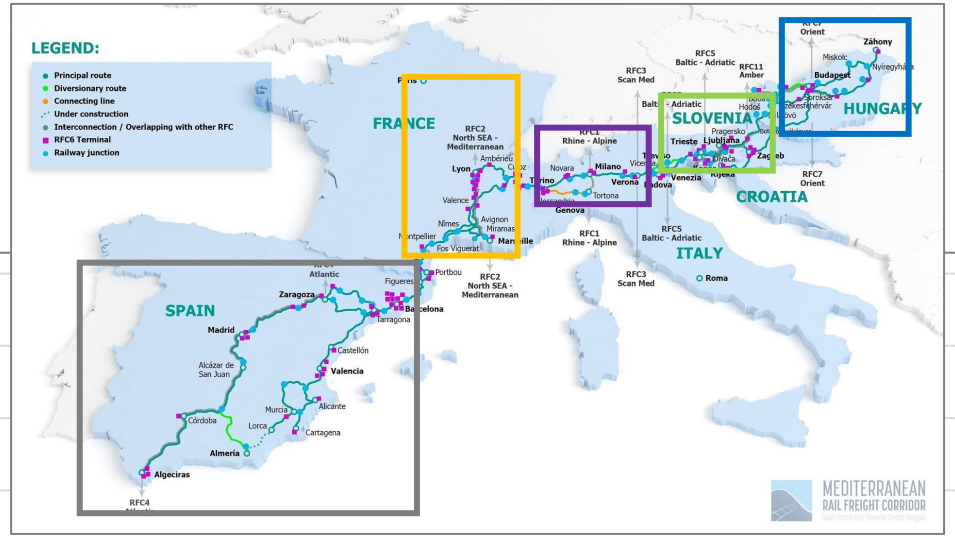
Budapest, 7th November

ITU handled in 2023

Intermodal terminals

Trafico ferroviarios terminales

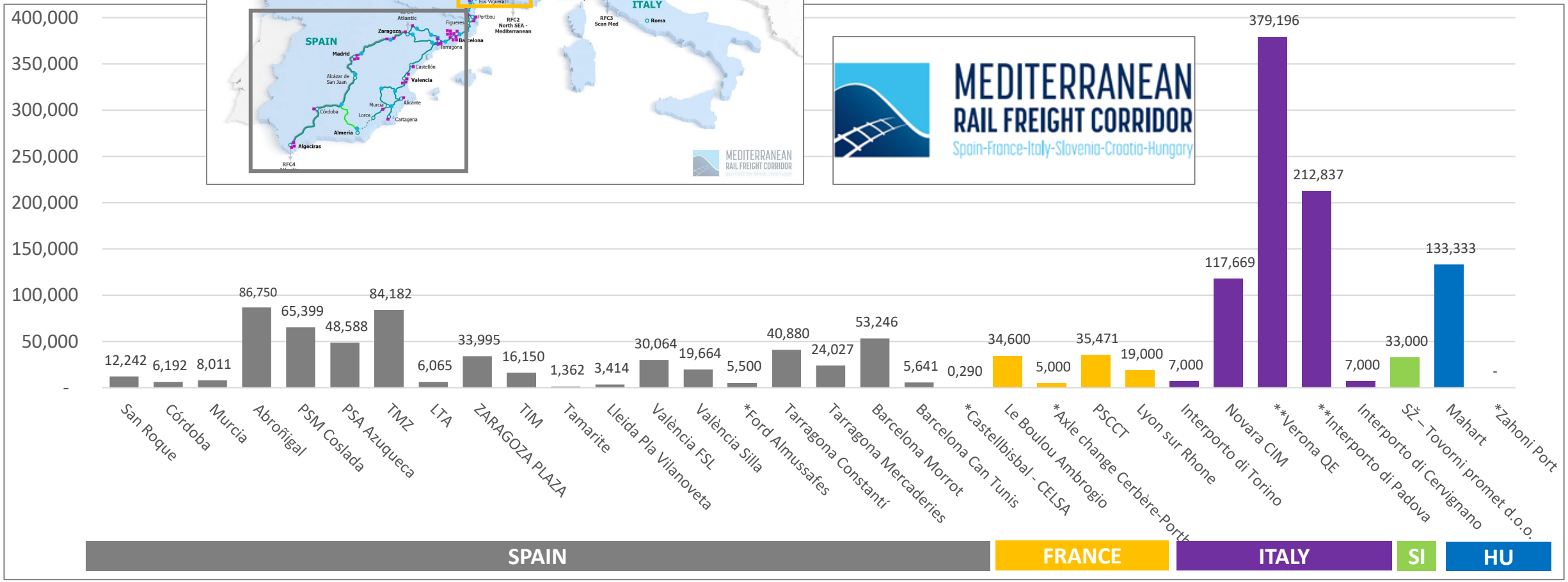
ITU. 2023



Only the terminals for which information has been obtained are shown.

* Terminals whose main traffics are bulk, automobiles, or perform transshipment functions at the border.

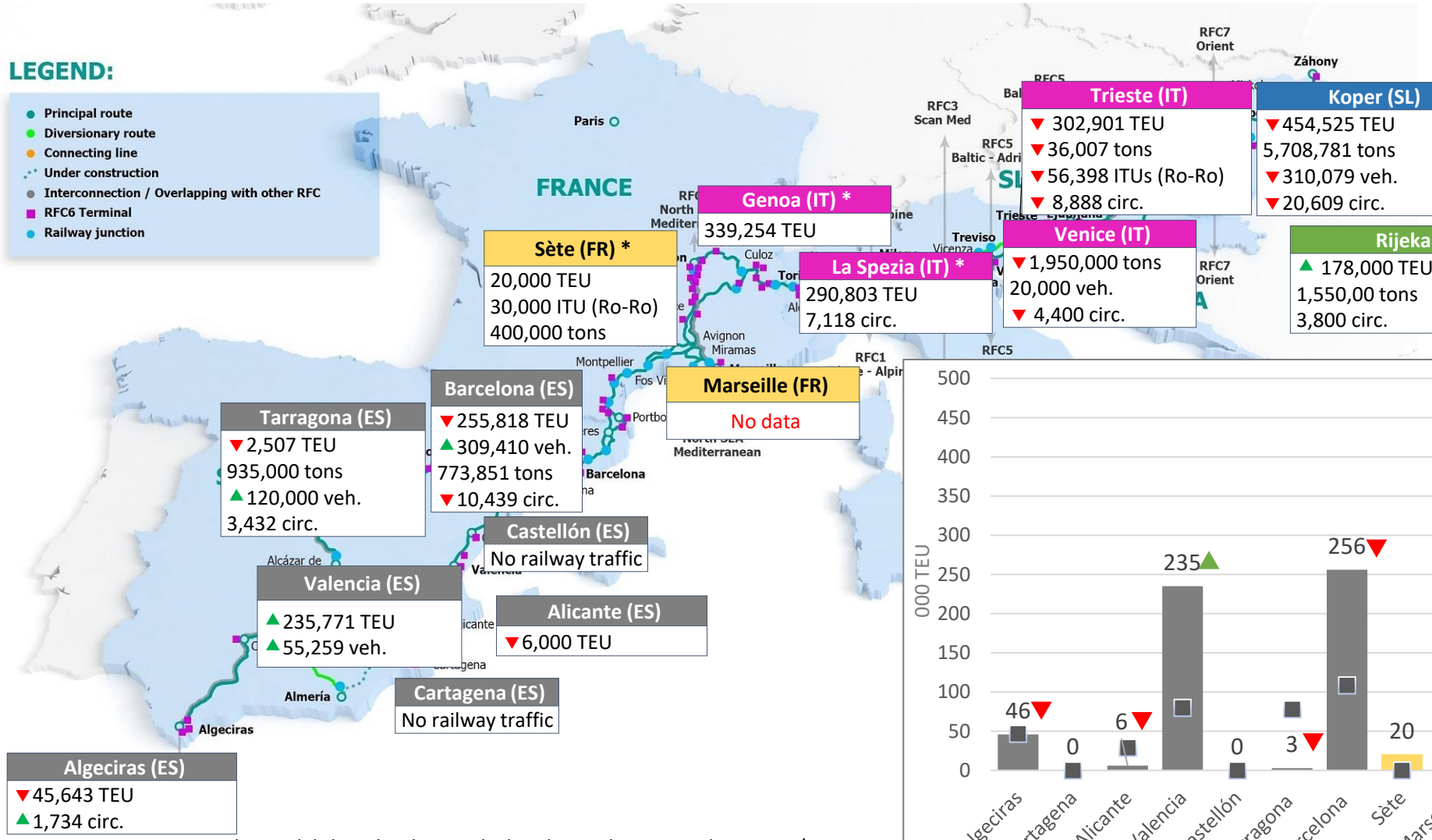
** Freight Villages includes 2 or 3 rail intermodal terminals



Rail freight handled in 2023

Ports

MEDITERRANEAN RAIL FREIGHT CORRIDOR
Spain-France-Italy-Slovenia-Croatia-Hungary



Sète (FR) *
20,000 TEU
30,000 ITU (Ro-Ro)
400,000 tons

Genoa (IT) *
339,254 TEU

La Spezia (IT) *
290,803 TEU
7,118 circ.

Trieste (IT)
▼ 302,901 TEU
▼36,007 tons
▼56,398 ITUs (Ro-Ro)
▼ 8,888 circ.

Koper (SL)
▼454,525 TEU
5,708,781 tons
▼310,079 veh.
▼20,609 circ.

Venice (IT)
▼1,950,000 tons
20,000 veh.
▼ 4,400 circ.

Rijeka (HR)
▲ 178,000 TEU
1,550,00 tons
3,800 circ.

Marseille (FR)
No data

Barcelona (ES)
▼255,818 TEU
▲309,410 veh.
773,851 tons
▼10,439 circ.

Tarragona (ES)
▼2,507 TEU
935,000 tons
▲120,000 veh.
3,432 circ.

Castellón (ES)
No railway traffic

Valencia (ES)
▲235,771 TEU
▲55,259 veh.

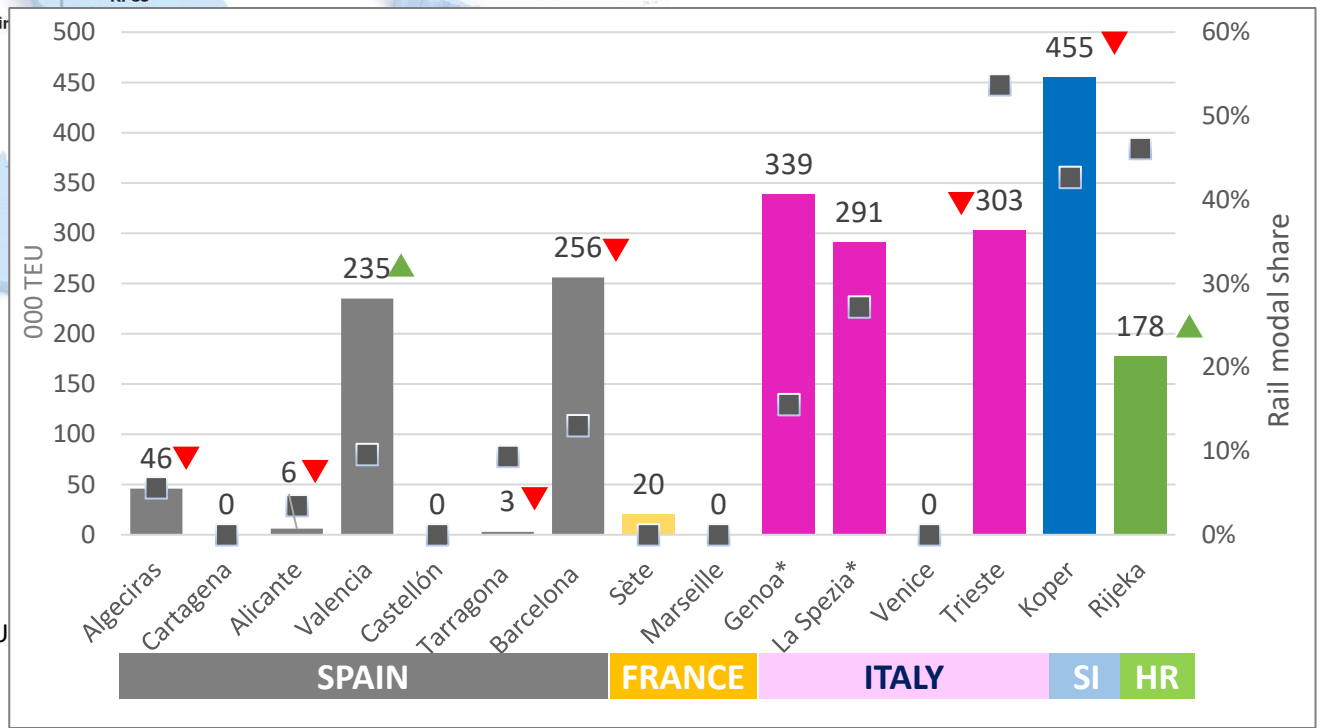
Alicante (ES)
▼6,000 TEU

Cartagena (ES)
No railway traffic

Algeciras (ES)
▼45,643 TEU
▲1,734 circ.

Railway traffic of RFC6 ports

000 TEU and % modal share 2023



The modal share has been calculated considering just the Import/export TEU (except for Alicante, Rijeka and Koper)

*These ports do not belong to RFC6

Main issues affecting ports

Rail port accesses

MEDITERRANEAN RAIL FREIGHT CORRIDOR
Spain-France-Italy-Slovenia-Croatia-Hungary

Algeciras

- Ongoing works on **Algeciras-Antequera** section (electrification, sidings, mixed gauge IB+UIC). Completion expected 2027
- **Rail Motorway works** and total closure of lines: MAD-ZAZ: April '25-January '26. MAD-Córdoba and ALG-Bobadilla: January'26- Nov 26

Cartagena

- Expected start of rail traffic: 2025
- **Requests Murcia-Cartagena section**: Electrification, sidings, and direction change for 750m trains

Alicante

- **Mixed gauge (IB+UIC) La Encina–Alicante** tender underway. Completion expected by 2027

Valencia

- **Works to install the third rail** (IB+UIC) on the second track are nearing completion. 2025
- **Mixed-gauge rail access to Sagunto under construction**. Completion expected in early 2025.

Castellón

- **Expected South rail access by 2026,** connecting to the Mediterranean Corridor with intermodal station for trains up to 1,500m

Tarragona

- **Standard gauge rail connection expected by the 2025/2026**
- Need to improve the operational capacity of the **shunting terminal TRG Mercaderies**
- Under study new northern rail connection and convert La Boella terminal into a pass-through terminal

Barcelona

- Financing agreement for the new rail access and intermodal terminals. Completion expected 2032.
- Improvement works underway at the shunting terminal Can Tunis

Rijeka

- **2025: New port container terminal with intermodal terminal included**
- Several ongoing projects **to improve national railway line Rijeka-Zagreb-national border**

Koper

- Approval by Slovenia's Parliament for the **construction of a second track on the Divača-Koper railway**. Completion expected by 2030
- Capacity limitations at the shunting station outside the port (which will increase with the addition of the second track)

Trieste

- On going works new layout **shunting terminal Campo Marzio station**
- Tender for the construction new Servola railway station (it will serve new port container terminal, Pier 08)
- New port multipurpose terminal Adria Port (connection improvement with Hungary)

Terminal Accesses: An Example.

Perpignan Marché Saint Charles. 1 single railway access track

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Spain-France-Italy-Slovenia-Croatia-Hungary

Spotlight on Cross-Border Connections

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Spain-France-Italy-Slovenia-Croatia-Hungary

Spanish-French cross border

Mollet (ES) - French border RAIL BOTTLENECK

- Long rail line with mixed use for FREIGHT and passenger HIGH-SPEED trains, not suitable for freight rail MASSIVE transportation.
- Recent improvements: 90% reduction of Le Perthus toll / Weekend nighttime tunnel opening / Availability of new locomotives for point-to-point routes.
- Limited commercially attractive slots / High production costs (45€/km)
- Huge capacity limitation when Barcelona, Tarragona and Valencia nodes are connected

Need to increase capacity, reduce costs, and separate freight from high-speed passenger trains.

- Second standard gauge cross border through Portbou.
- Portbou: strategic and essential rail complex for the development of international traffic growth (buffer function, maintenance…)

French-Italian cross border

- Rail connectivity between France and Italy massively disrupted since August 2023, after the landslide that caused **the closure of the Fréjus railway tunnel**.
- Timeline for a reopening has changed throughout time ….**new date, first quarter of 2025.**

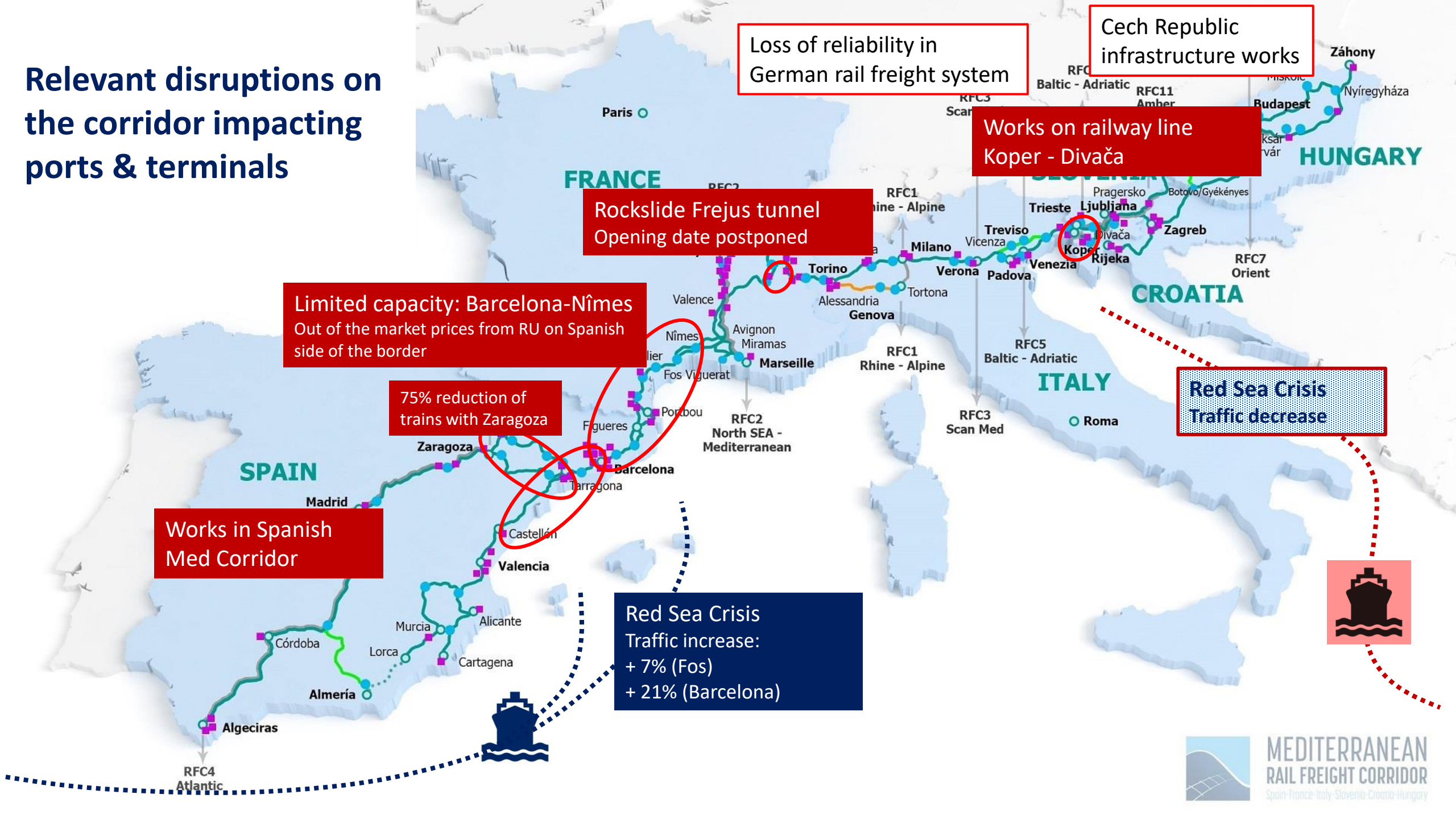
Croatian – Slovenian cross border

- Reduction of the time needed for rail border crossing procedures impacting transit time

Italian – Slovenian cross border

- Villa Opicina – Sežana. Task Force

Relevant disruptions on the corridor impacting ports & terminals



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2024, main developments in the corridor

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Spain-France-Italy-Slovenia-Croatia-Hungary

New terminals in SPAIN	
In operation	▪ Tamarite (Huesca). April 2023
Progress towards operation	▪ Marchamalo (Guadalajara). 2025 ▪ La Llagosta (Barcelona). 2025 ▪ Vicálvaro-Abroñigal (Madrid) 2025 ▪ Tamarite (Huesca) Ponentia group. CEF funds: 19,5M€ ▪ Park Sagunt (Valencia) CEF funds 27,6M€ ▪ Algodor (Madrid) . Port of Cartagena. 2025
New terminals in FRANCE	
Progress towards operation	▪ Expansion Le Boulou VIIA (4.5M€ CEF) ▪ Sète, new rail motorway terminal
New terminals in ITALY	
Progress towards operation	▪ Milano Smistamento 2025 ▪ Brescia 2026 ▪ Piacenza 2024 (No Med Corridor)

New terminals in CROATIA	
Progress towards operation	▪ Škrljevo Inland Terminal. ▪ Matulji Inland Terminal. → feasibility study

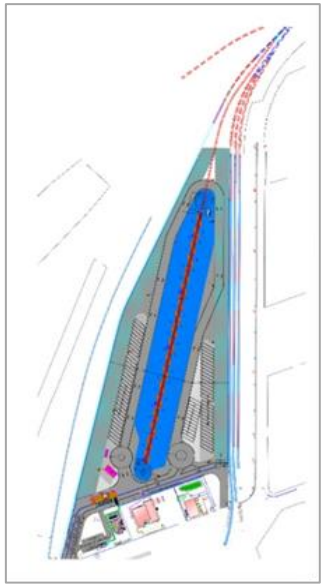
Rail Motorways development

- New service Valencia-Madrid (ES)
- Barcelona –Antwerp (BE) and Ludwigshafen (DE)
- Barcelona- Lodz (PL)
- Le Boulou – Bettembourg (LU) and Calais (FR)
- Perpignan - Poznan (PL)
- Perpignan- Calais (FR)
- Port de Sete – Calais (FR) and Paris Valenton (FR)

Spotlight on Rail Motorways

Port of Sète, new rail terminal

MEDITERRANEAN RAIL FREIGHT CORRIDOR
Spain-France-Italy-Slovenia-Croatia-Hungary



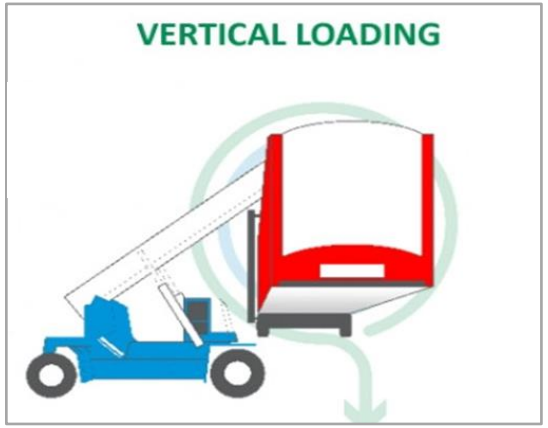
Investments of the Rail Terminal:
From Port of Sete : 8,7M€
From VIIA : 11 M€ including funding from EU 3M€

Rail Terminal Capacity:
Nominal 70 000 Units – 1750 trains (3RTx6Dx48Wx40U)
2024 : 8.000 Units

A rail terminal with HORIZONTAL & VERTICAL loading techniques

Strong interest for a mix train composition

CRANEABLE AND NON-CRANEABLE TRAILERS, TAUTLINERS, MEGA TRAILERS, SILOS, REFEERS
COMPATIBLE WITH VERY HIGH P400 TURKISH TRAILERS



SWAP BODIES, CONTAINERS, SOME CRANEABLE (P400) TRAILERS

- **Port of Sete railway traffic (2023):** 20.000 ITUs and 500.000 tons (solid bulk and automotive)
- **Objective:** Increase traffic thanks to the new SSS connection with Turkey
  Increase the rail services frequency to Calais, Bettembourg and Rungis

4. Outcomes and Developments

4. Outcomes and Developments

4.1 Maurienne Valley
ICM State of play

4.2 Villa Opicina - Sezana BCP
Latest analyses and developments

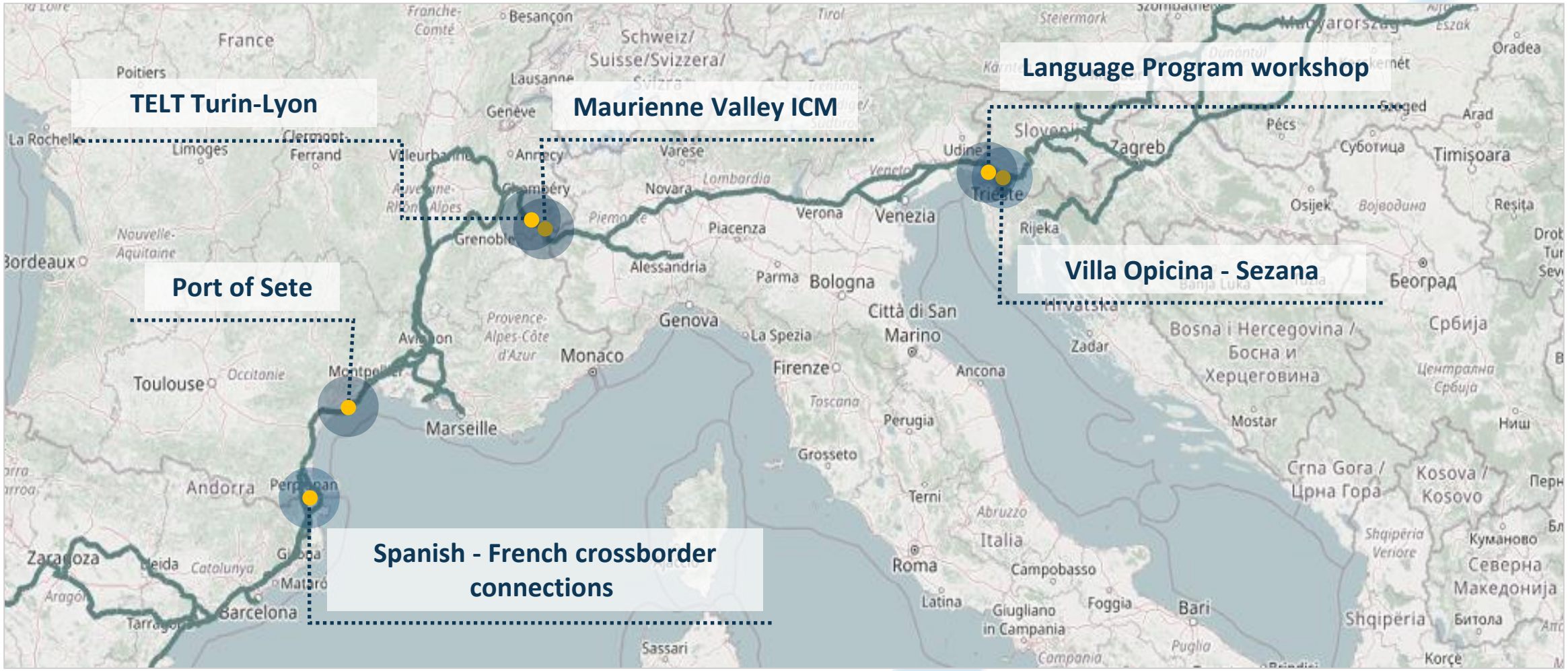
4.3 Turin-Lyon
Latest developments

4.4 Latest developments for Spanish
- French crossborder connections

4.5 Port of Sete inclusion

4.6 Language Program
workshop

4. Outcomes and Developments: locations



4.1 Maurienne Valley ICM

4.1 Maurienne Valley ICM - State of play

On **27.08.23** a rockslide between Culoz and Modane, in France, determined a **total closure** of the line, supposed to last till March 2025.

On **10.08.2023**, a train derailed in the west Röhre of the Gotthard base tunnel, and only the east Röhre was available till summer 2024. The west tube was reopened on 2.9.2024

4.1 Maurienne Valley ICM - State of play

RNE ICM Handbook version 2.0
adopted 16.4.2021

International disruption > 3 days
International traffic impact > 50% of planned traffic (passenger/freight)

International traffic is interrupted to and from Italy

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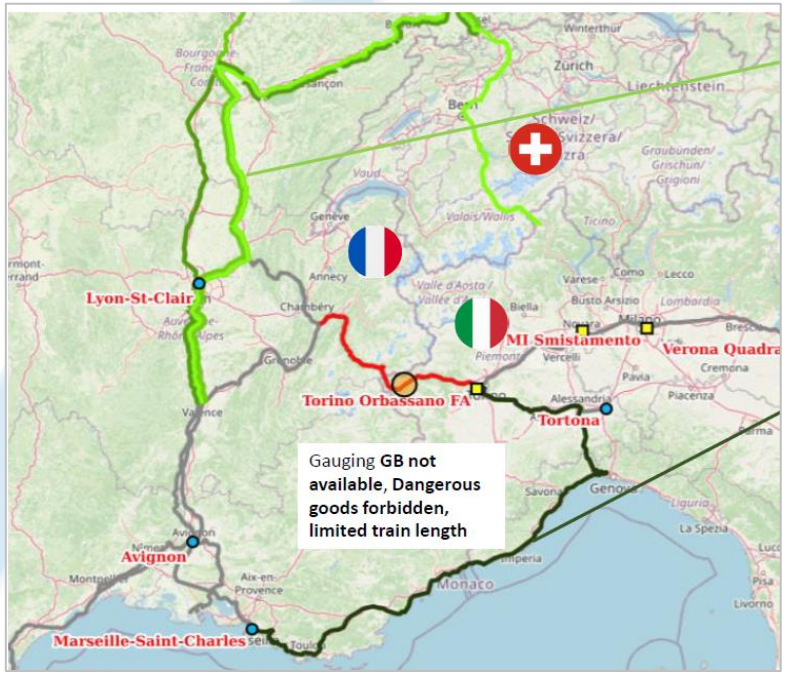
Spain-France-Italy-Slovenia-Croatia-Hungary

The RFC has the role of Task force coordinator for the management of the emergency

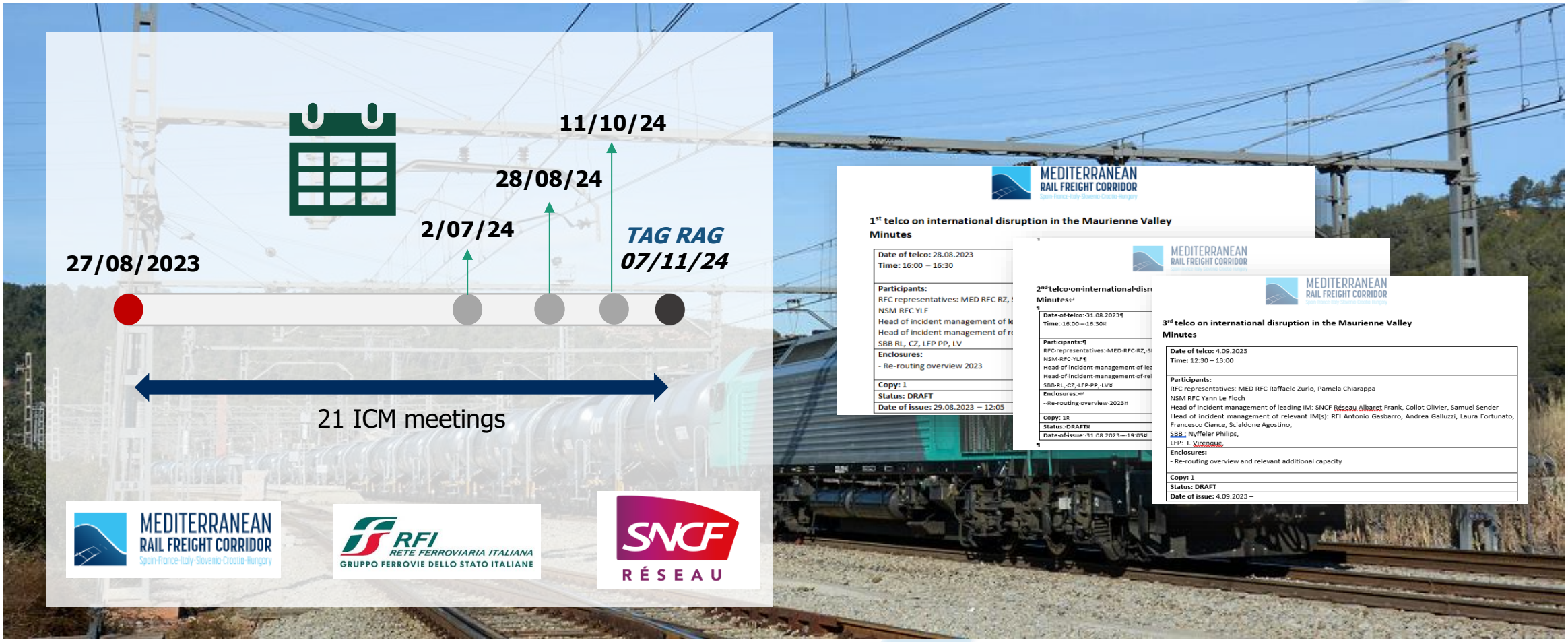
IMs involved + local and central public authorities + RUs(if necessary)

- 21 Meetings
- Identification of alternative routings and capacity availability
- 1 High-Level meeting with MoTs and DG Move



4.1 Maurienne Valley ICM - State of play

- **Coordination & meetings on ICM**



4.1 Maurienne Valley ICM - State of play

- **Timeframe**

27 August 2023

On 27th August 2023 at 17:00 a rockslide took place on the line Culoz-Modane between St Michel-Valloire and Modane

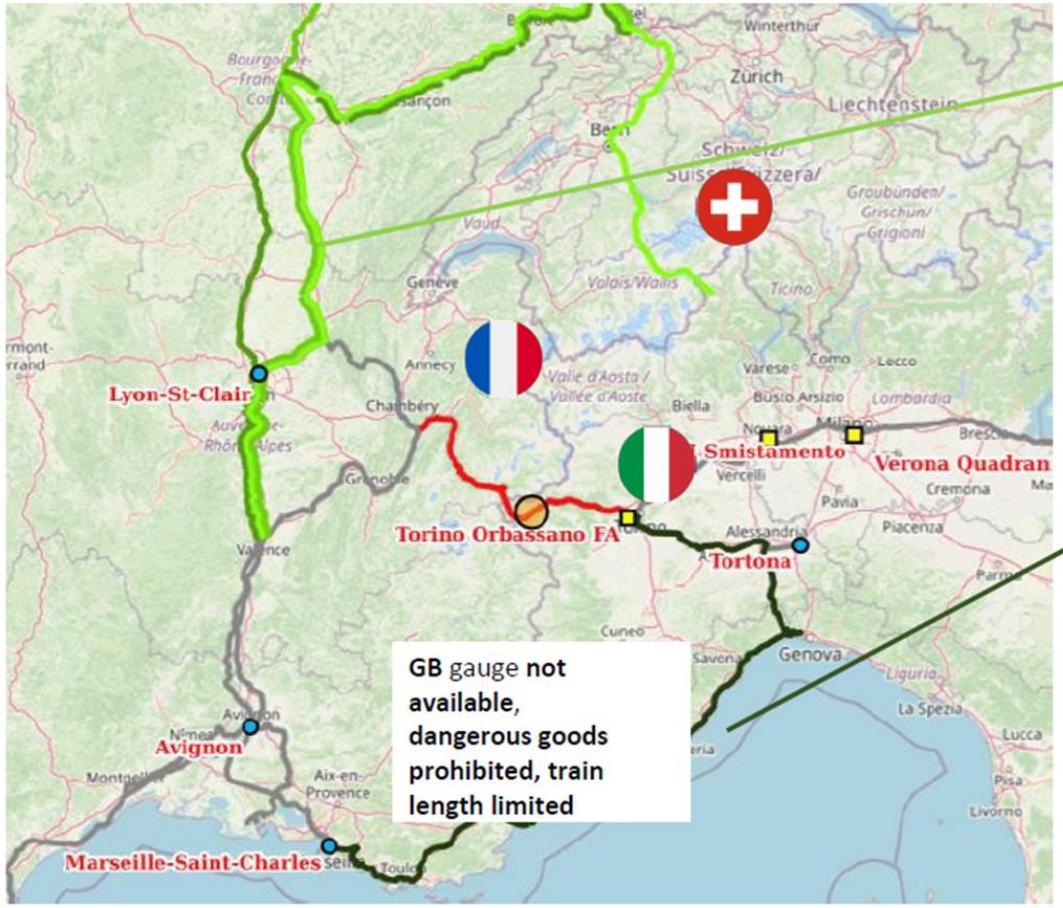
Forecast March 2025

Reopening to train traffic

4.1 Maurienne Valley ICM - State of play

- **Redeployment and current situation**

Situation of the MCI in Modane - Redeployment and current situation



1) Via Switzerland, Domodossola via the Lötschberg tunnel, crossing the CH/FR border at Basel Saint-Louis. According to the timetable, on the Italian section (Milano-Domodossola), TCR operations between Arona-Sesto Calende ended on 11.9.2023.

2) Via Genoa-Ventimiglia-Marseille, along the Mediterranean coast, residual capacity is as follows:

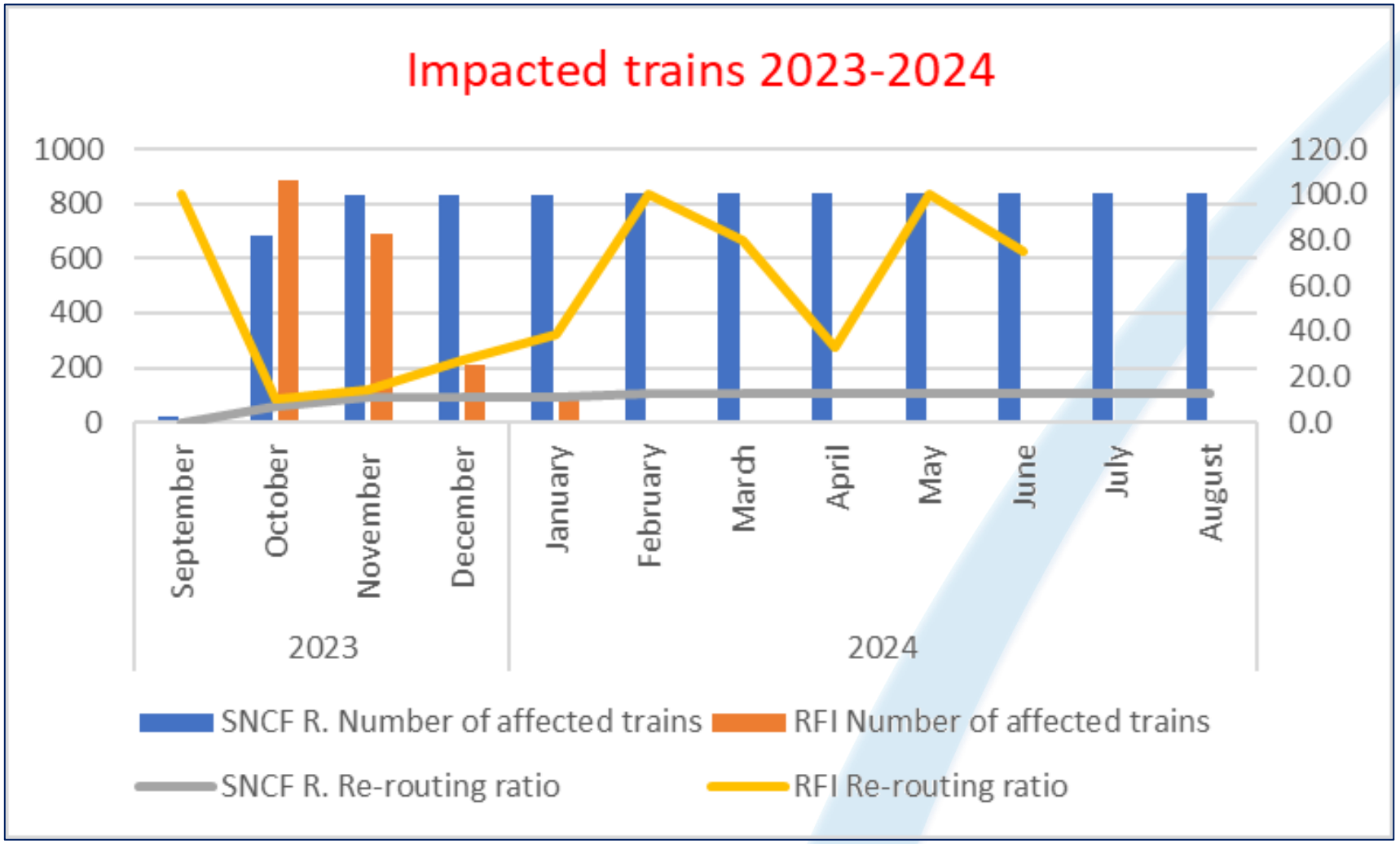
On the RFI side: up to 2 pairs of train paths with a maximum length of 380 m, except at night between 11 p.m. and 5 a.m. **SNCF Réseau side:** From Italy to France, six train paths/day, and from France to Italy, ten train paths/day, with a length of

maximum train length of 529 m ;

- No rerouting request for passenger trains
- SNCF R has prepared a list of requests on the papers that RFI will complete at the

4.1 Maurienne Valley ICM - State of play

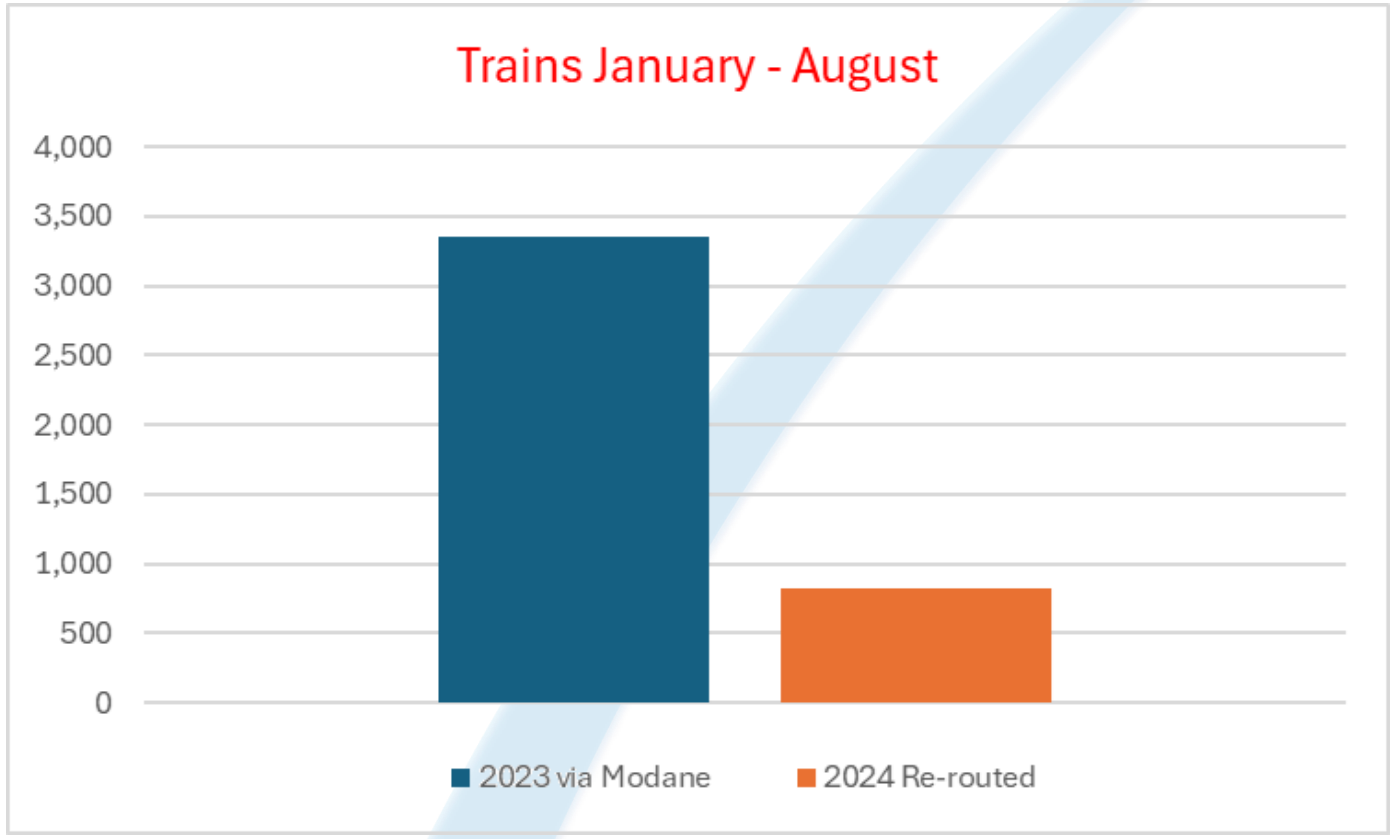
- **Impacted trains**



4.1 Maurienne Valley ICM - State of play

- **Impacted trains**

- Re-routings:
  - Daily average normal traffic: 14 trains
  - Daily average re-routed: 4 trains
  - Basically via Ventimiglia to France
  - Some via Switzerland (Germany):
    - Metz / Hausbergen to France
    - Basel / Saint-Louis to France



4.2 Villa Opicina - Sezana

4.2 Villa Opicina - Sezana BCP – Latest analyses and developments

- **Villa Opicina - Sezana. Agenda 22.10.24 meeting**

MEDITERRANEAN RAIL FREIGHT CORRIDOR

Mediterranean Rail Freight Corridor
QCO Villa Opicina-Sezana

BCP operations
Trieste 22.10.2024

	Topic / Argomento	Speaker / Interlocutore	Time / tempo
1	➢ Introduction / Introduzione ➢ Resume of the 14.6.2024 meeting / Sintesi del meeting del 14.6.2024 ➢ Requests received from RUs/Richieste ricevute dalle RUs ➢ Actions taken/azioni intraprese	R.Zurlo A.Mazzeo D.Buzzan	9:30 10:00
2	➢ Dwelling time monitoring data analysis/analisi dei dati raccolti Sui tempi di stazionamento;	A.Mazzeo D. Buzzan	10:00 10:30
3	➢ Round table – Session I Comments and contributions of all participants (RUs and Infrastructure Manager) / Commenti e Contributi dei partecipanti presenti al tavolo (Imprese Ferroviarie e Gestori Infrastruttura)	**SLOVENIA** SZ TP Cargo PKP Int. RCC Slovenia InRail Slo Adriatransport TenRail	10:30 11:30
4	Coffee Break		11:30 11:45
5	➢ Round table – Session II Prosecution/prosecuzione	**ITALY** InRail Captrain Mercitalia RTC EVM CFI Adriafer	11:45 12:45
		DB Cargo LTE Oceanogate RCC Italia MDW MED RFC RAG	
6	➢ IM's Sharing and action planning / Condivisione e pianificazione delle azioni da parte degli IMs	F.Klobučar - A.Mazzeo	12:45 1315
7	Light lunch		13:15 14:00
8	➢ RU's Sharing and action planning / Condivisione e pianificazione delle azioni da parte delle RUs	MED RFC RAG Spokesperson	14:00 14:30
9	➢ RNE representatives' considerations/Considerazioni dei rappresentanti di RNE	A.Lepskis	14.30 14:50
10	➢ Conclusions / Conclusioni	R. Zurlo	14:50 15:15
	End of the meeting / Fine dell'incontro		

4.2 Villa Opicina - Sezana BCP – Latest analyses and developments

- Scheduled program, October 1st and 2°. Delayed trains

October 1st

RFI - SŽ Villa Opicina\Opčine **PROGRAMMAZIONE TRENI \ NAČRTOVANJE VLAKOVNEGA PROMETA** — N° 01/01 Programma generale - Splošni plan

PROGRAMMA GENERALE dei TRENI MERCI**SPLOŠNI PLAN** TOVORNIH VLAKOV via **Villa Opicina\Opčine**

DIREZIONE/SMER ITA -SLO — Giorno / Dan — **01/10/2024** — dalle/od 00.00 alle/do 24.00

	RFI	SŽ	VILLA OPCINA\OPČINE			arr.\pri.		part.\odh.			ITA	SLO		
BIN./TIR	nr.treno / štev. vlaka	nr.treno / štev. vlaka	Partenza / Izvorna Postaja	Destinazione / Končna postaja	LOC. DA TRENO\ORE	TEORICO	REALE\PIAZ.	TEORICO	REALE	SOSTA REALE (h)	IF/Prev.	IF/Prev.	TES/IP ONU/RID	Annotazioni/Opombe
4	49701	46232/45794	VR PNS (Poggio Rusco)	Leopoldov	lis/20:40	15:31	16:20	16:30	21:55	5:35	MIR	S.Ž. TPK		
13	47771	47591	Portogruaro	Prigrevica		16:35	17:38	18:00	3:10	9:32	Captrain	S.Ž. TPK		
11	G.O./47791	47791	Ravenna	Vreoci	lis/20:45	16:45	16:35	18:15	22:11	5:36	InRail	S.Ž. TPK		
5	49707	49706	VR PNS(Poggio Rusco)	Zagreb	lis/21:55	17:15	17:15	18:30	23:05	5:50	MIR	S.Ž. TPK		
12	64761	47595	Polesella	Stara Pazova		17:39	20:05	19:00	2:40	6:35	RTC	S.Ž. TPK		
4	60637	47799	Busca	Budapest		20:15	22:32	21:15	3:55	5:23	EVM	S.Ž. TPK		
10	G.O./75745		Cervignano SM.	Bekescsaba		22:00	23:50	23:30	11:08	12:18	InRail	S.Ž. TPK		

October 2nd

RFI - SŽ Villa Opicina\Opčine **PROGRAMMAZIONE TRENI \ NAČRTOVANJE VLAKOVNEGA PROMETA** — N° 02/01 Programma generale - Splošni plan

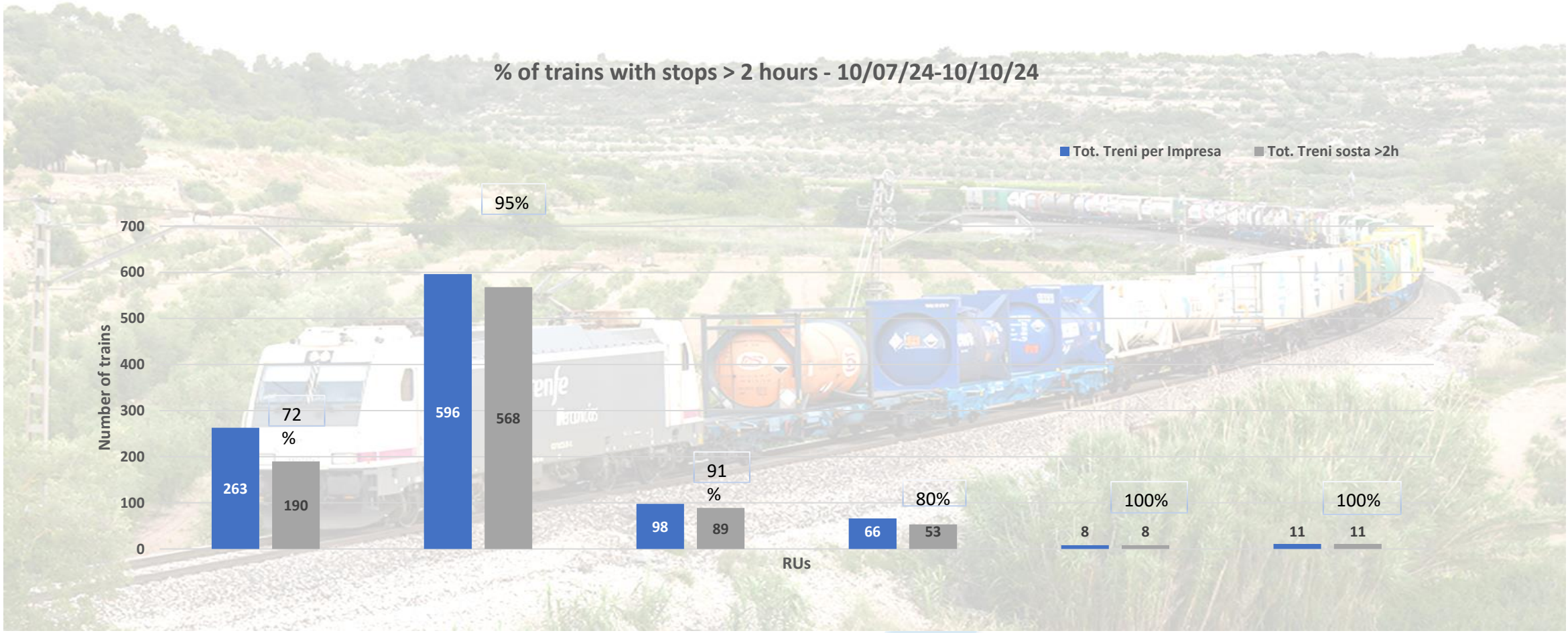
PROGRAMMA GENERALE dei TRENI MERCI**SPLOŠNI PLAN** TOVORNIH VLAKOV via **Villa Opicina\Opčine**

DIREZIONE/SMER ITA -SLO — Giorno / Dan — **02/10/2024** — dalle/od 00.00 alle/do 24.00

	RFI	SŽ	VILLA OPCINA\OPČINE			arr.\pri.		part.\odh.			ITA	SLO		
BIN./TIR	nr.treno / štev. vlaka	nr.treno / štev. vlaka	Partenza / Izvorna Postaja	Destinazione / Končna postaja	LOC. DA TRENO\ORE	TEORICO	REALE\PIAZ.	TEORICO	REALE	SOSTA REALE (h)	IF/Prev.	IF/Prev.	TES/IP ONU/RID	Annotazioni/Opombe
12	47775	44791	Cervignano Sm.to	Chop	20:30	19:07	17:40	20:30	22:26	4:46	InRail	S.Ž. T.P.K.		

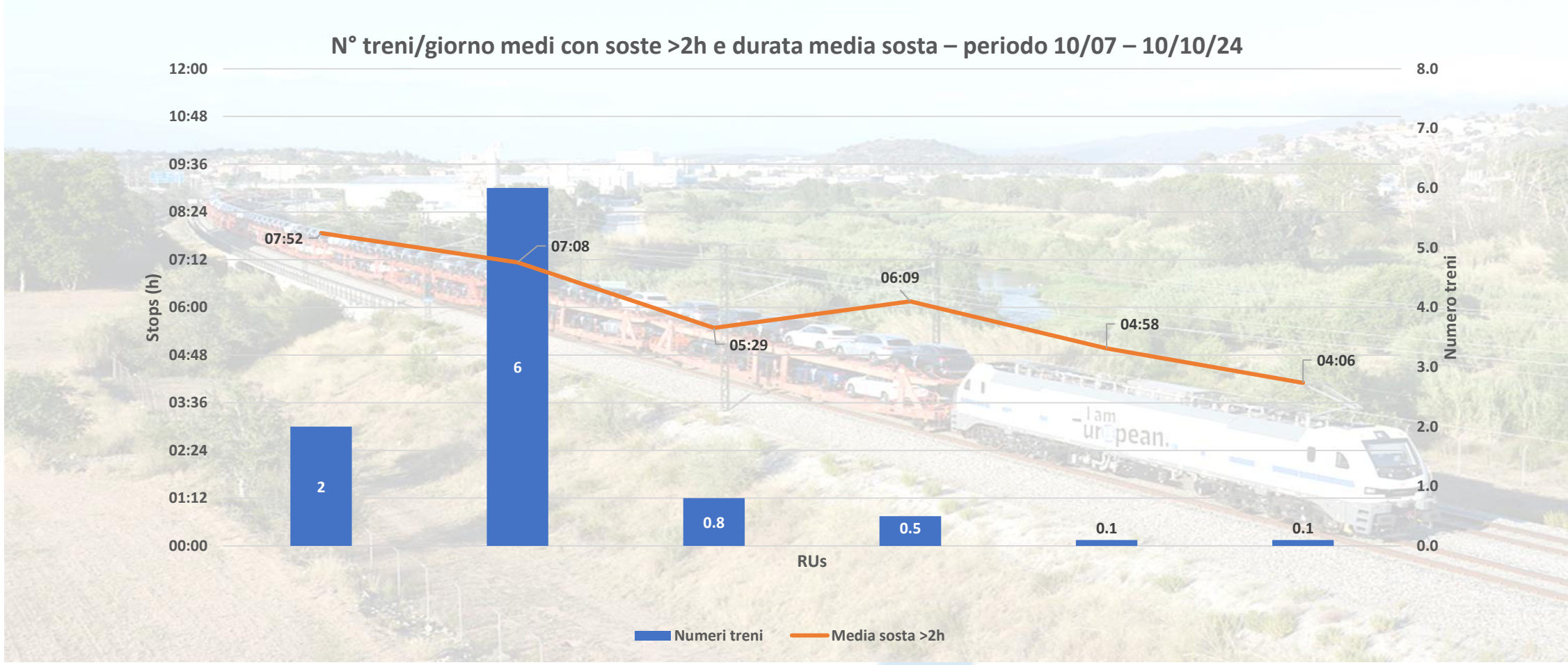
4.2 Villa Opicina - Sezana BCP – Latest analyses and developments

- Villa Opicina: focus soste



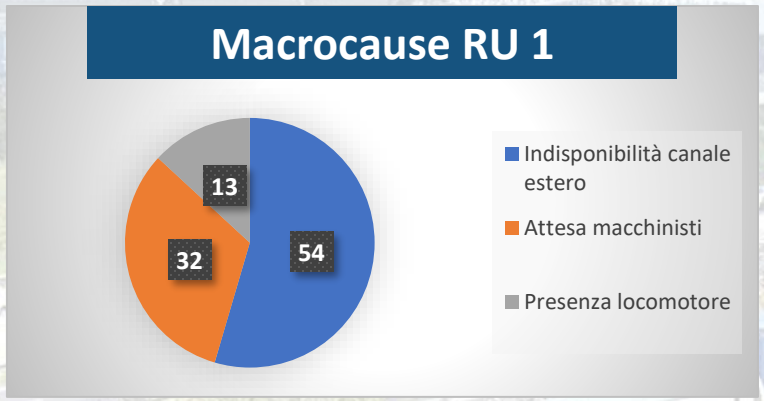
4.2 Villa Opicina - Sezana BCP – Latest analyses and developments

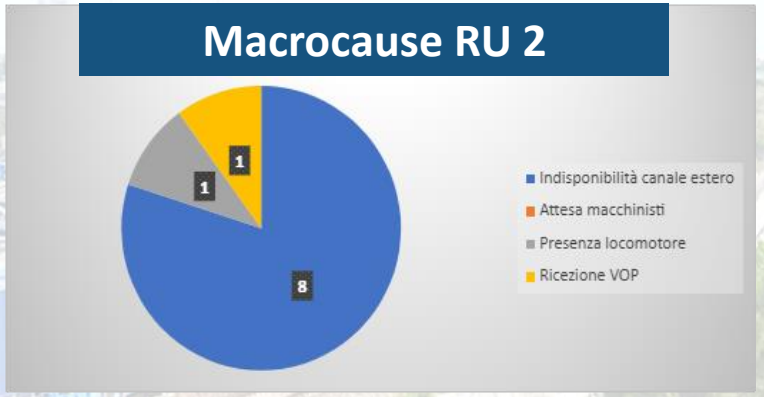
- Villa Opicina: dwelling time

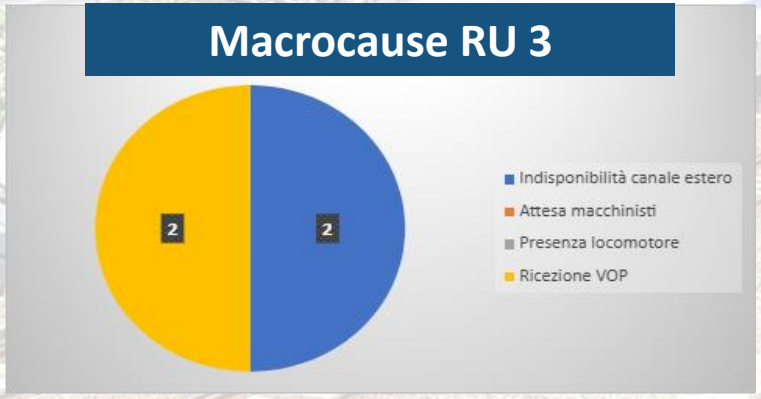


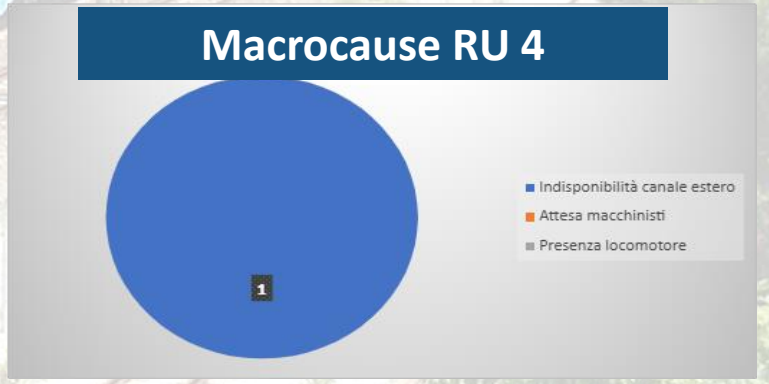
4.2 Villa Opicina - Sezana BCP – Latest analyses and developments

- Villa Opicina: SL RUs data

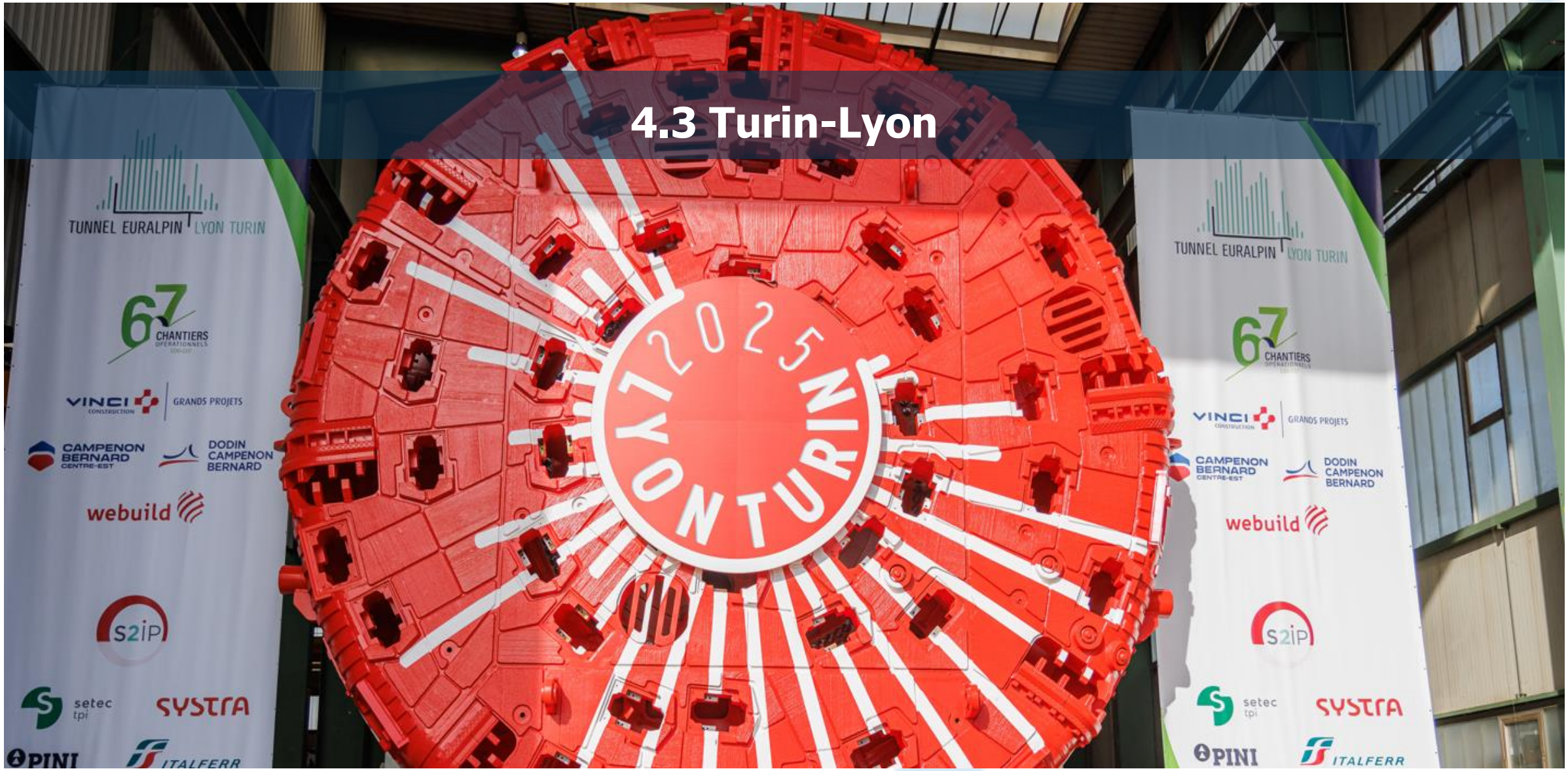




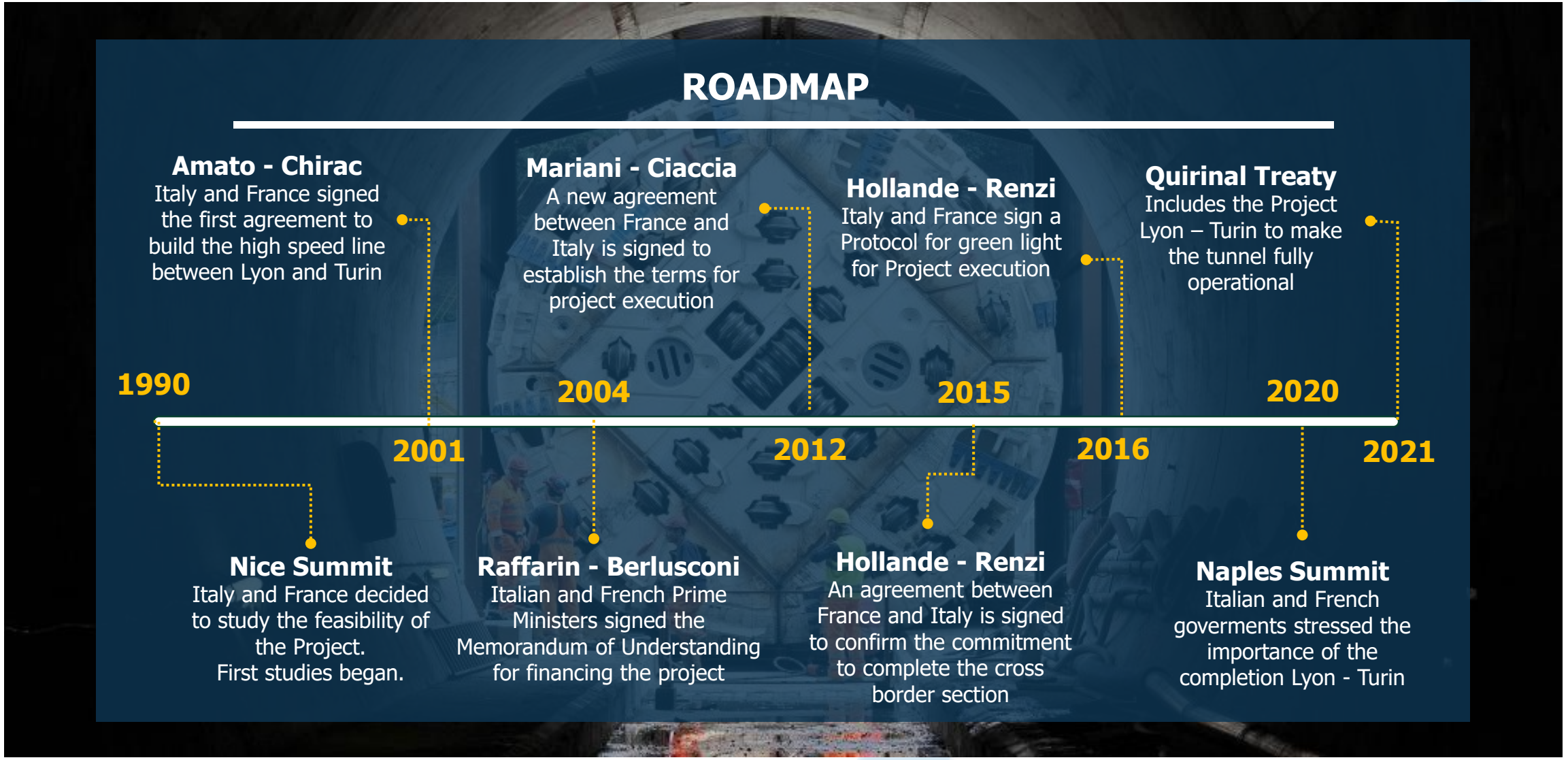




4.3 Turin-Lyon



4.3 Turin-Lyon – latest developments



4.3 Turin-Lyon – latest developments

LOCATION

THE PROJECT

- Freight and Passenger
- 65 km between Susa in Piedmont and Saint-Jean-de-Maurienne in Savoy
- 57.5 km long Mont Cenis base tunnel:
  - 12.5 km in Italy
  - 45 km in France
- 2 parallel tubes

CURRENT SITUATION: OCTOBER 24

10 Active worksites

2.500 Professionals at work

38,2 km Completed galleries

8.7 Billion € Awarded contracts

4.3 Turin-Lyon – latest developments

Section	LINE	TODAY (2024)										Time horizon 2032 (coeherent with the opening of the base tunnel Scenario)									
		Speed freight train (source ePIR) (1)	Train lenght (source ePIR)	Power supply (sourse ePIR)	Loading Gauge (source ePIR)	Gradient N-S (source ePIR) (1)	Gradient S-N (source ePIR) (1)	Max train weight (source ePOD RFI) (2)	Signalling (source ePIR)	Baseline	System version	Speed freight train	Train lenght	Power supply	Loading Gauge	Gradient N-S	Gradient S-N	Max Train weight	Signalling	Baseline	System version
Ambérieu-Virieu le Grand	Lyon-Genève 890000	100 km/h	750	1,5kV DC	GB1	12	12	1820	BAL	N/A	N/A	100 km/h	750	1,5kV DC	GB1	12	12	1820	BAL (4)	N/A	N/A
Virieu le Grand - Culoz		120 km/h	750	1,5kV DC	GB1	5	5	3430 N-S 2180 S-N	BAL	N/A	N/A	120 km/h	750	1,5kV DC	GB1	5	5	3430 N-S 2180 S-N	BAL (4)	N/A	N/A
Culoz - Aix les Bains	Culoz-Modane 900000	110 km/h	750	1,5kV DC	GB1	8	8	2490 N-S 2025 S-N	BAL	N/A	N/A	110 km/h	750	1,5kV DC	GB1	8	8	2490 N-S 2025 S-N	BAL (4)	N/A	N/A
Aix les Bains - Chambéry		100 km/h	750	1,5kV DC	GB1	10	10	2490 N-S 2025 S-N	BAL	N/A	N/A	100 km/h	750	1,5kV DC	GB1	10	10	2490 N-S 2025 S-N	BAL (4)	N/A	N/A
Chambéry - Montmélian		120 km/h	750	1,5kV DC	GB1	10	10	1895 N-S 2180 S-N	BAL	N/A	N/A	120 km/h	750	1,5kV DC	GB1	10	10	1895 N-S 2180 S-N	BAL (4)	N/A	N/A
Montmélian - Aiguebelle		115 km/h	750	1,5kV DC	GB1	9	10	1895 N-S 2180 S-N	BAL	N/A	N/A	115 km/h	750	1,5kV DC	GB1	9	10	1895 N-S 2180 S-N	BAL (4)	N/A	N/A
Aiguebelle - St Jean de Maurienne		105 km/h	750	1,5kV DC	GB1	18	6	1600 N-S (3) 2180 S-N	BAL	N/A	N/A	105 km/h	750	1,5kV DC	GB1	18	6	1600 N-S 2180 S-N	BAL (4)	N/A	N/A
St Jean de Maurienne - Bussoleno	Lyon Turin New Line	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	120 km/h	750	25 kV AC	AF GG	max 12,5		2050 t	ERTMS lev.2	Baseline 3	2.1
Bussoleno-Borgone	Bussoleno Avigliana	130 km/h	600	3kV DC	P/C 45	0	11	2400 t *	SCMT	N/A	N/A	130 km/h	740	3kV DC	P/C 80	0	11	2500 t	ERTMS lev.2 stand alone **	Baseline 3	2.1
Borgone-Sant'Antonino		130 km/h	600	3kV DC	P/C 45	0	8	2400 t *	SCMT	N/A	N/A	130 km/h	740	3kV DC	P/C 80	0	8	2500 t	ERTMS lev.2 stand alone **	Baseline 3	2.1
Sant'Antonino-Condovè		130 km/h	600	3kV DC	P/C 45	0	7	2400 t *	SCMT	N/A	N/A	130 km/h	740	3kV DC	P/C 80	0	7	2500 t	ERTMS lev.2 stand alone **	Baseline 3	2.1
Condovè-Avigliana		130 km/h	600	3kV DC	P/C 45	0	5	2400 t *	SCMT	N/A	N/A	130 km/h	740	3kV DC	P/C 80	0	5	2500 t	ERTMS lev.2 stand alone **	Baseline 3	2.1
Avigliana - Orbassano (New Line)	Avigliana Orbassano	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	120 km/h	740	3kV DC	P/C 80	max 12,5		2500 t	ERTMS lev.2 stand alone **	Baseline 3	2.1

4.4 Spanish - French crossborder connections

4.4 Latest developments for Spanish - French crossborder connections

Physical meeting on 12/09/2024: the participation was excellent - French and Spanish RUs were present, relevant points:

- Temporary Capacity Restriction impact, especially in Spain for the network improvement
- Operational coordination difficult between ADIF, LFP, and SNCF R
- Lack of information from RUs for the connection on both sides
- There is a tense situation during some parts of the week due to multiple trains and long parking times.
- Night closure for the maintenance of the tracks.

Proposals:

- **To intensify and coordiante activities of ADIF, LFP, and SNCF R, within the QCO Perpignan-Barcelona, to manage and monitor the line Barcelona—Perpignan, then Tarragona.**
- **Allow paths request during the night for TT 2026**

4.5 Port of Sete inclusion

4.5 Port of Sete inclusion

RAILWAY CONNECTIONS

Rail Motorway

Calais: 3 services a week
Paris-Valenton: 3 services a week
Poznan: 1 service a week

Bulk freight

Tonneins: 3 services a week
Portes-Lès-Valence: 3 services a week

DATA

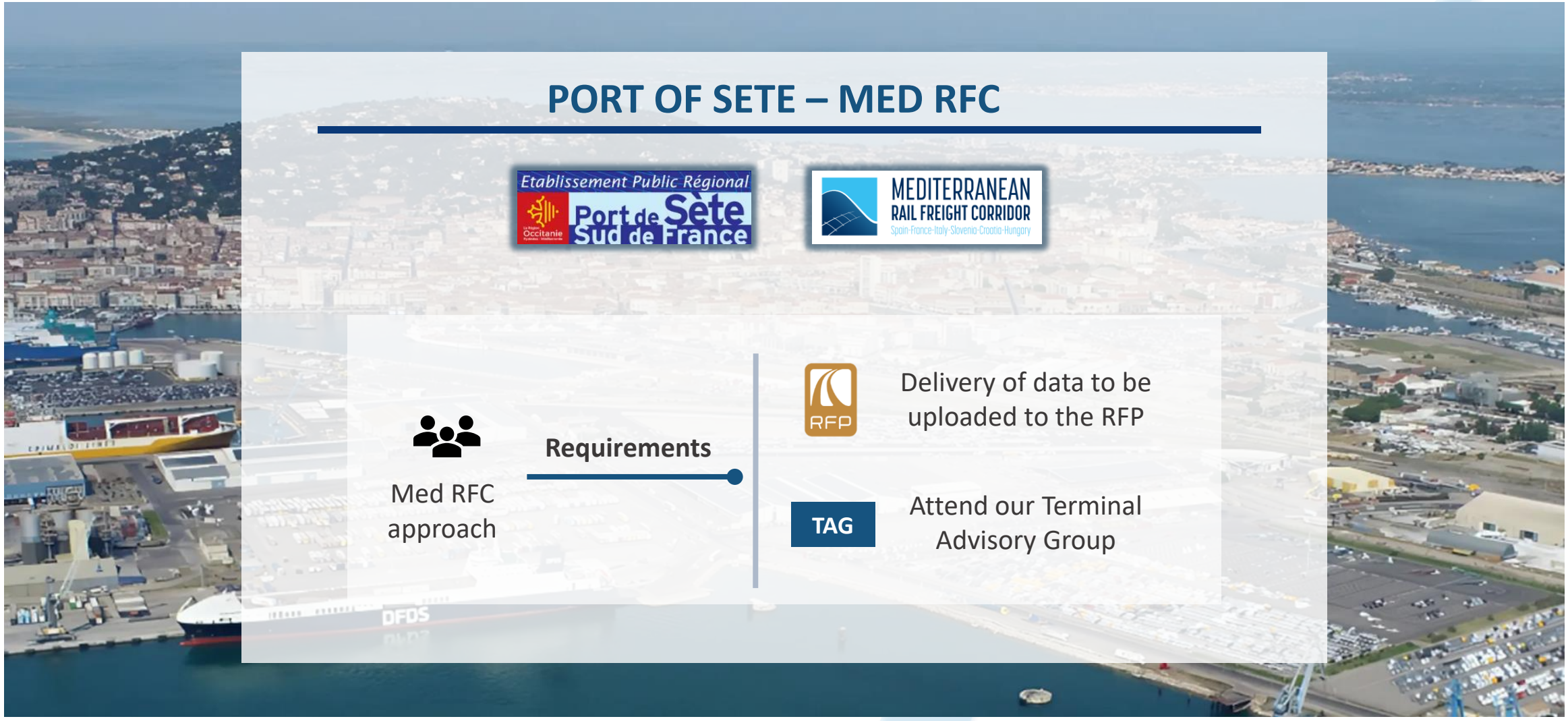
42 km

4 Terminals

700 m

+40.000 UTI per year

4.5 Port of Sete inclusion



PORT OF SETE – MED RFC

Etablissement Public Régional Port de Sète Sud de France

MEDITERRANEAN RAIL FREIGHT CORRIDOR
Spain-France-Italy-Slovenia-Croatia-Hungary

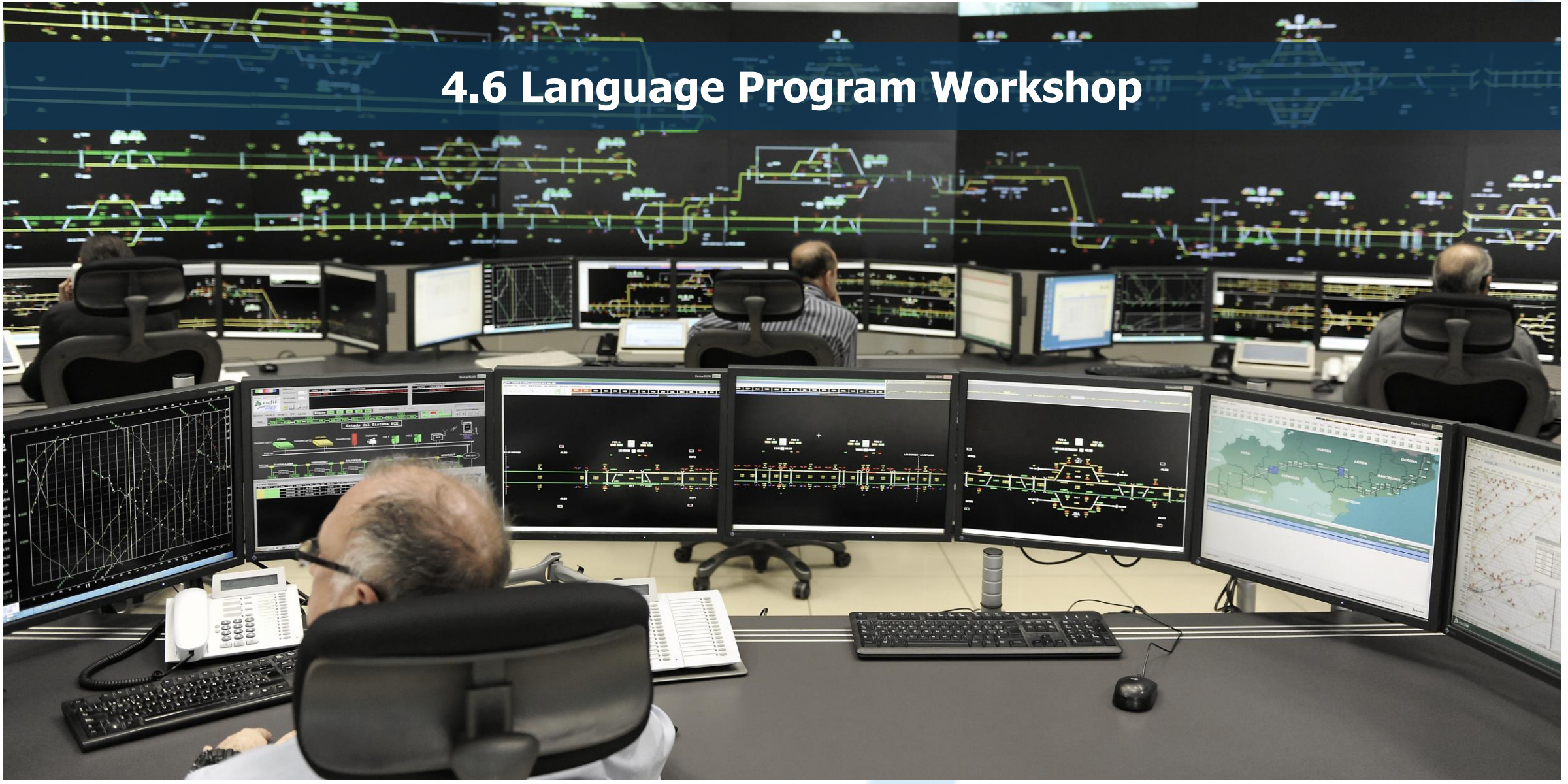
Requirements

Med RFC approach

RFP — Delivery of data to be uploaded to the RFP

TAG — Attend our Terminal Advisory Group

4.6 Language Program Workshop



5. New TEN-T Regulation

Official Journal
of the European Union

EN
L series

2024/1679

28.6.2024

REGULATION (EU) 2024/1679 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

of 13 June 2024

on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013

(Text with EEA relevance)

5. New TEN-T Regulation:

- **Impacts on terminals (new Section 6)**

5. New TEN-T Regulation:

- **Impacts on terminals (new Section 6)**

UIRR
INTERNATIONAL UNION FOR ROAD-RAIL COMBINED TRANSPORT

MEDRFC RAGTAG MEETING

TERMINALS IN THE NEW TEN-T GUIDELINES REGULATION

Ákos Érsek
Chief Policy Advisor

7 November 2024

New TEN-T Regulation: **CHANGES FOR OPERATIONS**

Infrastructure parameters: 100km/h for freight trains (instead of 160km/h)

KPIs for freight trains

- ✓ **75% of border-crossign freight trains should be on time** (within the 30 minutes standard)
- ✓ **90% of freight trains should complete the border crossing process on internal EU borders within 25 minutes** (both technical and administrative)

Rail Freight Corridors will merge into the European Transport Corridors

New TEN-T Regulation: **NEW SECTION 6 on TERMINALS**

Member States become liable for providing „sufficient multimodal terminal capacities” – both in transhipment capacity and in geographic terms

Infrastructure components and technical requirements with additional requirements of terminals defined in the Regulation

A market and prospective analysis of multimodal terminals on the territory of each Member State has to be conducted followed by **an action-plan to develop the multimodal freight terminal network**

Terminal-related tasks of the European Transport Corridors to be included in their work-plans and daily operations

TEN-T Terminals: **transhipment capacity and geographic distribution**

Recital (47): *„The infrastructure for combined railway transport and of terminals should be upgraded to ensure that intermodal transport is primarily done by rail, inland waterways or short-sea shipping and that any initial or final, or both, legs carried out by road are as short as possible."*

Recital (61): *„The trans-European transport network should ensure efficient multimodality in order to allow better and more sustainable modal choices to be made for passengers and freight and in order to enable large volumes to be consolidated for transfers over long distances. Multimodal terminals should play a key role to meet that objective."*

TEN-T Terminals: **Infrastructure components**

(a) infrastructure interconnecting the different modes of transport within a terminal area and its vicinity; [„The TEN-T railway transport infrastructure should comprise the **rail access routes to multimodal freight terminals** as well as the **road access routes**."]

(b) equipment such as cranes, conveyors or other transhipment devices to move freight between different transport modes and for the positioning and storage of freight;

(c) dedicated areas such as gate area, intermediate buffer and waiting area, transhipment area and driving or loading lanes;

(d) ICT systems for transport relevant for efficient terminal operations such as those that facilitate infrastructure capacity planning, transport operations, connections between the modes, and transhipment; and

(e) infrastructure for alternative fuels.

Article 14 1. Railway transport infrastructure shall comprise, in particular: (d) the rail access routes connections up to multimodal freight terminals connected by rail, including the rail, access routes up to multimodal freight terminals in inland and maritime ports and airports, and the rail access routes up to 'marshalling yards', as referred to in point 2(c) of Annex II to Directive 2012/34/EU;

Article 29 1. Road transport infrastructure shall comprise, in particular: (d) access routes to multimodal freight terminals; and (e)connections of the freight terminals and logistic platforms to the other modes in the trans-European transport network;

TEN-T Terminals: **technical requirements**

1. connected to **at least two modes of transport** which are available in the area;
2. equipped inside the terminal or within the 3 km distance from the terminal with at least one **recharging station** dedicated to serve heavy-duty vehicles, and, where appropriate, one **refuelling station used for hydrogen** and dedicated to serve heavy-duty vehicles
3. equipped with **digital tools** to facilitate: (i) **efficient terminal operations** which may include, photogates, terminal operation system, driver digital check-in/check-out, cameras or other sensors on transhipment equipment as well as railside camera systems; and (ii) the **provision of information flows** within a terminal and between the transport modes along the logistic chain and the terminal able to exchange information with open and interoperable systems.
4. those multimodal freight terminals which are connected to the rail network and which carry out vertical transhipment, have enough transhipment capacity and are **able to handle the following types of craneable intermodal loading units: container, swap body or semi-trailer**.
5. freight terminals referred to in paragraph (1), which are connected to the core rail network or extended core rail network, shall be **able to accommodate 740 m long trains without manipulation** or, if this is not economically viable, that adequate measures are taken to improve the operational efficiency of accommodating 740 m long trains.
6. At the request of a Member State, in duly justified cases, the Commission shall adopt **implementing acts granting exemptions from the**

TEN-T Terminals: **additional requirements**

1. Implementation of eFTI;
2. Interoperability for data sharing, access to data and data re-use within and between the transport modes;
3. Extension and electrification of departure and arrival sidings, adjustments to signalling systems and improvements to the track configuration;
4. Sidings and lines are migrated to European nominal standard track gauge of 1 435 mm.

TEN-T Regulation: **market and prospective analysis + action-plan**

1. Examine the **current and the future traffic flows of freight, per transport mode.**
2. Identify the **existing multimodal freight terminals** of the trans-European transport network on their territory and assess the need for new multimodal freight terminals or additional transhipment capacity in existing terminals; and identify also non-open access terminals and assess the likelihood of their continued opoeration.
3. Analyse how to ensure **adequate distribution of multimodal freight terminals with adequate transhipment capacity in order to meet the needs identified** in point (b), this shall take into account the terminals located in border areas of neighbouring Member States.
4. **Member States shall consult** shippers, transport, logistics operators, as well as other relevant stakeholders which operate on their territory. They shall take into account the results of the consultation in their analysis.
5. **Member States shall notify the results** of the analysis to the Commission without delay latest by 19 July 2027.

Member States shall elaborate an **action plan for the development of a multimodal freight terminal network,** including locations where such needs have been identified. This action-plan should be notified to the Commission within 12 months from the analysis on multimodal freight terminals, meaning no later than by 19 July 2024.

TEN-T Regulation: **terminal-related tasks of ETCs**

The Coordinators of the **European Transport Corridors**, which are due to integrate the Rail Freight Corridors, **should include in their work plans to be completed by 19 July 2026,** among others the corridor relevant elements of the analysis, the action plans elaborated by the Member States pursuant to Article 36(4) of this Regulation and the list referred to in Article 18, point (b), of Regulation (EU) No 913/2010 for the aspects related to the multimodal freight terminals.

---contradiction of the deadlines

Combined Transport Directive: **AMENDMENT IN PROGRESS**

European Council: the compromise proposal of the HU presidency

-- The CT sector supports to the compromise proposal on the definition

European Parliament: the rapporteur and shadow rapporteurs were chosen (Flavio Tosi, EPP, former Mayor of Verona)

-- discussions to deliver the first reading will begin soon

Combined Transport Directive amendment: **MAIN ISSUES**

1. **Definition of combined transport operation**: which types of intermodal transports should qualify for special support?

2. **European benefits**: Article 4 equivalence, 44-tonne gross vehicle weight for CT road legs, drive-ban exemption

3. **Member State benefits**: in line with a national study, at least to the tune of 10% of operating expenses

4. **Support of daily operations + digitalisation**: central EU portal to disseminate Member State derogations and programmes, ILU-Code for every semi-trailer carried in an unaccompanied combined transport operation

CT4EU Campaign: **an initiative of European Combined Transport**

CT4EU: Why promoting CT?

The 5 efficiencies of Combined Transport

1. **Energy efficiency**: Door-to-door CT uses 70% fewer kilowatt-hours of energy to produce a tonne-kilometre of transport performance than the unimodal long-distance trucking alternative.
2. **Climate and environmental efficiency:** Door-to-door CT emits up to 90% fewer greenhouse gases and a fraction of the harmful pollutants or noise into the atmosphere and the environment. The feasibility of zero-carbon door-to-door CT was demonstrated already several years ago.
3. **Infrastructure efficiency**: Most of the trains on Europe's railways use electric traction. On the main lines, 60% of the European rail network is already electrified and 80% of traffic is running on these lines. Thanks to the use of modern rolling stock, rail is the only mode of transport capable of recovering large amounts of the energy used during operation and feeding it back into the grid.
4. **External costs efficiency** (e.g. congestion): More CT not only slows down road degradation, but also contributes to a dramatic reduction in accidents and road works due to the superior safety performance of non-road modes. This has also beneficial effects on road congestions and reduces globally the external costs of freight transport.
5. **Labour efficiency**: Workers in door-to-door Combined Transport generate significantly more tonne-kilometres than those in unimodal long-distance trucking, while also enjoying higher value jobs that offer a better work-life balance.

The CT4EU campaign: **in the EU Bubble, in Member State Capitals and online**

- Events and presentations
- One-on-one meetings
- Social and conventional media presence
- On a scientific and empirical basis
- Regular podcats and webinars
- Regular promotions

The CT4EU campaign: **we're looking for supporters**

CT4EU COMBINED TRANSPORT FOR EUROPE 2024-2026

CT4EU: Supporters package

	CLASSIC €2.500	PIONEER €5.000	PREMIUM €10.000	EXCLUSIVE €15.000
Access to the basic services*	✓	✓	✓	✓
Mention as a campaign supporter on CT4EU-website and media channels	✓	✓	✓	✓
Invitations to attend campaign events (e.g., terminal open days, association events etc.)		✓	✓	✓
Placement of a testimonial on CT4EU-website and LinkedIn		✓	✓	✓
Speaking opportunity at events such as hosting events			✓	✓
InfoLetters and Quick Messages throughout the campaign			✓	✓
Gain access to the political network in Brussels and insights into best practices				✓
Attend the exclusive UIRR Academy E-Learning Programme (up to 5 employees)				✓

*Consists of an explanatory presentation from UIRR, a tailored supporter contract, regular reports on campaign achievements.

UIRR
INTERNATIONAL UNION FOR ROAD-RAIL COMBINED TRANSPORT

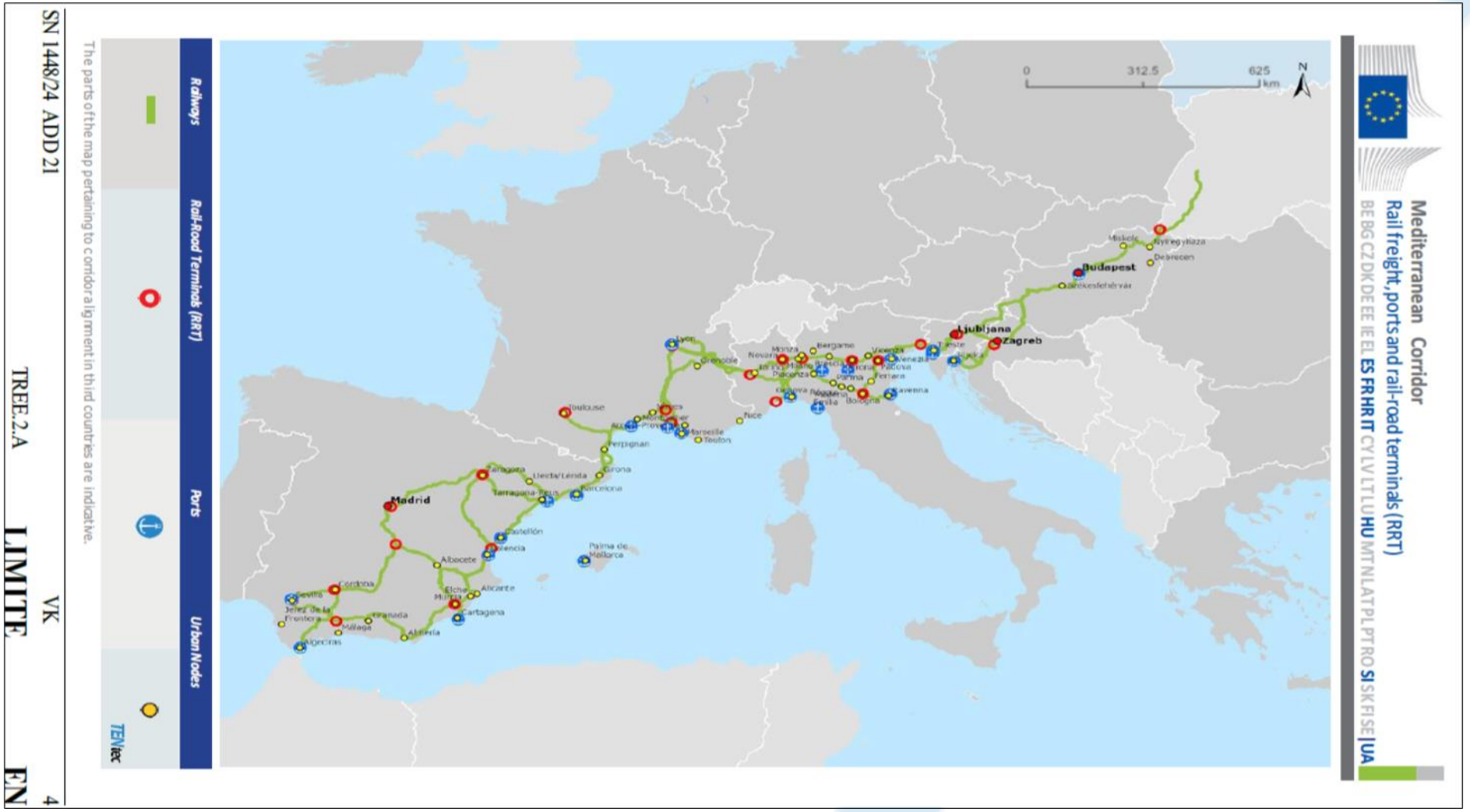
THANK YOU

For your attention

7 November 2024

5. New TEN-T Regulation:

- **Impacts on freight train punctuality**



5. New TEN-T Regulation:

- **Impacts on freight train punctuality**

➢ **ADIF**

To add

- BOBADILLA - SEVILLA - CORDOBA
- BOBADILLA - GRANADA – MOREDA
- ALMERIA - LORCA - MURCIA CARGAS
- CHINCHILLA - ALBACETE - ALCAZAR DE SAN JUAN
- SAGUNTO - TERUEL - ZARAGOZA

➢ **SNCF RÉSEAU**

To add

- NARBONNE - TOULOUSE
- LYON PART DIEU - VENISSIEUX - BOURGOIN-JALLEIU - CHAMBERY

➢ **RFI**

To add

- NOVARA – ALESSANDRIA – TORTONA – GENOVA
- MILANO – VOGHERA – TORTONA
- MILANO – PARMA – BOLOGNA
- PADOVA – FERRARA – BOLOGNA
- BOLOGNA – RAVENNA

To delete

- PADOVA – VICENZA

5. New TEN-T Regulation:

- **Impacts on freight train punctuality**

➢ **MAV**

To delete

- BUDAPEST KELENFÖLD – GYŐR
- GYŐR – CELLDÖMÖLK – BOBA
- BUDAPEST KELENFÖLD – PUSZTASZABOLCS – DOMBÓVÁR – KAPOSVÁR – GYÉKÉNYES
- BUDAPEST – DEBRECEN – NYÍREGYHÁZA

➢ **SZ-I**

No Change

➢ **HZI**

No Change

5. New TEN-T Regulation:

- **Indicators review**

Funded by the European Union

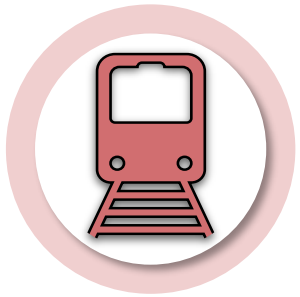
RNE Train Performance Management

TRAFFIC MANAGEMENT

Funded by the European Union

RNE Train Performance Reports

- ✓ Reports per RFC, per IM, per RU, per train type, per section, per location (terminals included)
- ✓ Current Indicators available in RNE Performance Management reports:

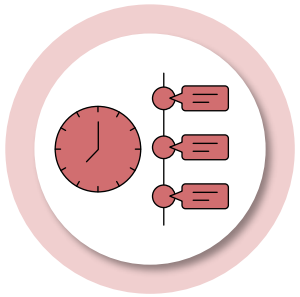


Train run

- Planned trains
- Real train run
- Arrivals, departures, run-throughs
- per direction

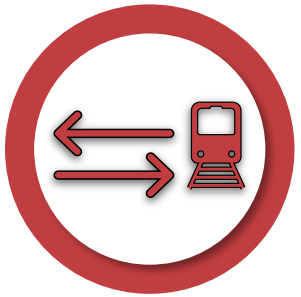
Punctuality

- At origin and destination
- At arrival and departure at key locations
- Diverse thresholds (3, 5, 15 or 30 min.)



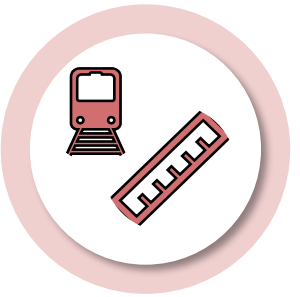
Delays

- Total delays
- Delay minutes per responsible category
- Delay minutes per delay code
- Avg. delay at arrival and departure



Dwell time

- Average dwell time
- Planned dwell time
- Real dwell time



TrainKms

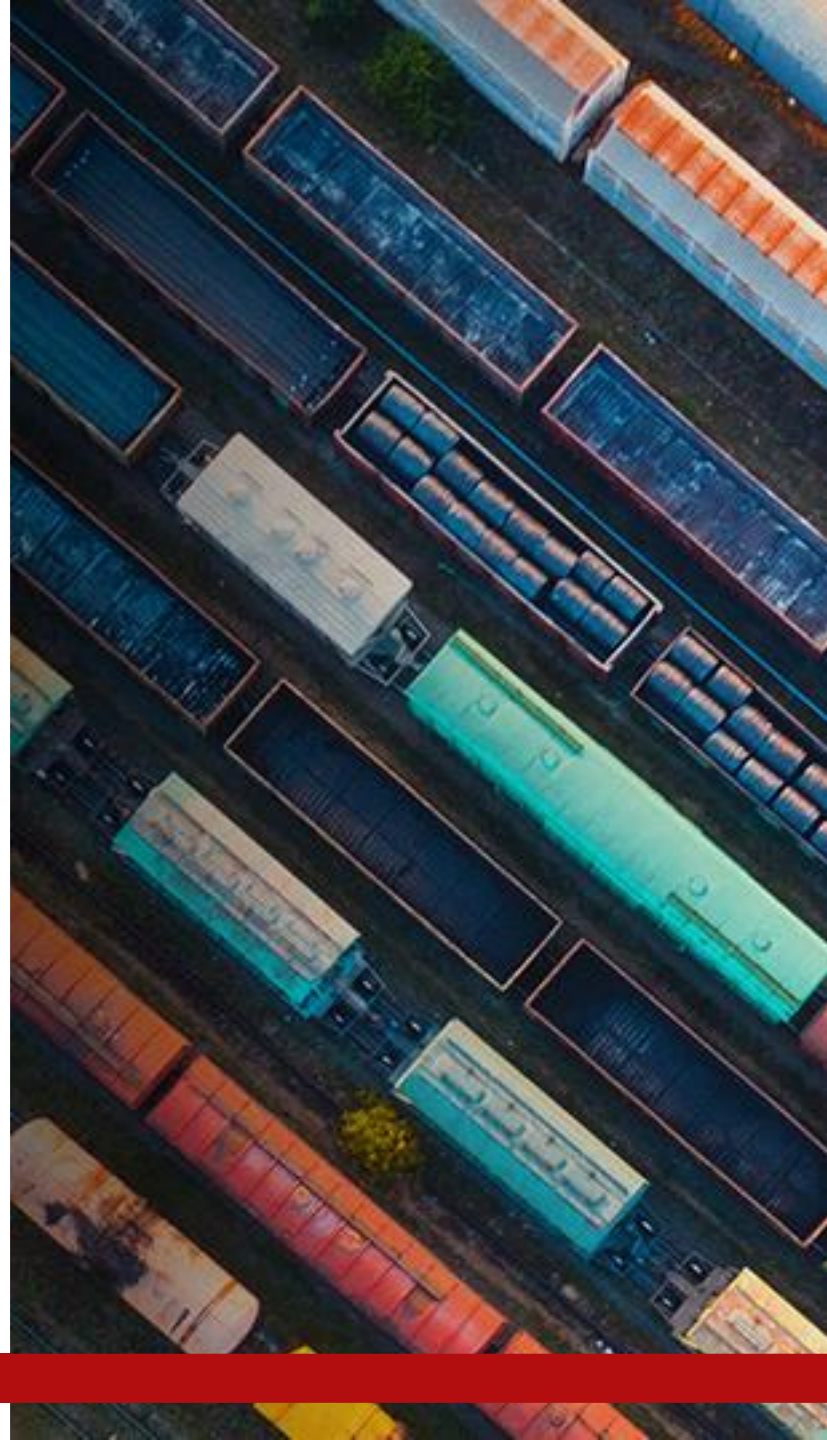
- Planned distance
- Real distance
- Average distance per train run

Commercial speed

- Planned speed
- Real speed
- From origin to destination or in certain sections

TRAFFIC MANAGEMENT

TEN-T performance indicators



RNE
RailNetEurope

Funded by the European Union

TEN-T Legislation – Article 19: Operational priorities

(EU) No 2024/1679

Article 19

Operational priorities

1. The Rail Freight governance shall make all possible efforts to ensure by 31 December 2030, that, on the European Transport Corridors, the quality of services provided to railway undertakings and technical and operational requirements for infrastructure use do not prevent the operational performance of rail freight services along the European Transport Corridors from meeting the following target values:

(a) for each internal cross-border section, the dwelling time of all freight trains crossing the border between two Member States does not exceed 25 minutes on average, except at the sections where a change of track gauge takes place or where the checks carried out at a border where the controls have not yet been lifted on trains in application of point 1.2 of Annex VI to Regulation (EU) 2016/399 do not allow for this time-limit to be complied with; the dwelling time of a train on a cross-border section means the total additional transit time that can be attributed to the existence of the border crossing, irrespective of procedures or considerations of infrastructural, operational, technical and administrative nature; dwelling time does not include the time that cannot be attributed to the border crossing, such as operational procedures carried out in facilities located in the proximity of the border crossing but not intrinsically related to it; and

(b) at least 75 % of the freight trains crossing at least one border along a European Transport Corridor arrive at their destination, or at the external Union border if their destination is outside the Union, at their scheduled time or with a delay of less than 30 minutes by reasons that are attributable to the infrastructure manager(s) of the Union; delays occurring in and attributable to third countries that are crossed by freight trains shall not be taken into account.

(EU) No 913/2010

- Art.9: Measures for implementing the freight corridor plan
  1. *The management board shall draw up an implementation plan (...) This plan shall include:*
     C) the objectives for the freight corridors, in particular in terms of performance of the freight corridor expressed as the quality of the service (…)
- Art.17: Traffic management in the event of disturbance
  1. *The management board shall adopt common targets for punctuality and/or guidelines for traffic management in the event of disturbance to train movements on the freight corridor.*
  2. *(…)*
- Art.19: Quality of service on the freight corridor
  1. *(...)*
  2. *The management board shall monitor the performance of rail freight services on the freight corridor and publish the results of this monitoring once a year.*
  3. *The management board shall organise a satisfaction survey of the users of the freight corridor and shall publish the results of it once a year.*

RNE TPM Reports / RFC KPIs

Funded by the European Union

TEN-T Regulation – Indicators review

Article 19 – Operational priorities

Dwell time (ETC)

1 (a) for each **internal cross-border section, the dwelling time of all freight trains crossing the border between two Member States does not exceed 25 minutes on average**, except at the sections where a change of track gauge takes place or where the checks carried out at a border where the controls have not yet been lifted on trains in application of point 1.2 of Annex VI to Regulation (EU) 2016/399 do not allow for this time-limit to be complied with; **the dwelling time of a train on a cross-border section means the total additional transit time that can be attributed to the existence of the border crossing, irrespective of procedures or considerations of infrastructural, operational, technical and administrative nature**; dwelling time does not include the time that cannot be attributed to the border crossing, such as operational procedures carried out in facilities located in the proximity of the border crossing but not intrinsically related to it;

- Reasons for dwell time (border procedures): change locomotives and/or drivers, wagon shunting, technical check, brake test, administration and train ready message.

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TEN-T Regulation – Indicators review

Article 19 – Operational priorities

Punctuality (ETC)

1 (b) **at least 75 % of the freight trains crossing at least one border along a European Transport Corridor arrive at their destination, or at the external Union border if their destination is outside the Union, at their scheduled time or with a delay of less than 30 minutes** by reasons that are attributable to the infrastructure manager(s) of the Union; delays occurring in and attributable to third countries that are crossed by freight trains shall not be taken into account.

Freight Lines Capacity (IMs: 2030 - core network; 2040 - extended core network; 2050 - all network)

2 (a) **on double track lines, at least two train paths per hour and direction can be allocated to freight trains with a length of at least 740 m** (including the locomotive or locomotives);
&
2 (b) **on single track lines, at least one train path per two hours and direction can be allocated to freight trains with a length of at least 740 m** (including the locomotive or locomotives).

- Information should be taken from Capacity planning IT systems.

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Dwell Time

TEN-T

- Dwelling time of all freight trains < 25 minutes between two MS;
- Exceptions: at the sections where a change of track gauge or where the controls have not yet been lifted;
- Definition: additional transit time that can be attributed to the existence of the border crossing, irrespective of procedures or considerations of infrastructural, operational, technical and administrative nature; does not include the time that cannot be attributed to the border crossing;

RNE Indicators (RFC KPI*)

- **Planned Dwell Time***: based on TT. Total time the train is planned to be stopped at measuring locations;
- **Real Dwell Time**: based on RI. Total time the train is stopped at measuring locations;
- **Clean Real Dwell Time***: based on RI. Dwell time but not including any time spent at the station due to early arrival;
- **Planned Transfer Time**: based on TT. Planned time to cross border sections;
- **Real Transfer Time**: based on RI. Real time to cross border sections;

Concerns

- Border Sections? Transit time?
- TEN-T network not in RNE systems (yet), but “borders” can be created;
- Not all IMs providing data to TIS;
- Difficulty in distinguishing time attributed to the existence of the border (no data available for that);
- Switzerland/Norway? (not MS);
- All freight trains vs. RFC(ETC) trains;
- Common procedures take longer than 25 minutes (e.g.:brake testing);
- Which are border procedures?

No new indicator proposed

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Punctuality

TEN-T

- At least 75 % of all international freight crossing at least one border along a European Transport Corridor arrive at their destination, or at the external Union border if their destination is outside the Union, at their scheduled time or with a delay of less than 30 minutes.
- Particularity: by reasons that are attributable to the infrastructure manager(s) of the Union; delays occurring in and attributable to third countries that are crossed by freight trains shall not be taken into account.

RNE Indicators (RFC KPI*)

- **Punctuality:** percentage of trains that depart from their origin or key locations and/or arrive at their destination or key locations within a predefined threshold;
- **Punctuality at RFC entry*:** share of all RFC trains at RFC entry with a delay within the threshold compared to all RFC trains at RFC entry;
- **Punctuality at RFC exit*:** share of all RFC-related trains at RFC exit with a delay within the threshold compared to all RFC trains at RFC exit;

Concerns

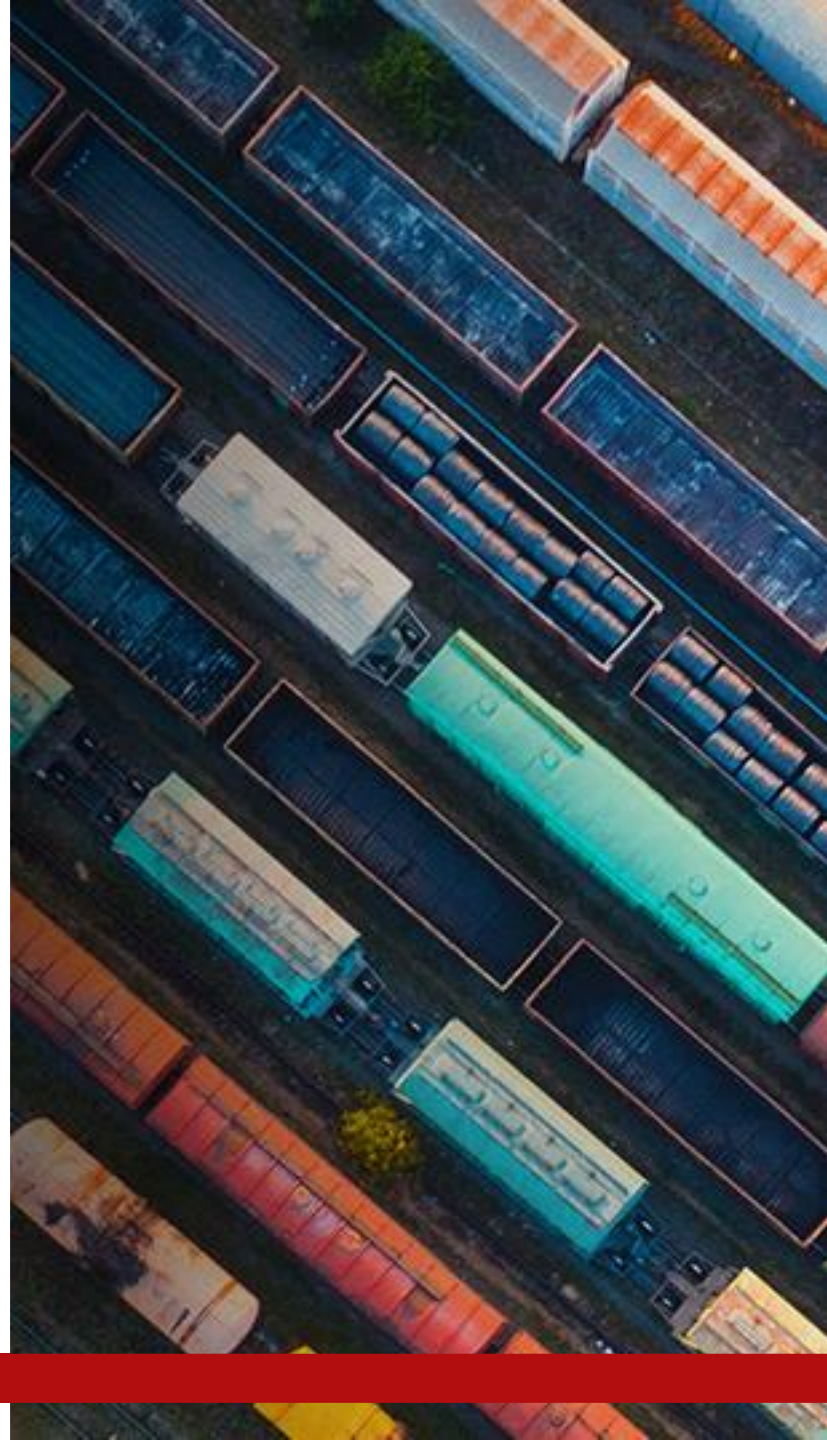
- TEN-T network not in RNE systems (yet);
- Not all IMs providing data to TIS;
- Punctuality at destination (not RFC exit);
- All freight trains vs. RFC(ETC) trains;
- Difficulty on distinguishing delays attributable to IMs and the impact of other delays on ones attributed to IMs;
- Switzerland/Norway? (not MS);

New calculations proposed:

- delays caused by IMs / int. freight trains
- IM coded delays since last time train was on time and impact on final delay.

TRAFFIC MANAGEMENT

Other developments



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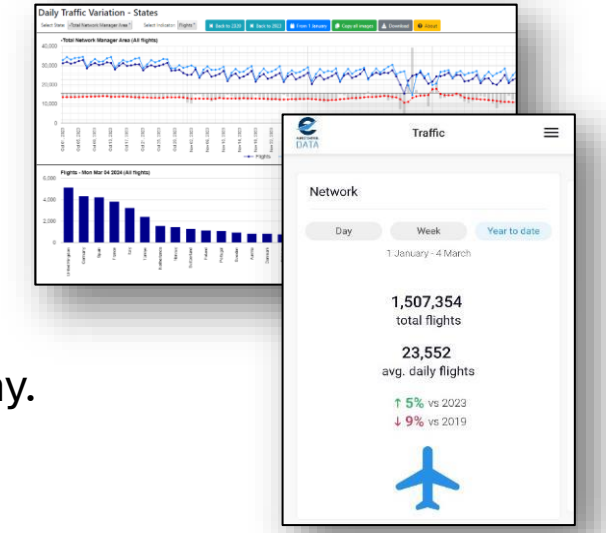
Latest Developments

TPM Publica Dashboards

Platform to disseminate public performance management dashboards providing information about the European railway network and international railway traffic.

- Increase transparency of international railway traffic.
- Stakeholders will gain insights into the overall efficiency of the railway.
- Encourage the improvement of the overall railway efficiency.
- Enhance public trust in the railway sector.



e.g.: Eurocontrol website and mobile app

TIS Incident Management Tool KPIs

Indicators to characterise the disruption management and the impact of the interruptions.

- Draft reports under development:
  - **IMT indicators for ICM cases**
  - **Report per ICM case**
  - **Overall statistics**

Contact

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Thank you for your attention.

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5. New TEN-T Regulation:

- **Impacts on RFC and TAG/RAG cooperation**

Article 67

'Article 11/Investment planning

- Consult the advisory groups > infrastructure development and investment needs, based on an adequate, up-to-date documentation of the infrastructure planning at corridor and national level

- advisory groups on investment to be substantiated with sufficient justification
- executive board to ensure adequate coordination between these consultation activities and the coordination mechanisms at national level

- *TEN-T parameters on ETC lines*
- *capacity needs of rail freight transport, incl. freight trains with 740 m length*
- *congested infrasructure, remove local bottlenecks, improvements to nodes*
- *rail access routes*
- *technical equipment enhancing operational performance*

5. New TEN-T Regulation:

- **Impacts on RFC and TAG/RAG cooperation**

➢ Article 67

'Article 19 Quality of service on the freight corridor

- Consult the advisory groups > performance monitoring
  - qualitative and quantitative analysis
  - objectives and targets of the freight corridor > KPIs just mentioned
  - for publication an annual report presenting the results, achivements
  - views and assessment of performance by the advisory groups in a dedicated section of the report
  - to be approved by the executive board (MoTs)

CONSULTATION

HOW???
WHEN???


Coffee break

6. Major Temporary Capacity Restrictions (TCRs) impacting on RFC lines

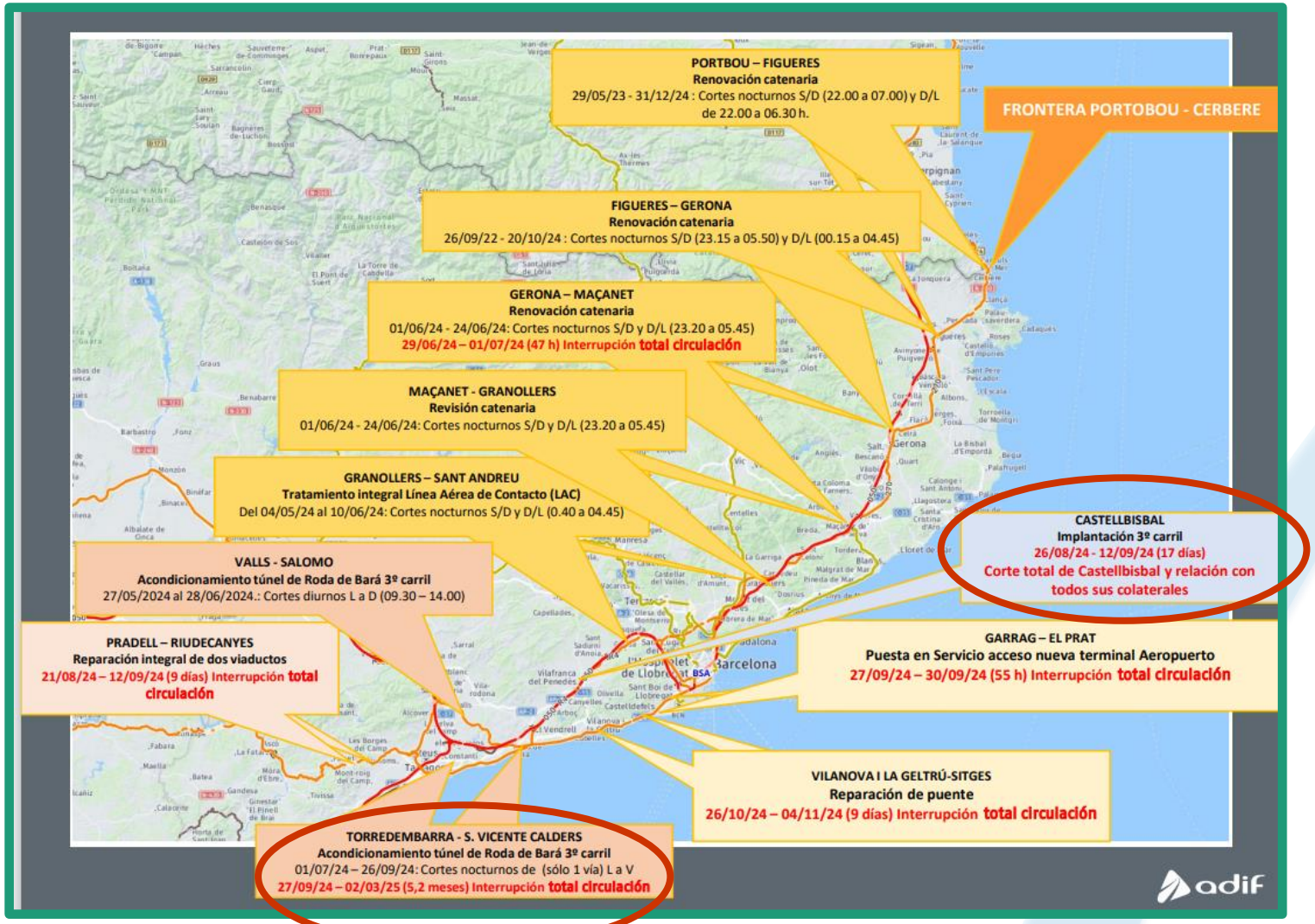
6. Major Temporary Capacity Restrictions (TCRs) impacting on RFC lines

- State of play and 2025 planning and beyond
- TCR tool

Comments and requests from participants

6. TCRs update TT2024-2027

Main TCRs / French border - Tarragona 2024



6. TCRs update TT2024-2027

Main TCRs / Spain 2025

Línea 240

S. Vicenç de Calders – Martorell

(2019-5-002)

2018 – Octubre2025

Implantación del ancho mixto

Tramo Vilafranca-S. Vicenç C.

Octubre 2023 – Noviembre 2024

- Generación de vías únicas por fases, en noches de fin de semana corte total.
- Del 13/01/24 al 23/09/24. (Excepto parada comercial Arboç el 21/10/24)
  - Suspensión de tráfico de viajeros de 08:00 a 19:00 y de 21:30 a 22:30.
  - Suspensión de tráfico de mercancías de 06:00 a 08:00.

Martorell SEAT – Castellbisbal

(2019-5-001)

2019 – Noviembre2024

Implantación del ancho mixto

- Del 24/06 al 12/09, corte total de viajeros entre Molins del Rei-Castellbisbal. En todos los trayectos con las colaterales, vías únicas para mercancías. Del 27/08 al 12/09, corte total en Castellbisbal, por CMS.

Línea 200

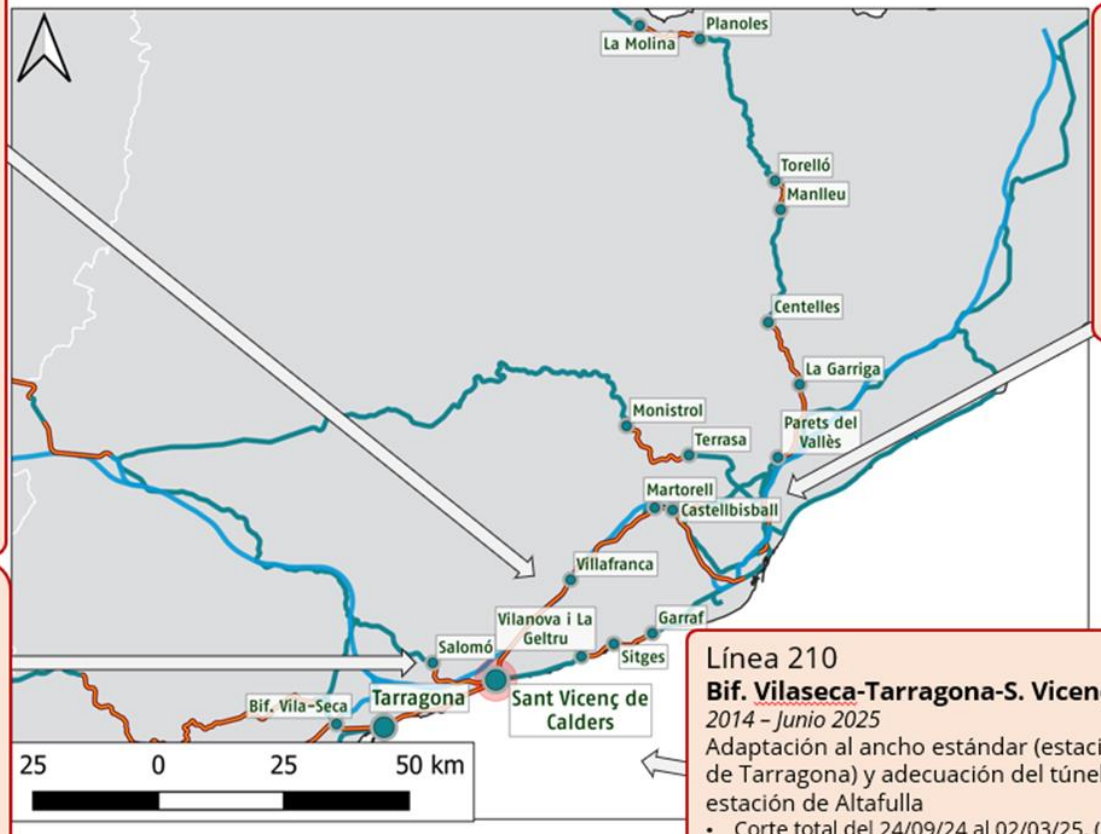
Salomó – S. Vicenç de Calders

(2020-5-008) No debe coincidir con túnel de R. Bará.

3° trim 2025 – 4° trim 2025

Trabajos de ejecución de viaducto.

- Corte total de 3 semanas
- Posibles LTV
- Posible coordinación con obras en otros viaductos



Línea 240 y L210

Bif.Vilaseca - Martorell

(2024-5-001 y 2024-5-002)

Septiembre 2024– Abril 2025 (deberán adaptarse al túnel de R. Bará).

Renovación de carril.

- Cortes continuos de una vía, de un trayecto, (durante las 24h de todos los días).
- Las noches V-S-D corte de 7 horas nocturnas de la otra vía (representa corte total en ese horario).

Línea 210

Bif. Vilaseca-Tarragona-S. Vicenç C. **(2019-5-003 y 2019-5-004)**

2014 – Junio 2025

Adaptación al ancho estándar (estación de Torredembarra y cabecera norte de Tarragona) y adecuación del túnel de R. Bará y conversión de apeadero a estación de Altafulla

- Corte total del 24/09/24 al 02/03/25. (No compatible con la Autopista Ferroviaria)

6. TCRs update TT2024-2027

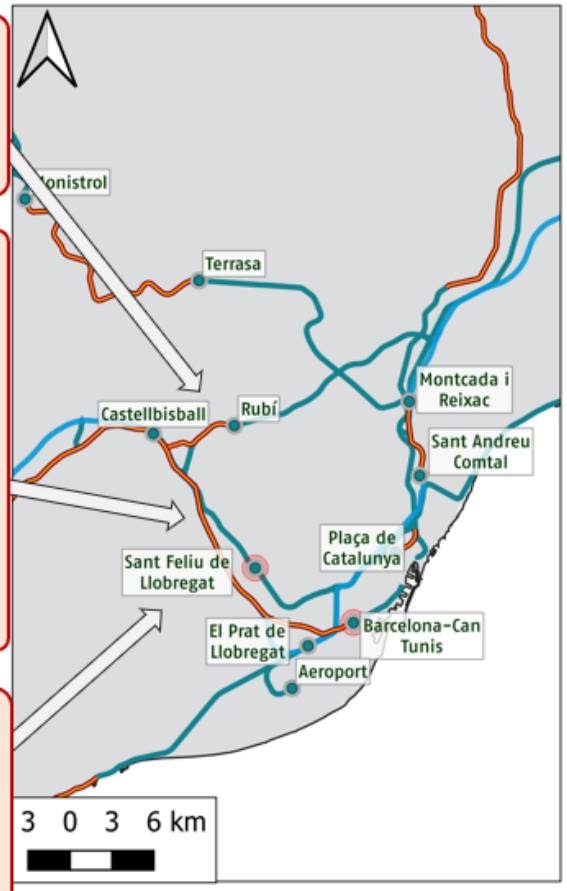
Main TCRs / Spain 2026

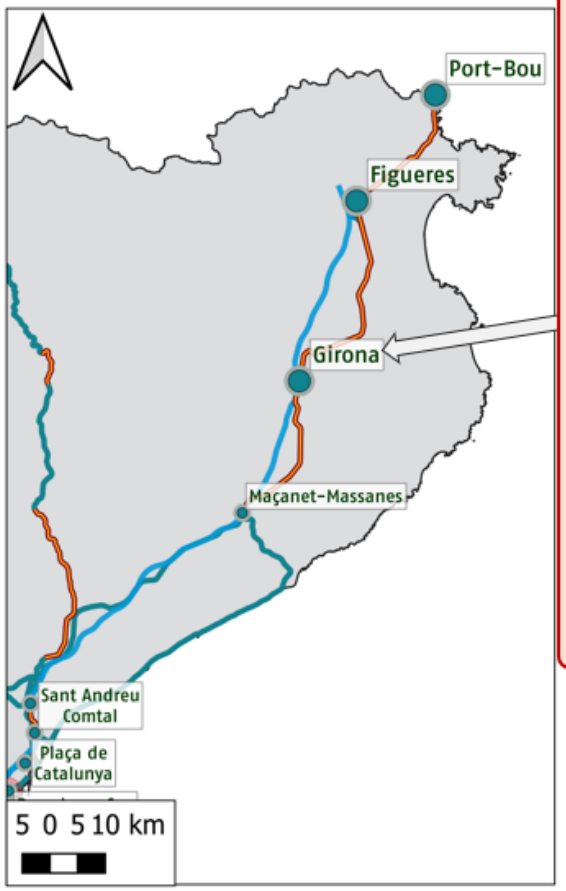
Línea 246
Castelbisball-Rubí (2020-5-017)
3er trim 2025 – 2º trim 2026
Tratamiento de terraplén.
- Cortes de una vía alternativa, 4 meses

Línea 238
Can Tunis (2020-5-020)
4º trim 2022– 2º trim 2025
Implantación de ancho mixto, electrificación y adaptación II.SS.
- Cortes de vías por fases
- Afecciones durante todo el plazo de la obra (noviembre 2022- mayo 2025)

Castellbisbal–Can Tunis (2021-5-013)
4º trim 2025 – 2º trim 2026
Tratamiento de Terraplén.
- Corte total de 20 días (estimado)
- Posible LTV

Línea 240
Sant Feliu de Llobregat (2019-5-020)
Abril 2023 – 2º trim 2026
Soterramiento de la estación.
- Vía única en el ámbito de Sant Feliu de Llobregat, con vía doble en la estación provisional



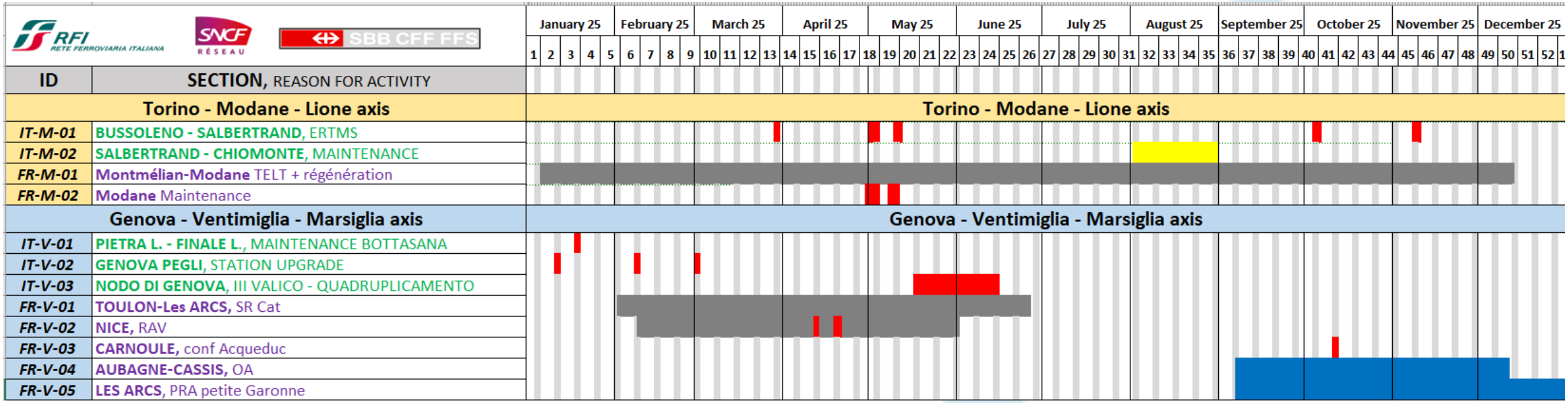


Línea 270
Maçanet-Port Bou (2019-5-012, 2019-5-013 2019-5-014, 2021-5-022)
Maçanet–Girona: 1er trim 2022 – 3er trim 2024
Girona-Figueres: 3er trim 2022 – 1º trim 2025
Instalación BAB Maçanet – Girona y renovación de catenaria:
08/01/24-30/09/24: Trabajos nocturnos con generación de vías únicas.
- 29/06/24 – 30/06/24: corte total 47h.
- Girona-Figueres: Ene2023 – Oct2024 Afección a rotaciones de Figueres en fines de semana

Figueres–Port Bou: 2º trim 2023 – 4º trim 2025
- May2023 – Dic2024 Programación de cortes para compatibilizar actuaciones. Previsión prolongación 2025. Cortes totales en fin de semana.
- Instalación BAB con CTC Figueres-Portbou. Cortes totales de fin de semana, pendientes de determinar.
  - Enclavamiento Portbou: Tres dias corte total Llançá y Cerbere + tres días corte parcial en Portbou.
  - Enclavamiento Figueres y Llançá: corte total fin de semana

6. TCRs update TT2024-2027

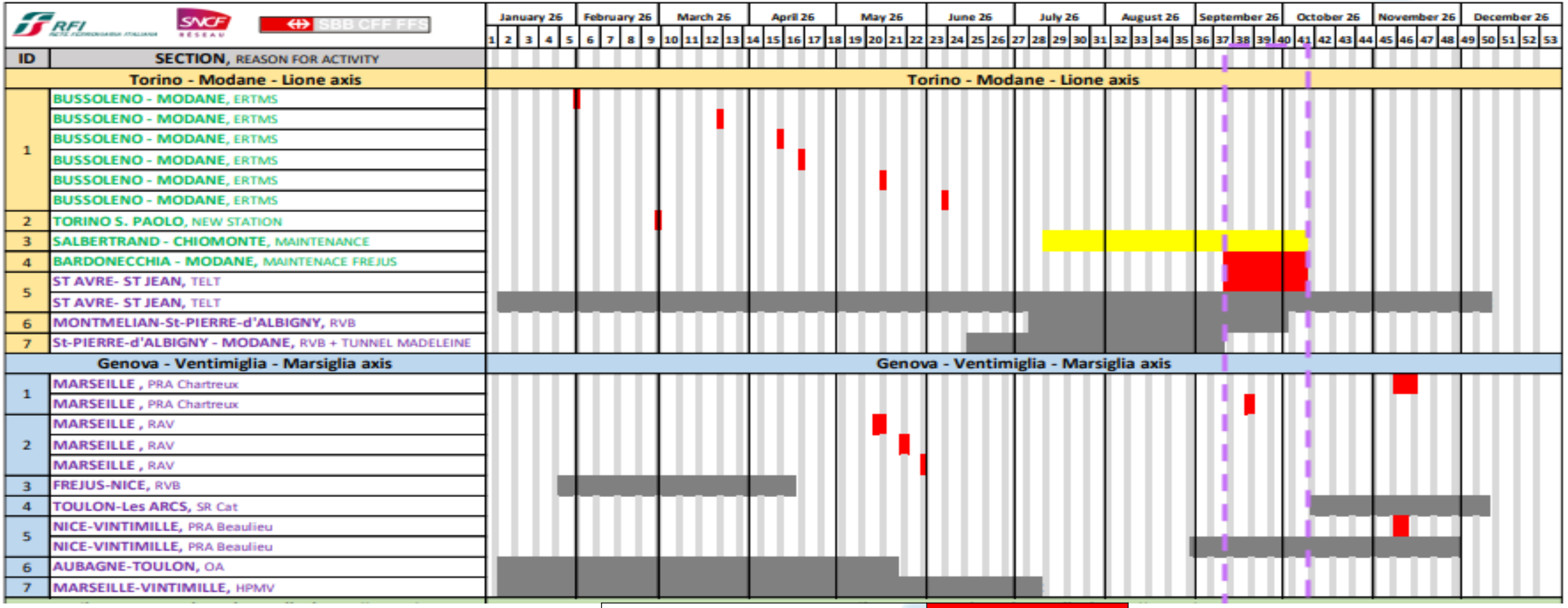
Ligne Turin - Modane - Chambéry: travaux 2025



Total closure of the line	
Track closure	
Periodical night closure of the line.	
Periodical daytime closure of the line.	

6. TCRs update TT2024-2027

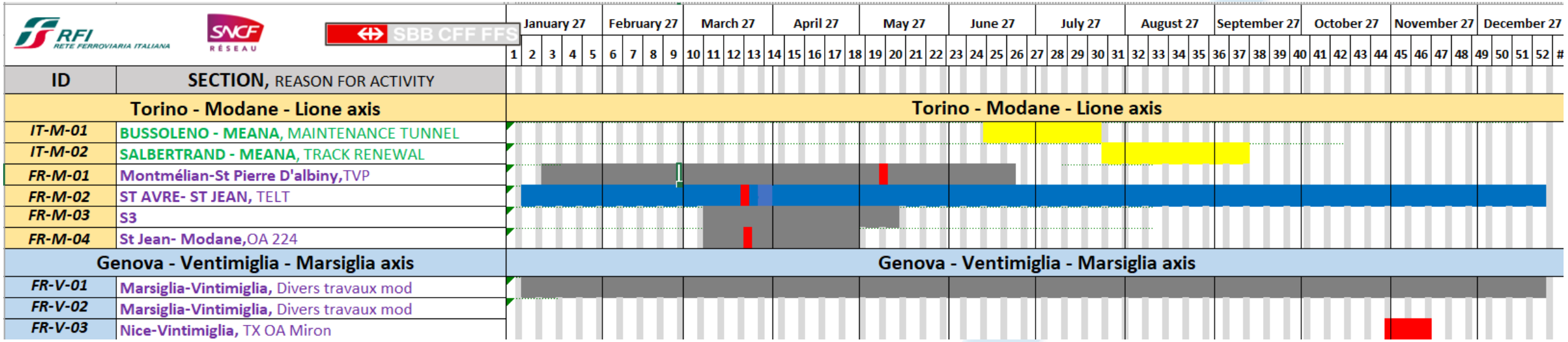
Ligne Turin - Modane - Chambéry: travaux 2026



Total closure of the line	
Track closure	
Periodical night closure of the line.	
Periodical daytime closure of the line.	

6. TCRs update TT2024-2027

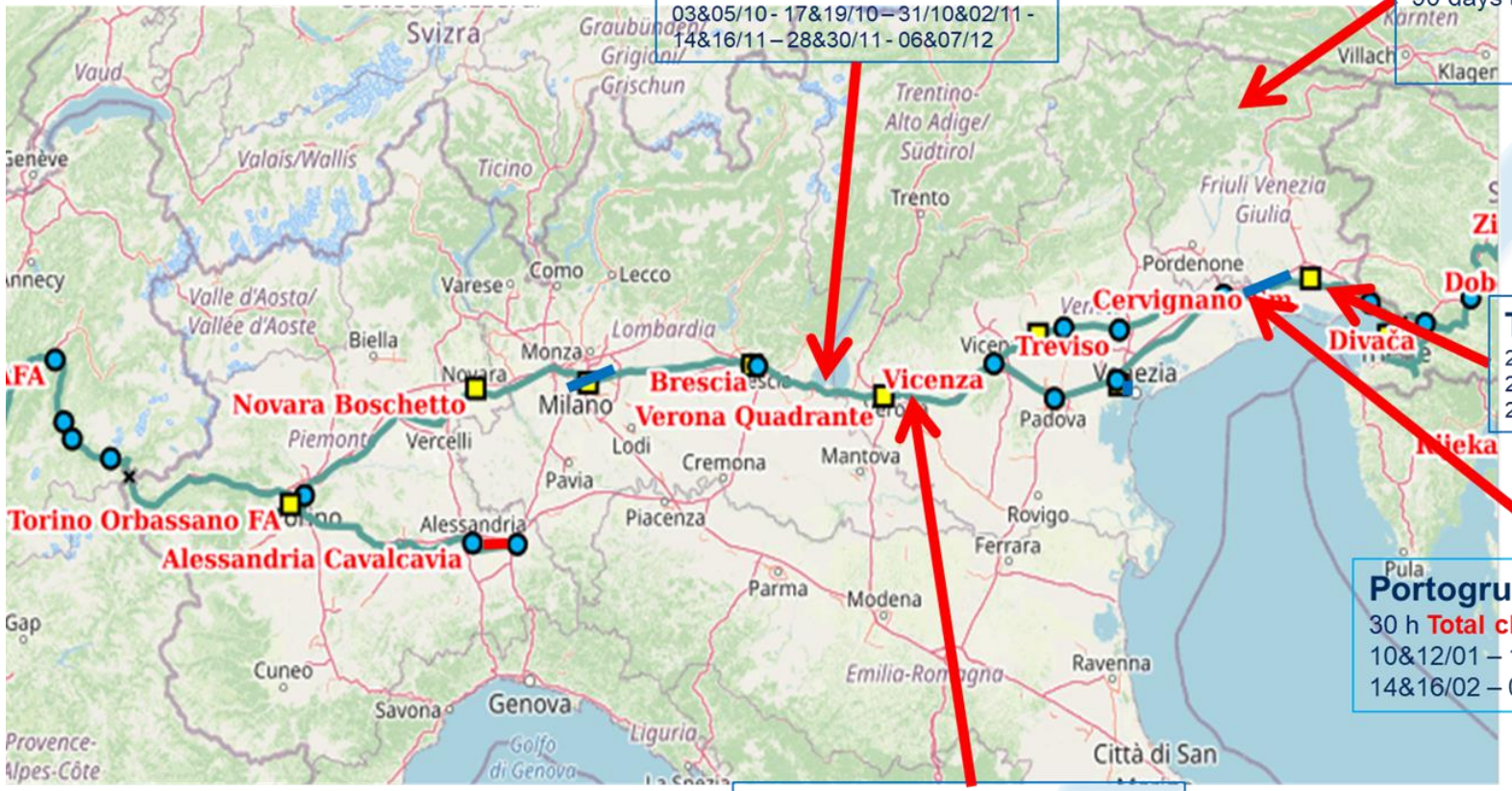
Ligne Turin - Modane - Chambéry: travaux 2027



Total closure of the line	
Track closure	
Periodical night closure of the line.	
Periodical daytime closure of the line.	

6. TCRs update TT2024-2027

Main TCRs foreseen for 2025 in Italy



Brescia – Verona
48h **total closure**
03&05/10 - 17&19/10 – 31/10&02/11 - 14&16/11 – 28&30/11 - 06&07/12

Ugovizza - Carnia
90 days track interruption
Not directly Medrfc
from 08/06 to 07/09

Trieste C.M.
2*72 h **Total closure**
27/12&03/01 – 14&17/08
28&31/12

Portogruaro - Trieste
30 h **Total closure**
10&12/01 – 17&18/01 – 07&09/02
14&16/02 – 07&09/03 – 14&16/03

Verona – Vincenza
3 x 40 h interruption **total closure**
22&24/02 – 26&28/04 – 22&24/11
21 days of line interruption from 05 to 25/08

6. TCRs update TT2024-2027

Main TCRs foreseen for 2025 in Slovenia

Brezovica
02/01 to 06/04 daily closure

Postojna-Prestranek
Regular maint., upgrading
16/09 to 22/09 Daily closure

Rakek-Postojna
Regular maint., upgrading
15/08 to 25/08 Daily closure

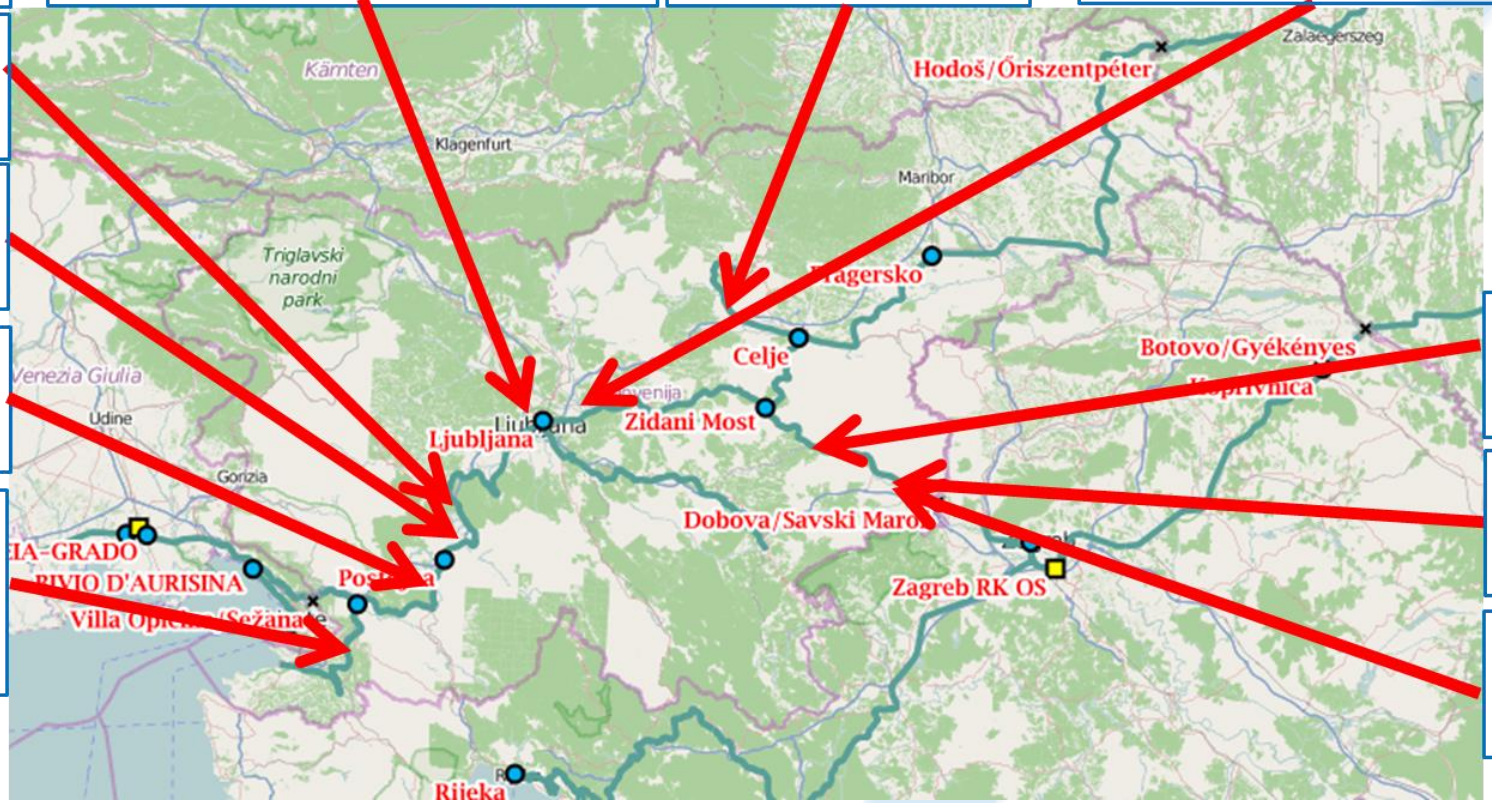
Pivka-Gornje
Regular maint., upgrading
01/07 to 29/07 right track closure

Divaca - Koper
Maintenance **Total closure**
15/08 to 17/08
21/09 to 22/09
19/10 to 20/10

Ljubljana station
Upgrading 01/2024 to 12/2026
Capacity limitation

Preserje
Renewal station
02/01 to 06/04 daily closure

Laze-Ljubljana Zalog
Regular maint., upgrading
05/07 to 17/08 Left track



Krško
Renewal station
01/01 to 30/03

Sevnica
Renewal station
07/04 to 07/12

Dobova
Renewal station
08/08 to 08/12

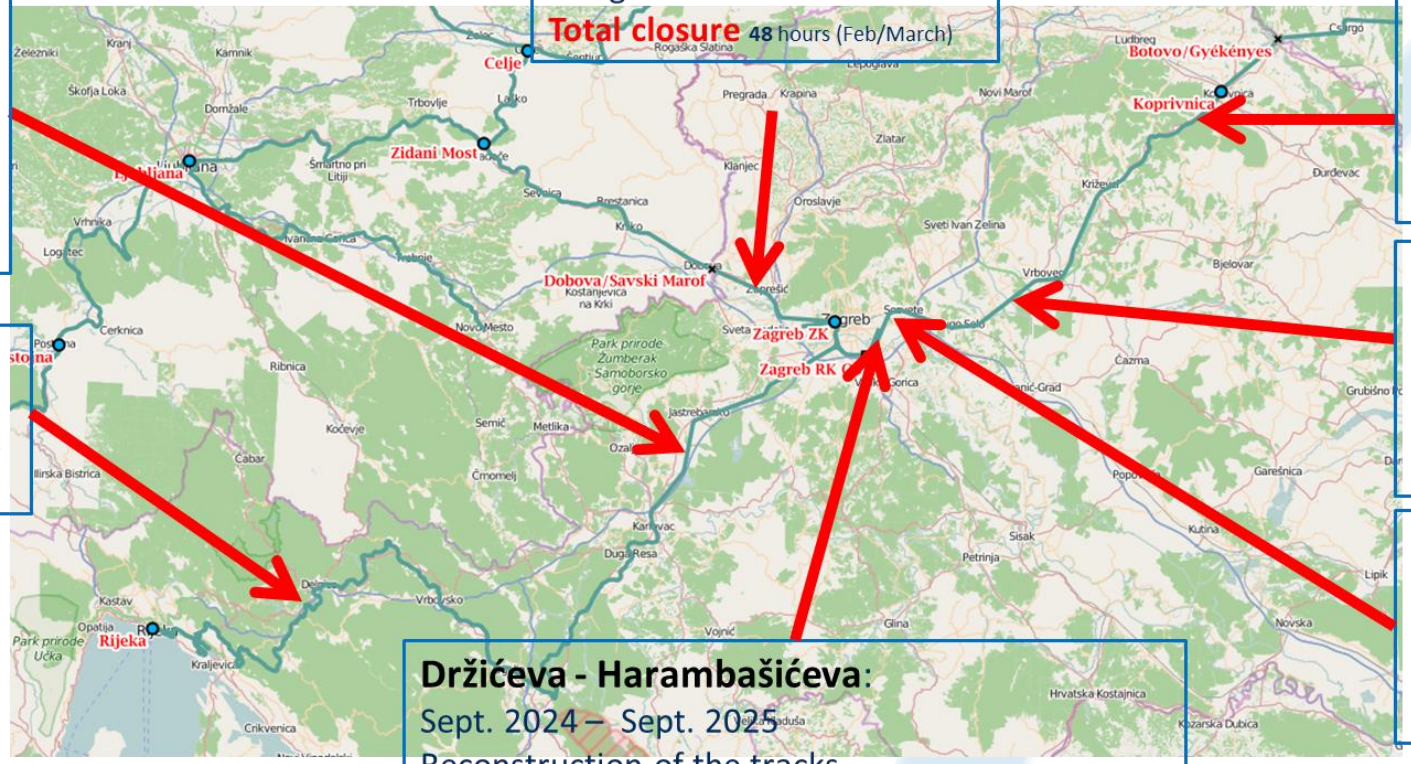
6. TCRs update TT2024-2027

Main TCRs foreseen for 2025 in Croatia

Hrvatski Leskovac – Karlovac:
Nov. 2022 – Nov. 2027
Track renewal + second track construction
Daily closure from 7 am to 4 pm and occasional 72 hours during the WE

Rijeka - Zagreb :
Jan. 2024 – Dec. 2027
Daily closure **8 to 10**h Monday to Friday and occasional 36h

Savski Marof– Zagreb:
June 2024 – June 2025
Bridge reconst. Luznica
Total closure **48** hours (Feb/March)



Držićeva - Harambašićeva:
Sept. 2024 – Sept. 2025
Reconstruction of the tracks
Daily closure 6 to 8 h on one track per day, sometimes 72 h continuous

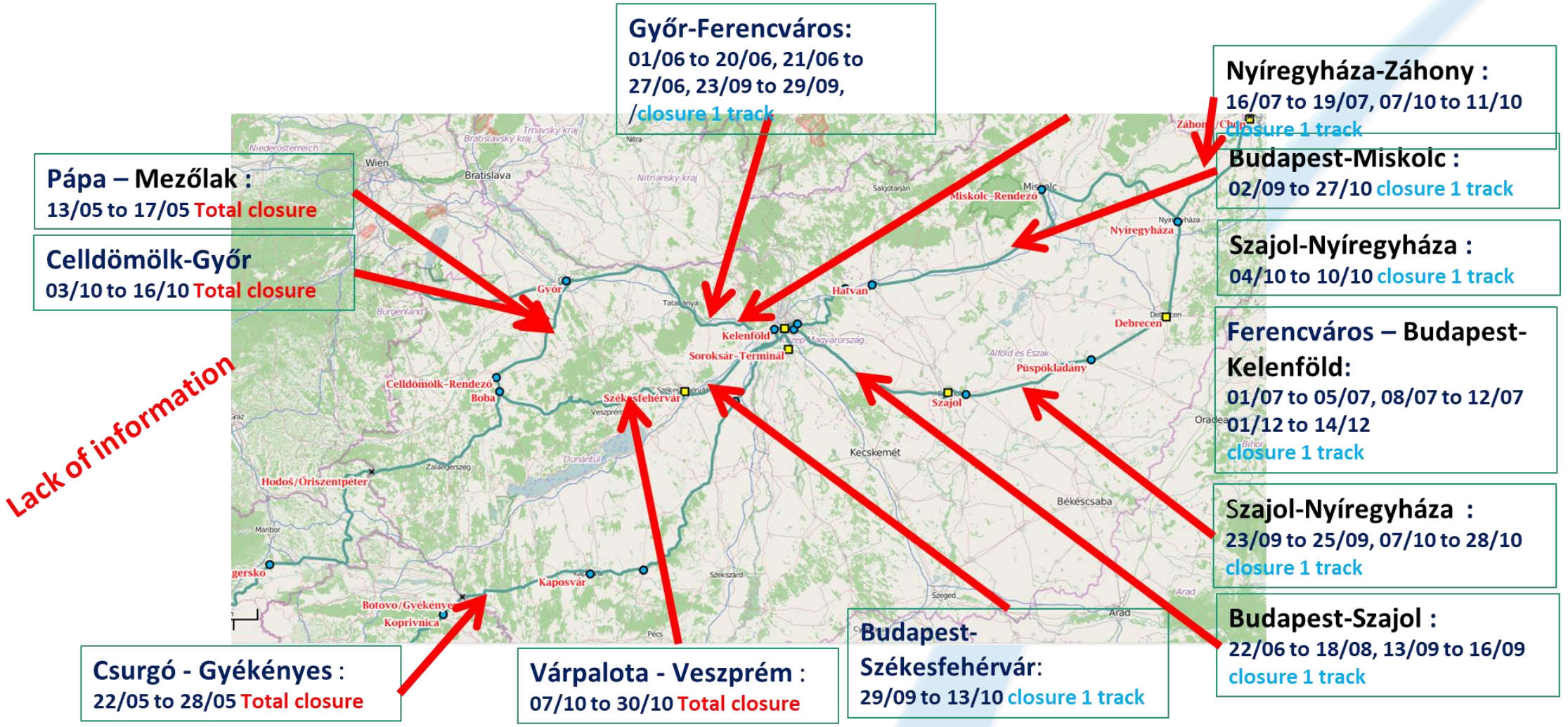
Koprivnica border – Krizevci:
June 2020 – Dec. 2024
Construction
Reconstruction
Daily closure from 6 am to 4 pm and occasional 72 hours during the WE

Dugo Selo – Krizevci:
Dec 2019 – Dec. 2025
track construction
Daily closure from 7 am to 4 pm and occasional 72 hours during the WE

Sesvetska Sela:
Dec 2023 – April 2025
underpass
Closures 48 to 72 h
depending on technology

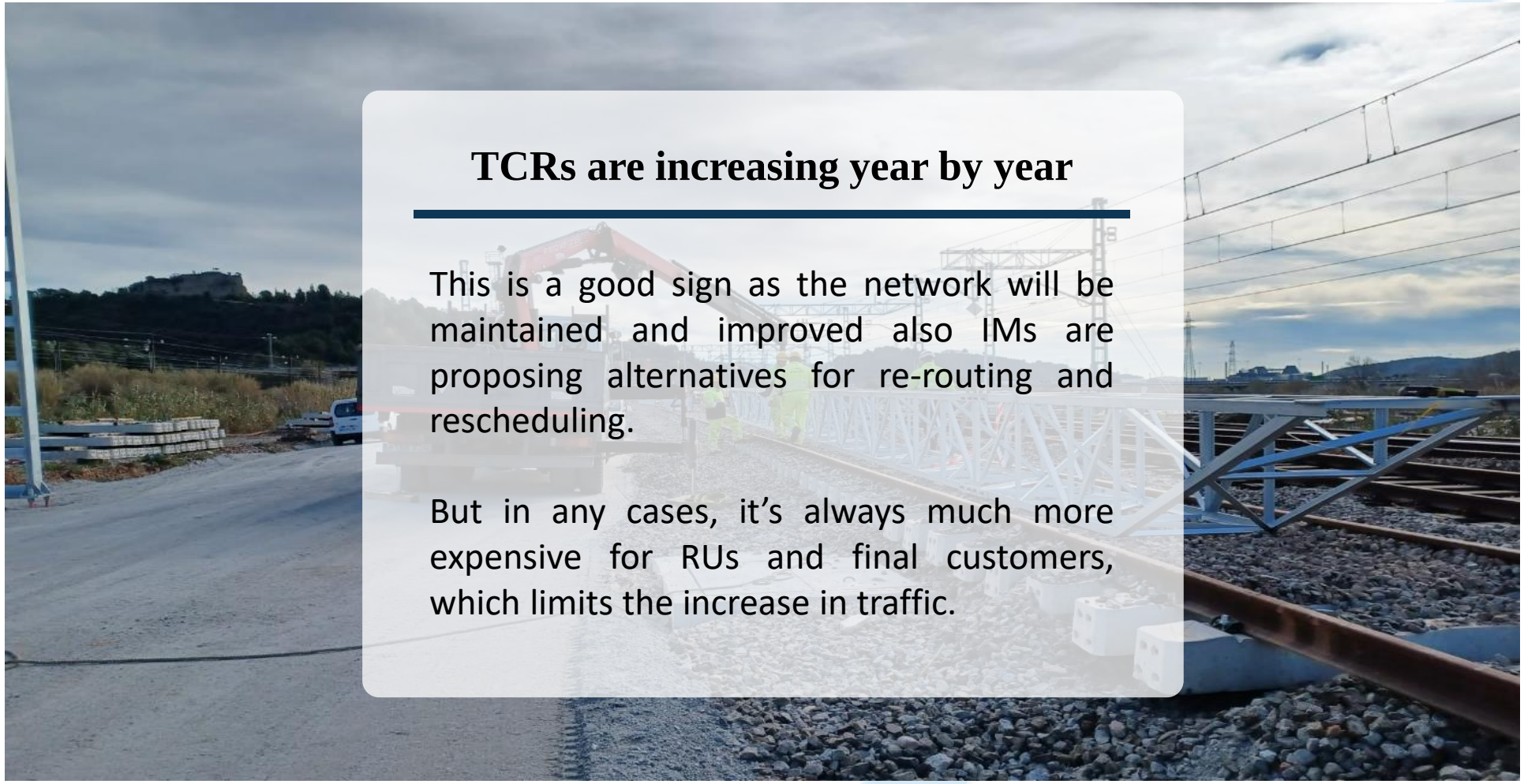
6. TCRs update TT2024-2027

Main TCRs foreseen for 2024 in Hungary



6. TCRs update TT2024-2027

TCRs update TT2024-2026



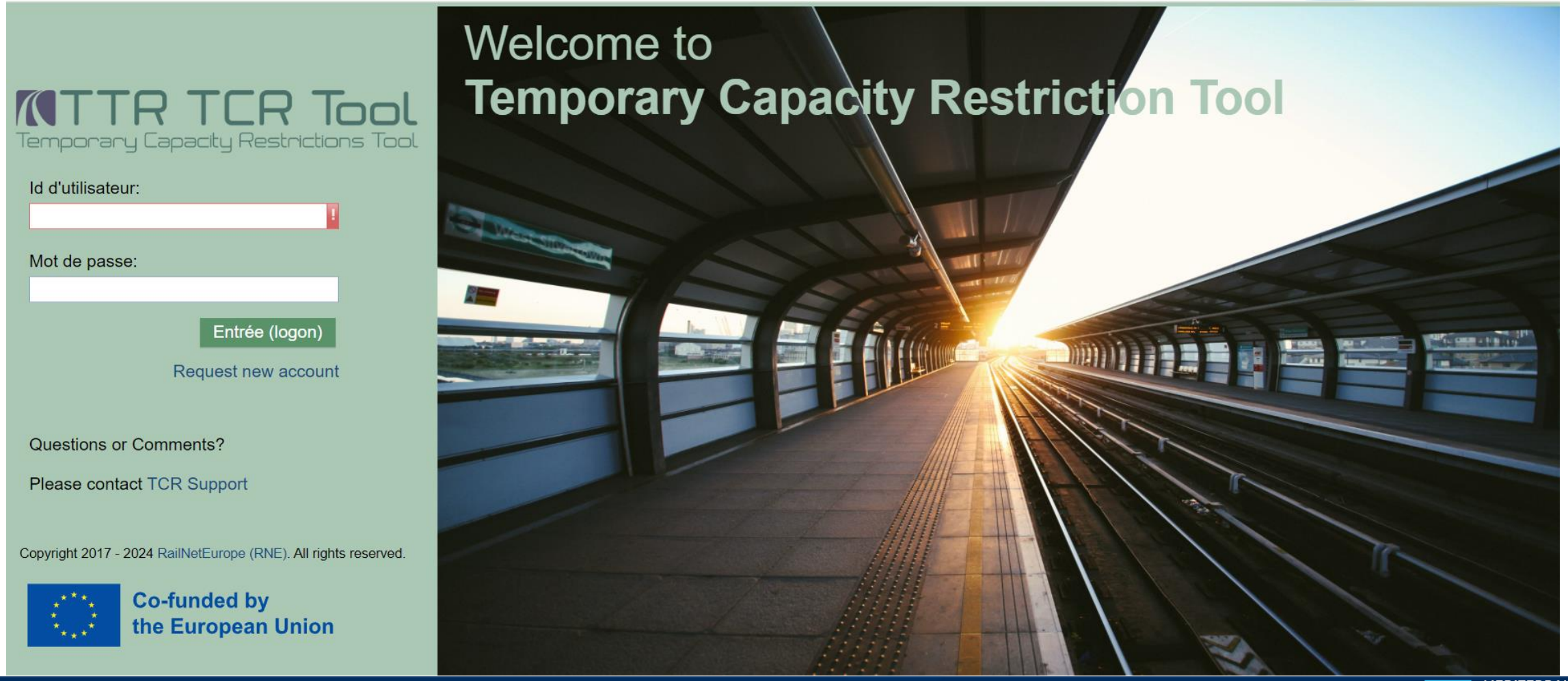
TCRs are increasing year by year

This is a good sign as the network will be maintained and improved also IMs are proposing alternatives for re-routing and rescheduling.

But in any cases, it's always much more expensive for RUs and final customers, which limits the increase in traffic.

6. TCRs publication – TCR tool state of play

https://tcr-online.rne.eu/tcr/servlet.method/com.groiss.smartclient.Main.start



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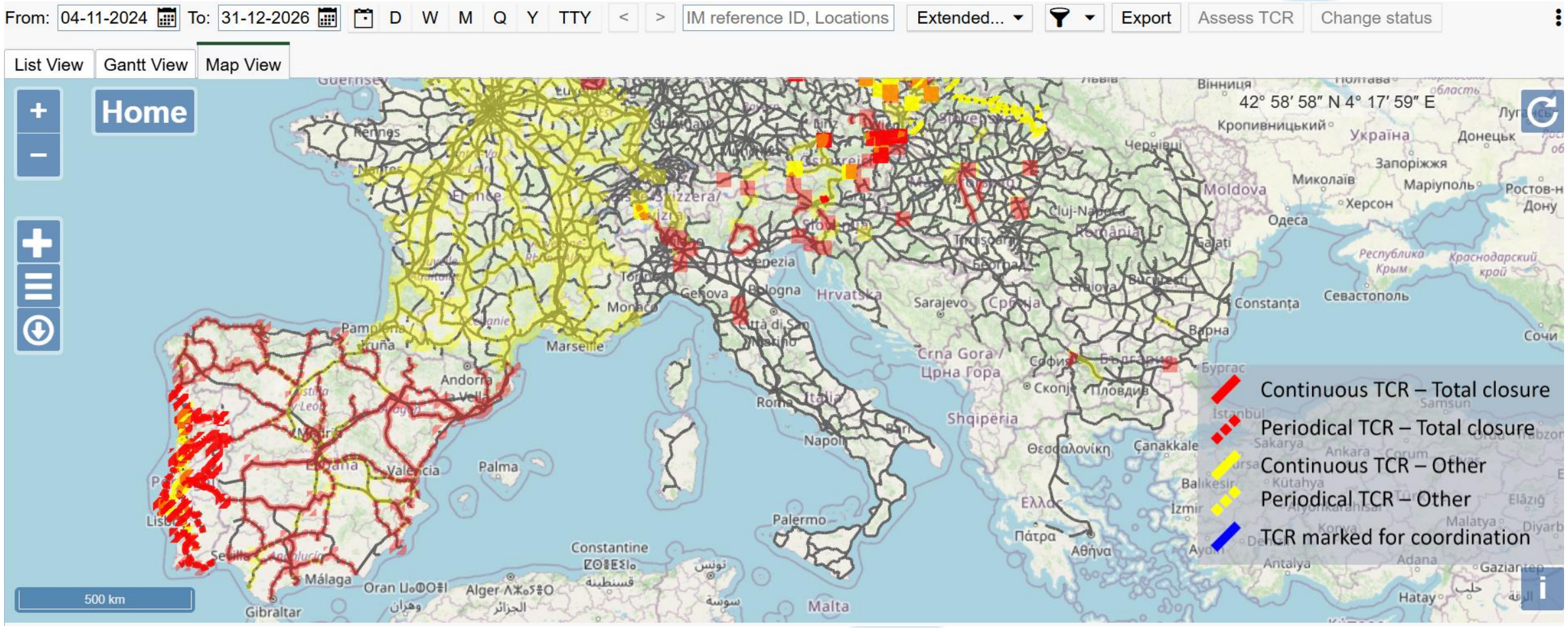

6. TCRs publication – TCR tool state of play

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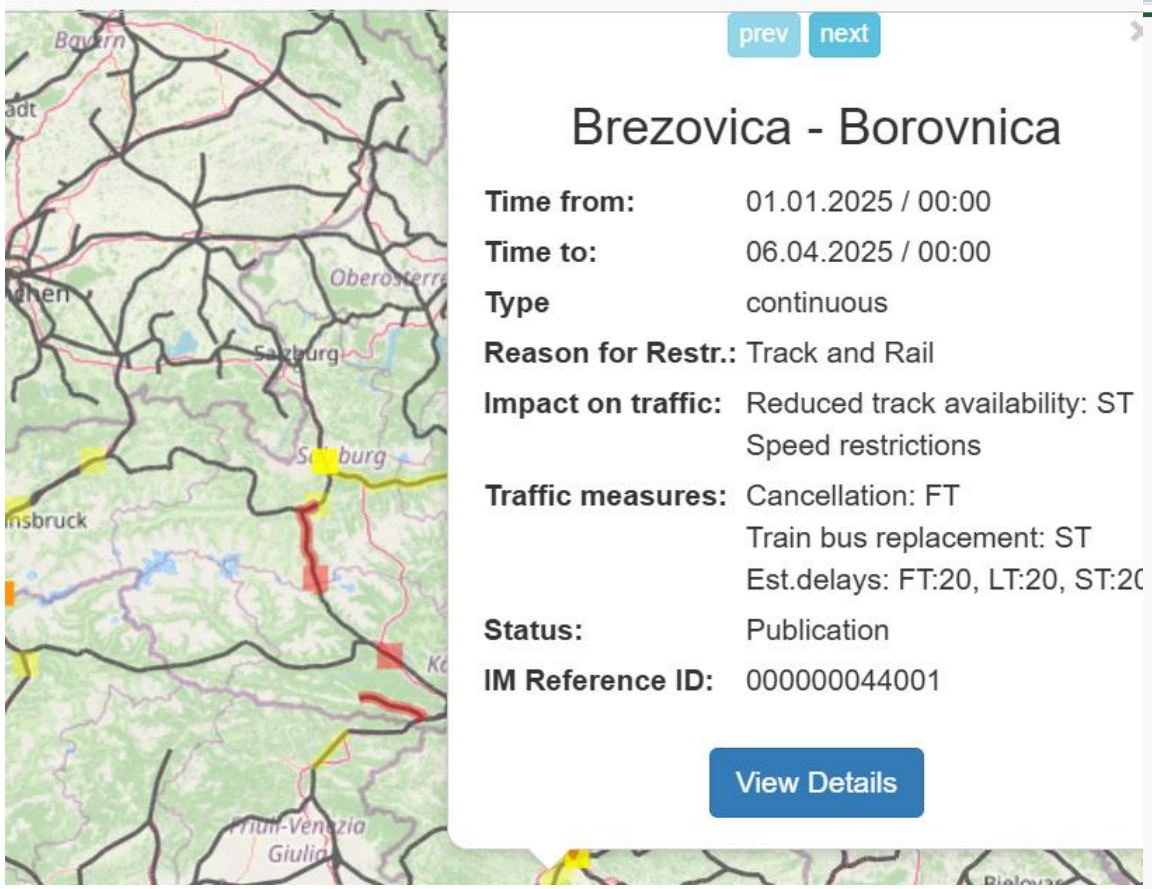
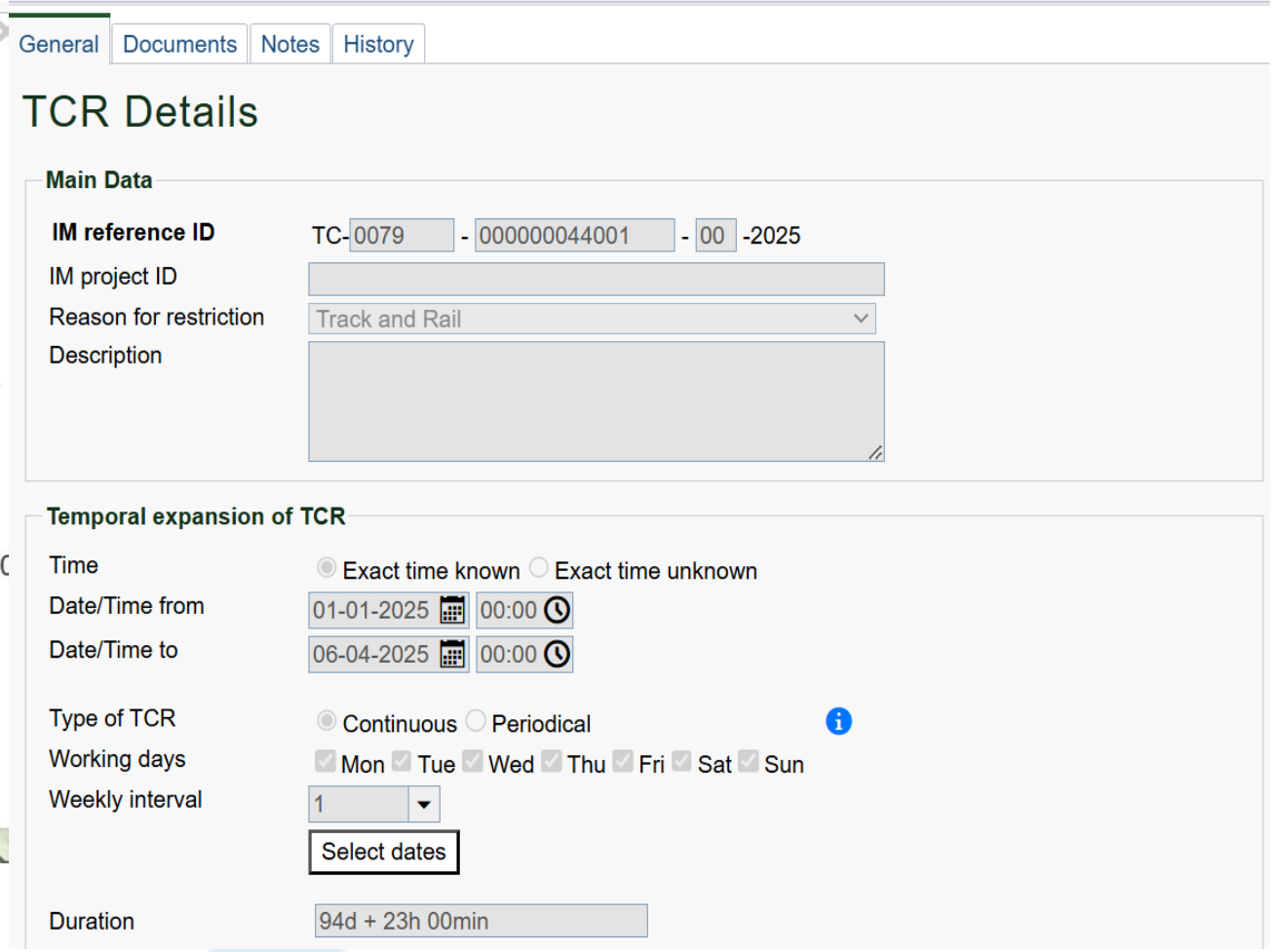




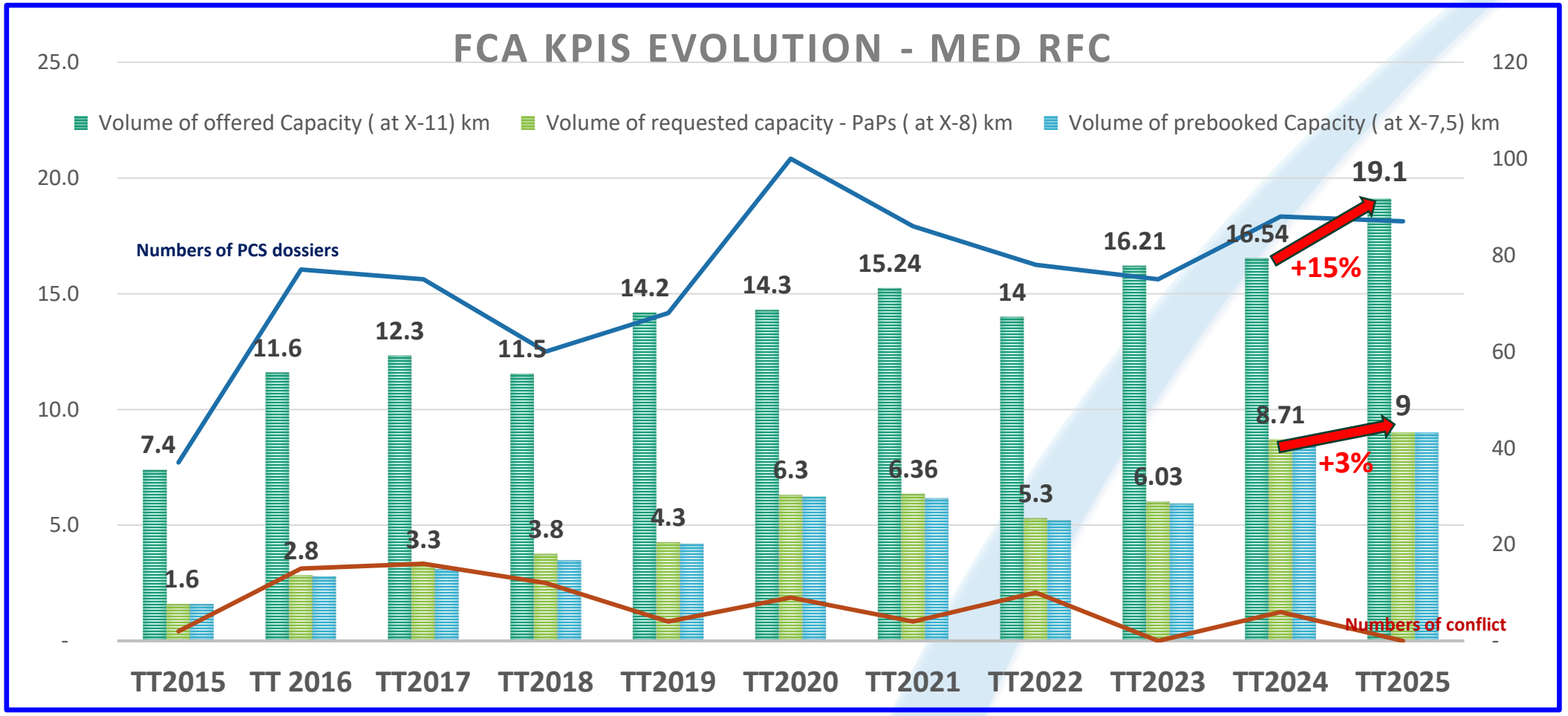
7. COSS state of play

7. COSS state of play

- Final Offer TT 2025: insights and deadlines
- TT 2026 wish list and new tool PCS Capacity Broker
- Comments and requests from participants

7. TT 2025 results

C-OSS Offer TT 2025 – overview



Validation on time request, no conflict (solve before the deadline)

Big increase in capacity offer **+ 15%**, slight increase in the requests **+3%**

7. TT 2025 results

C-OSS Capacity state of play / Final offer 2025

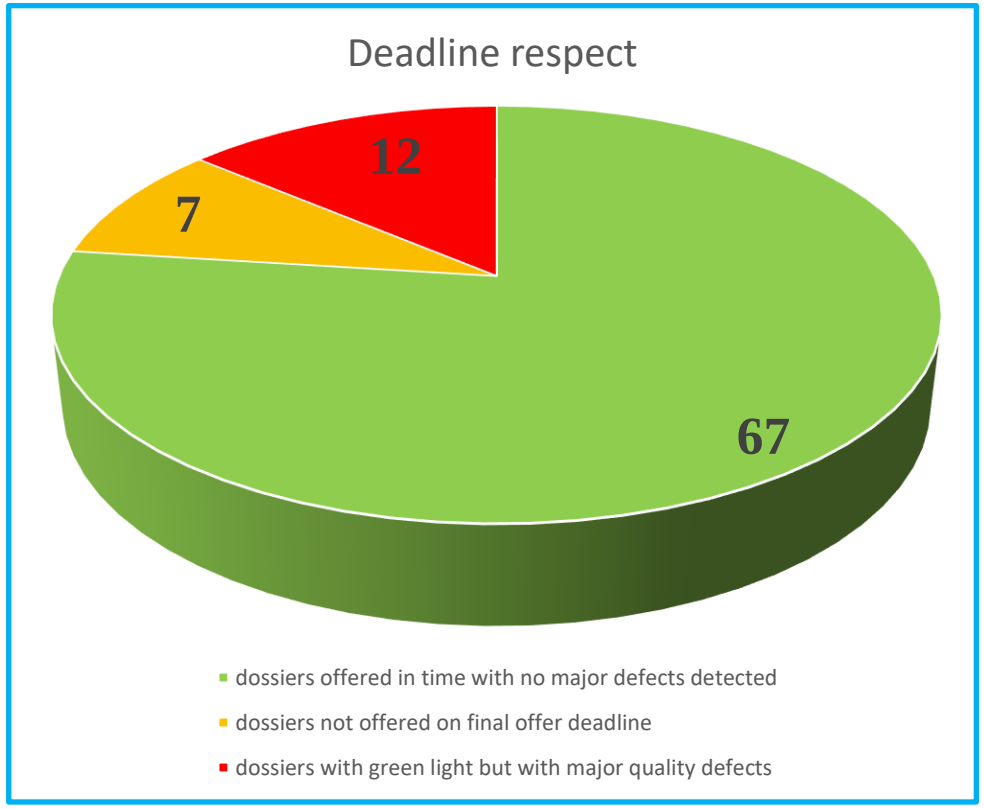
87 dossiers requested (April)

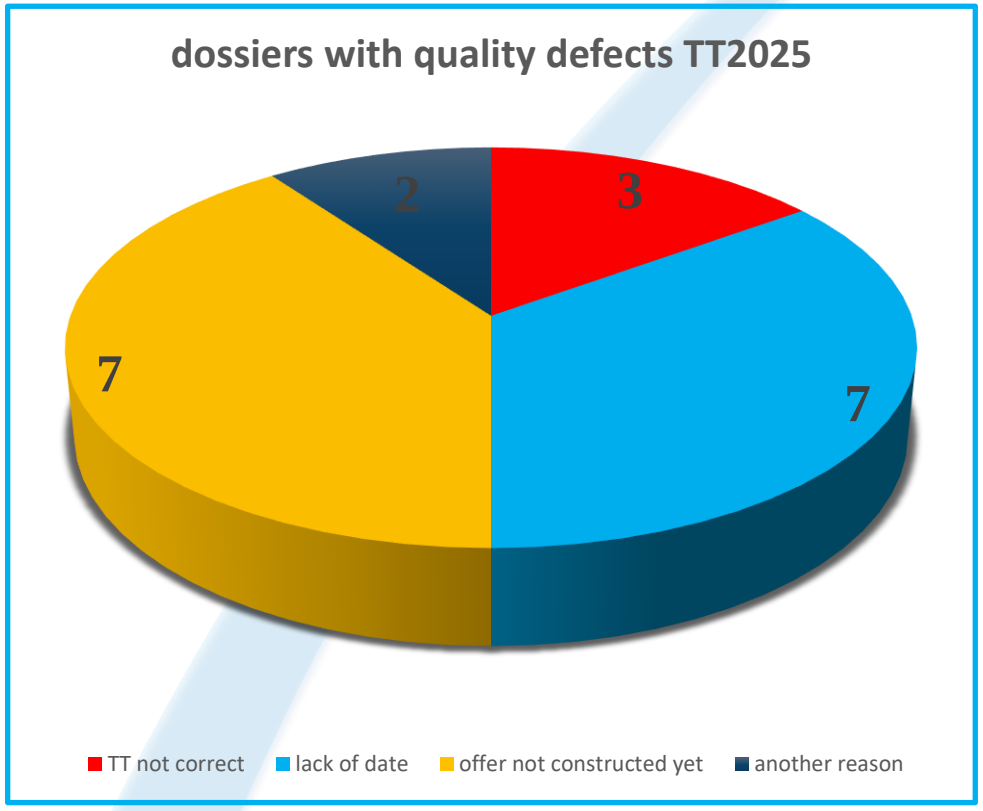
- Respect deadline:
- Draft offer (01/07): 91 % (86% TT 2024)
- Final offer (19/08): 92 % (78 % TT 2024)
- Better situation in comparison with 2025
- No delays from our IMs members, 5 delays are due to ZSR-I (Slovakia), 2 due to modification from RU

- **Main troubles in quality** (no offer or partial offer)**:**
- **France – Italy**: 8,5 % days missing
- **Western:** 9 % days missing
- **Eastern:** No day missing

7. TT 2025 results

C-OSS Capacity state of play / Final offer 2025 deadline and quality





7. TT 2025 results

C-OSS Capacity state of play / Final offer 2025

- ✓ Many modifications after the final offer
- ✓ Postponement of the Maurienne line reopening
- ✓ TCRs level very high
- ✓ Competition for allocation PaPs in Slovenia

7. TT 2026

Wish list 2026

Timetable (ID number)	2021	2022	2023	2024	2025	2026 (evo/2025)
East	19	29	46	40	32	**32 (0%)**
Center	60	56	39	40	39	**39 (0%)**
West	36	35	45	60	64	**68 (+6%)**
Total	115	120	130	140	135	**139 (+3%)**

- Same level as TT 2025 for East and Center
- Increasing in the West

- **Alert for 2026:**
- TCRs impact in all countries
- ICM Modane

7. TT 2026

Wish list 2026 East

New and multi-corridor wishes

Wish list distribution			
Applicants	**Number**	**Weekly**	**Flow**
	6	20	Hungary to Italy
	2	6	Italy to Croatia
	2	6	Croatia to Slovakia
	2	4	Italy to Romania
	8	56	East to Koper
	3	21	Koper to East
	2	4	Italy to Romania
	5	6	Italy to Austria
	2	14	Hungary to Turquia
Total	**32**	**137**	

7. TT 2026

Wish list 2026 Italy - France

Wish list distribution			
Applicants	**Number**	**Weekly**	**Flow**
	18	75	Italy - France
	2	10	Italy - France (Paris)
	2	14	Spain – Italy
	5	33	Italy – France
	5	25	Italy - France (Paris)
	4	24	Italy - France (Paris)
	2	14	Spain – Italy
	1	1	Germany - italy
Total	**39**	**196**	

7. TT 2026

Wish list 2026 Western

Applicants	Number	Weekly	Flow
	14	98	Luxemburg to Le Boulou
	2	14	Luxemburg to Spain
	6	42	UK to Sète
	2	14	Luxemburg to Bayonne
	11	62	North to Spain
	11	64	North to Spain/France border
	2	14	Spain to Italy
	2	14	Spain to Italy
	6	37	North to Spain
	8	46	Belgium to Spain
	4	20	Norway to Spain
Total	**68**	**425**	

7. TT 2026

Wish list 2026 next step

- Publication offer: 13/01/2025
- PCS training Paris St Denis 28&29/01/2025
- PCS training Milano 25&26/02/2025
- FTE Ljubljana 25 to 28/03/2025
- Deadline for the requests 14/04/2025

7. PCS Capacity Broker

Path Coordination System – Capacity Broker (PCS CB)

- **PCS is well established**, enabling the booking of international annual path requests across Europe for many years now. The end goal is to have all international path requests happen via PCS. The following complications still exist with its adoption:
  - inconsistent usage due to availability and speed of alternatives,
  - PCS is not used for all processes/ trains/ borders/ planning phases,
  - PCS only captured a limited, but still significant share of the market.
- **The new PCS Capacity Broker:**
  - brings a robust, modernized, and future-proof TAF/ TAP TSI based architecture,
  - aims to significantly improve the user experience,
  - enables the future integration of new functionality (such as the MVP STAH and Border Harmonization, and path booking from pre-planned capacity).

7. PCS Capacity Broker

Update on PCS Development and Migration Plan

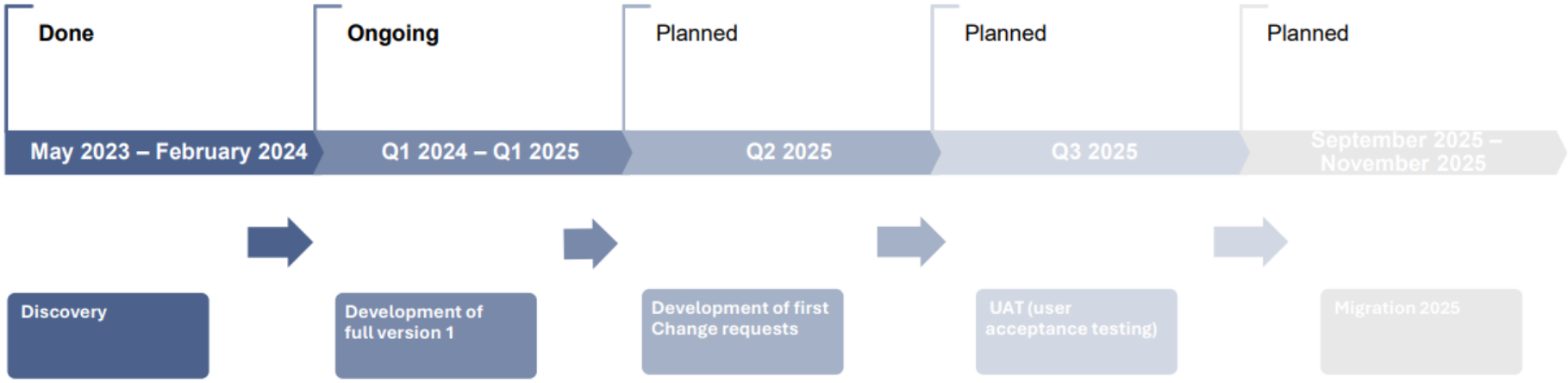
- **Early September:** User Acceptance Tests were **not satisfactory**
- By the **23rd of September:** Significant progress by the supplier, but **not sufficiently stabilized**
- **25th of September:** The RNE JO Team and the supplier (Supercharge) jointly proposed to move to **'Plan B'** -> **Using PCS EC** (currently live version) **for Timetable 2026**

What's next:

- The **next migration opportunity will be in Autumn 2025** (due to reasonable usage periods)
- A fully stabilized version will be opened for testing and training by PCS users in early 2025 (Q1-Q2)
- **The final User Acceptance Testing will conclude months before the migration**
- After a stable 'initial migration scope': development will continue in the background, only stable versions will be released

7. PCS Capacity Broker

1. Steps to migrate PCS EC to PCS CB: Plan 2025 [Draft]



PCS Capacity Broker: under development, go-live shifted to Timetable 2027 (starting next year)

RNE JO contact email address for PCS CB topics until PCS CB go-live: dev.pcscb@rne.eu

8. User Satisfaction Survey 2024

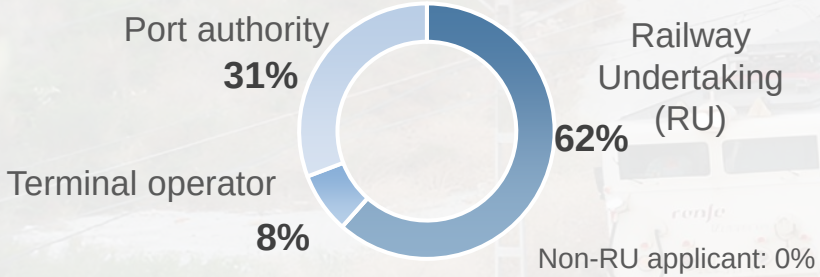
8. User Satisfaction Survey 2024: Satisfaction & Participation

13
evaluations

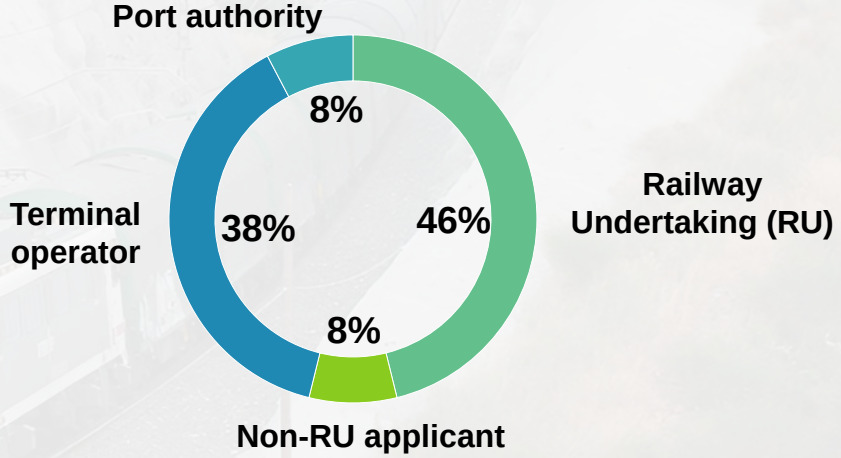
**Evaluations of uninvited participants included.*

Customer satisfaction

2023 Participants' groups

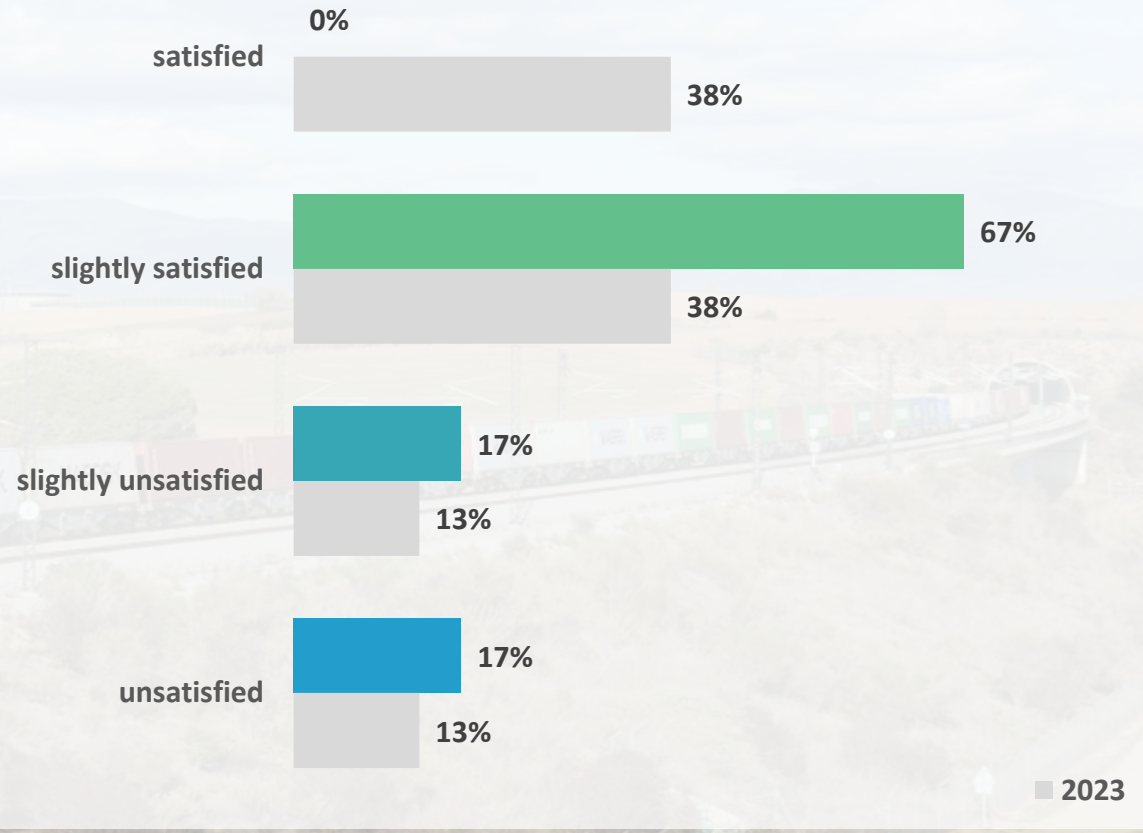


Participant groups in % of 2024



8. User Satisfaction Survey 2024: satisfaction with Temporary Capacity Restrictions (TCRs)

- To what extent are your needs and expectations satisfied with the publication on Temporary Capacity Restrictions (TCR) at the corridor level?
- Answered by: RUs/non-Rus
- sample size = 7



8. User Satisfaction Survey 2024: usefulness of TCR document

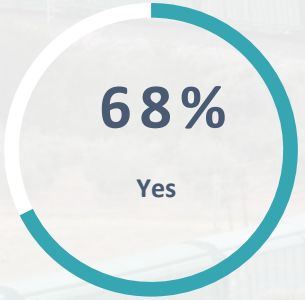
- Please, assess the usefulness of the document and the extent to which it replaces or complements equivalent documents provided at national level
- Answered by: RUs/non-Rus
- sample size = 7

- **Since TCR are not constant, also the impact are very different and in advance hard to predict. Even local Im's can not provide impact, because they are only seen their point of view, not the all negative consequences at Ru's and customers.**
- **Only documents published by IM are taken into account. Documents from the Corridor are for reference only.**

8. User Satisfaction Survey 2024: involvement in capacity requests via the C-OSS

- Were you involved in a request for corridor capacity via the C-OSS as a leading or participating applicant/RU?
- Answered by: RUs/non-Rus
- sample size = 7

Capacity request via C-OSS



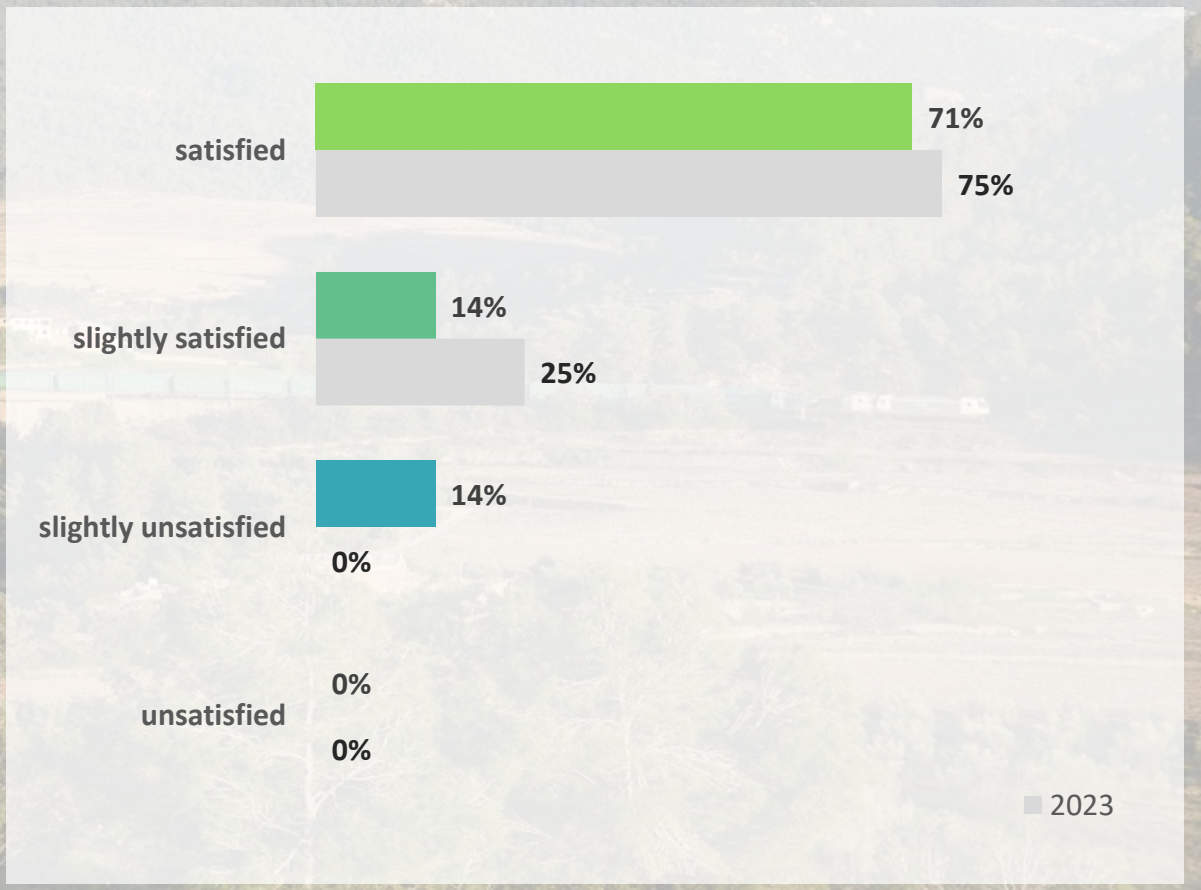
Compared to the past year it has been a 2% increase.

REASONS TO NOT REQUEST:

No detailed response

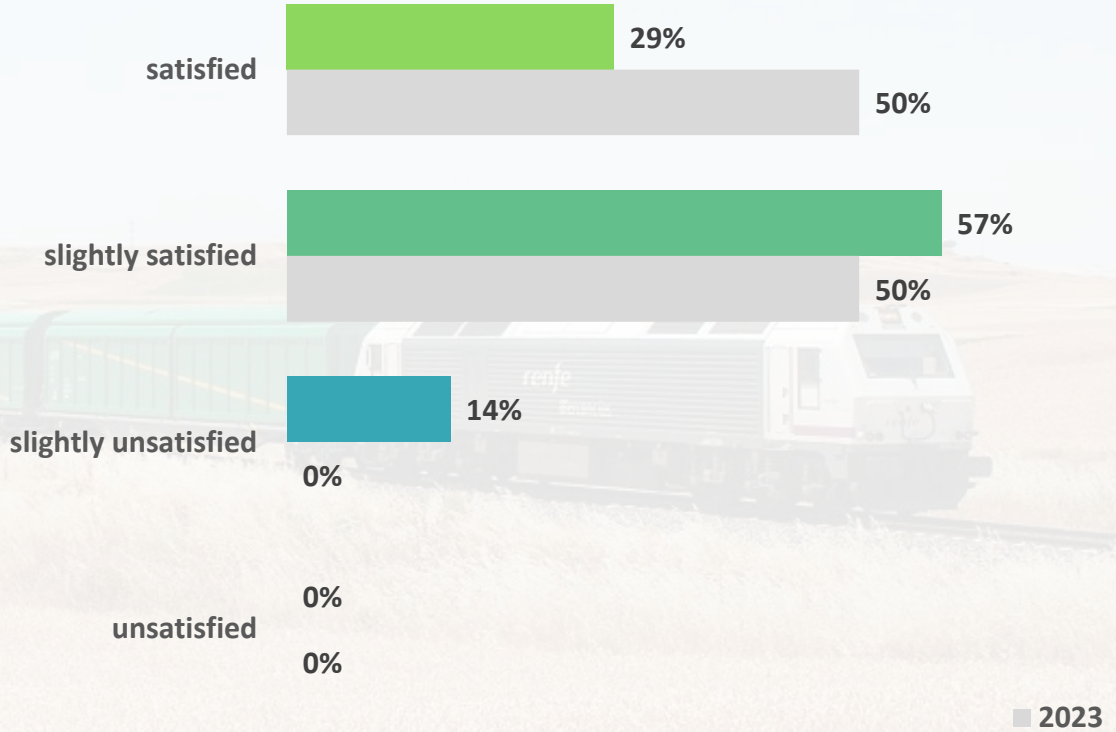
8. User Satisfaction Survey 2024: satisfaction with service by the C-OSS

- To what extent are you satisfied with the service by the C-OSS?
- Answered by: RUs/non-RUs
- sample size = 7



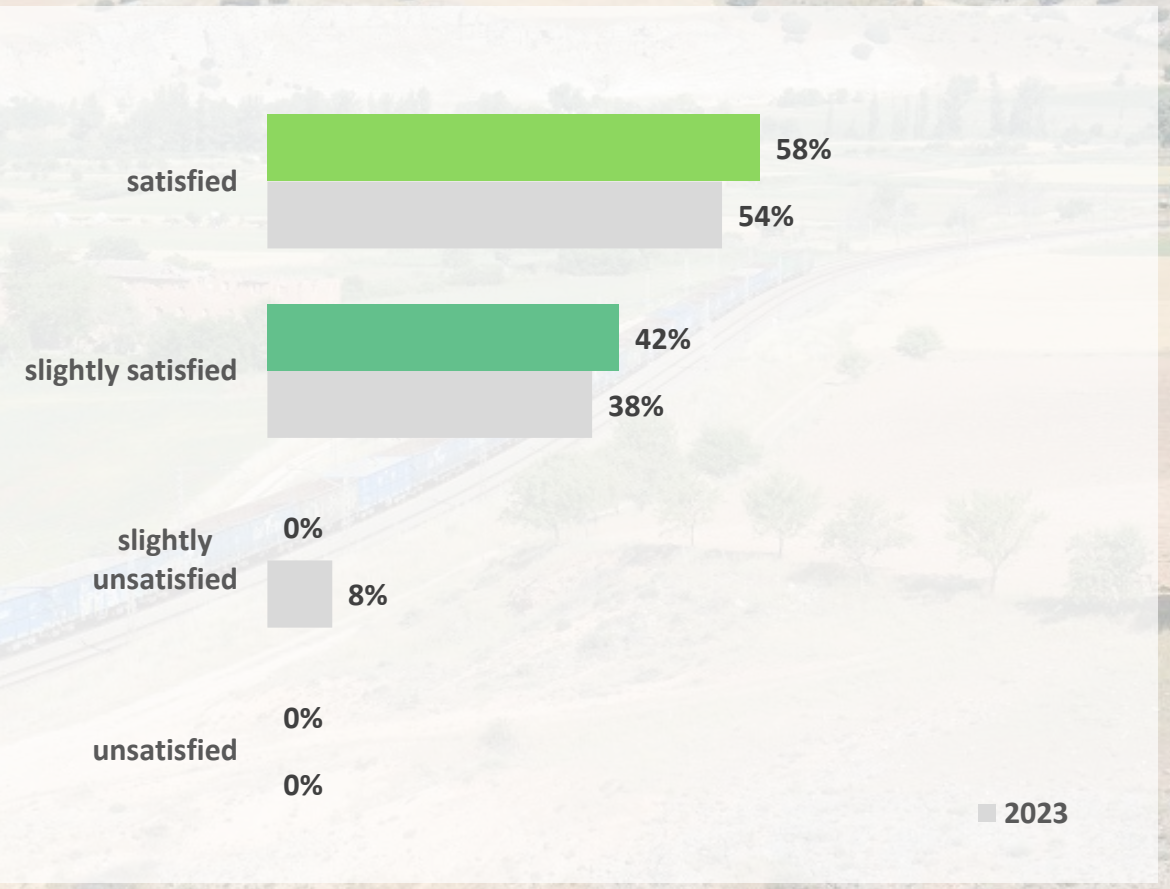
8. User Satisfaction Survey 2024: satisfaction with RFC commercial offer

- To what extent are you satisfied with the current RFC(s) commercial offer?
- Answered by: RUs/non-Rus
- sample size = 7



8. User Satisfaction Survey 2024: satisfaction with information provided by RFCS

- To what extent are you satisfied with the information provided by the RFC(s) (e.g. RFC website, social media channels (LinkedIn, etc.), annual reports, Corridor Information Document, Customer Information Platform)?
- Answered by: RUs/non-RUs, Terminals/Ports
- sample size = 13



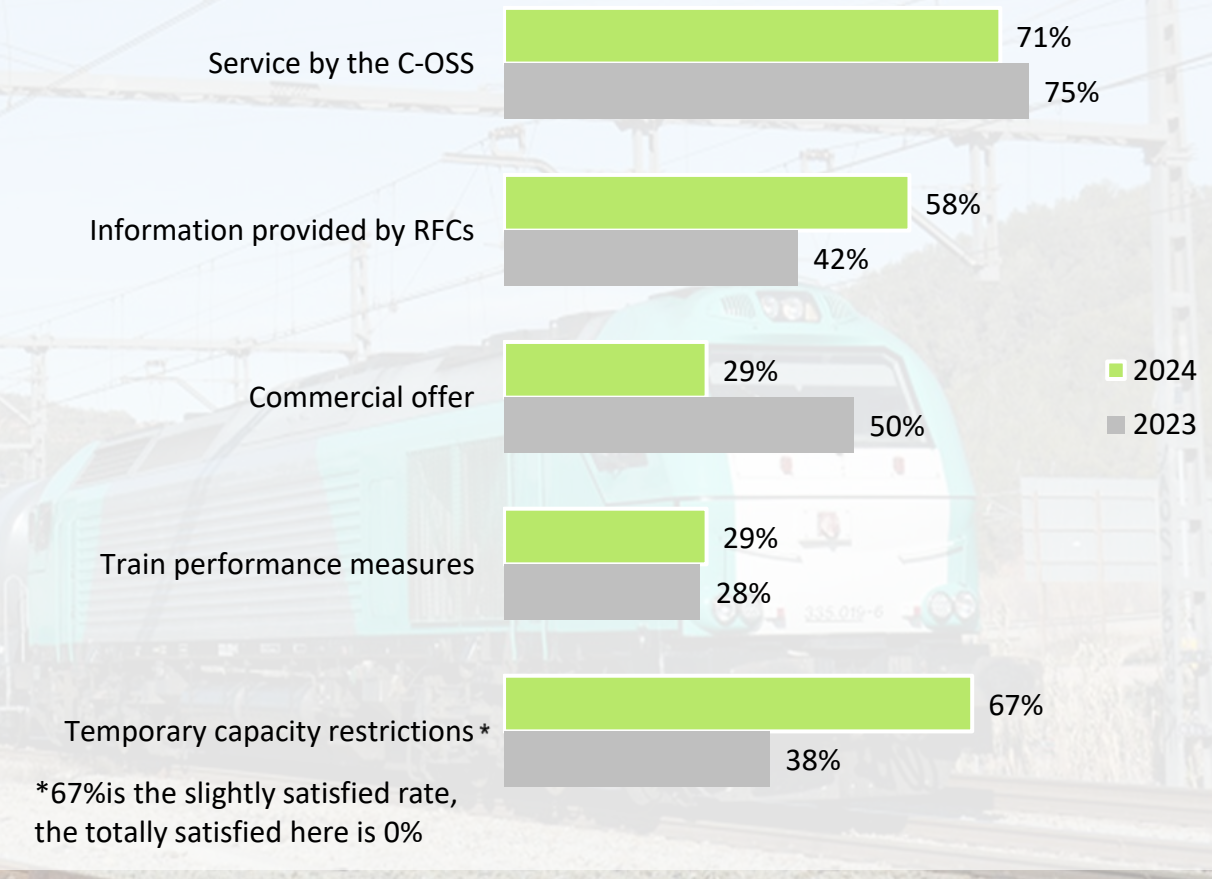
8. User Satisfaction Survey 2024: Summary – Satisfaction Rating

- Only fully satisfaction rates considered (not slightly satisfied)
- Answered by: RUs/non-RUs, Terminals/Ports
- Different sample sizes on some topics

Most satisfactory topics

Service by the C-OSS

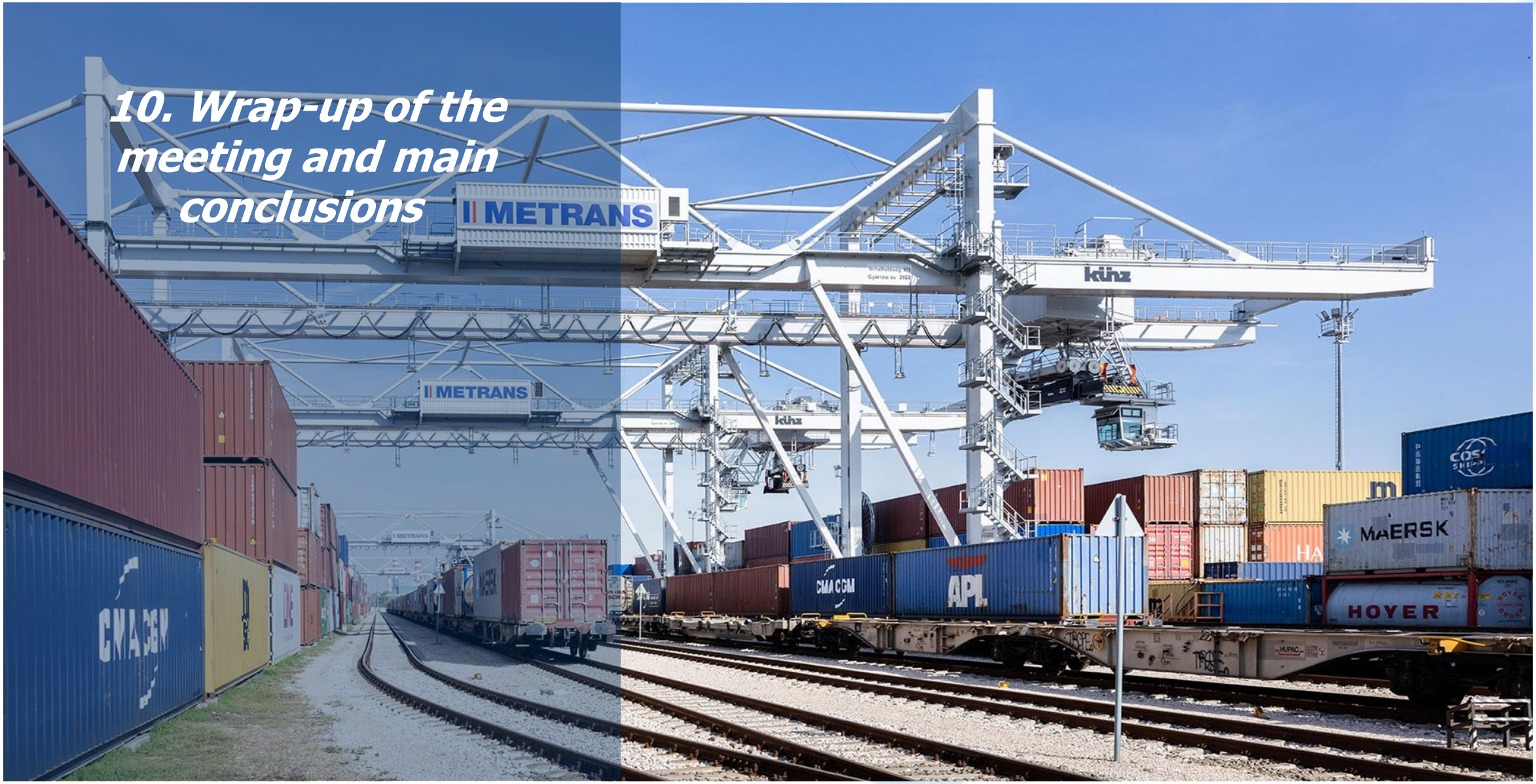
Information provided by RFCs



*67%is the slightly satisfied rate, the totally satisfied here is 0%

9. AOB

10. Wrap-up of the meeting and main conclusions




Light Lunch

11. Terminal METRANS
Terminal Budapest visit

MEDITERRANEAN RAIL FREIGHT CORRIDOR
Spain-France-Italy-Slovenia-Croatia-Hungary

TAG RAG meeting

November, 7th

MEDITERRANEAN
RAIL FREIGHT CORRIDOR
Spain-France-Italy-Slovenia-Croatia-Hungary

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