



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

RUs feedback

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Topics from last RAG-meeting (September 2020)

- State of play of main bottlenecks on the Corridor
- Focus on UIC track gauge lines in Spain: financing and technical aspects
- International end to end monitoring Pilot: State of play and possibility to extent to other traffic using the Corridor partly
- Introducing of Quality Circle Operations (QCO)
- Med RFC as key player in information sharing among rail stakeholders in case of emergency cases, looking for more effective communication tools
- In Covid-19 and in post-pandemic phases focus on Government's supporting provisions for rail relaunch and development among the European member's States (information and best practices' sharing)

Rus feedback

Items to discuss

- Evaluation of the **possibility of exchange trains between Slovenian and Italian RUs also in Sezana as well as in Villa Opicina**
- Evaluate a **possible performance increase in terms of train length (bottleneck of 575m in S.Stino di Livenza)**
- **Frejus base tunnel, Turin-Lyon feeder lines and connected terminals:** the progress of the works, state of the art of line design, in particular on the expected technical features and the hypothesized operating model;

Rus feedback

Items to discuss

- **Operation of the St-Jean de Maurienne site:** RUs need to make RU exchange operations. The 3 service tracks provided for seems very limited on SJM track plan for a “border” exchange point
→ what functionality of the new line?
- **Improvement/enhancement of Villa Opicina stations:**
 - Complete electrification of the infrastructure
 - Increasing in the length of the tracks to improve shunting operations
 - Strong interest in a Quality Circle Operation (QCO) at Villa Opicina as soon as possible

Rus feedback

Items to discuss

- **UIC track gauge lines in Spain (line Mollet – Castellbisbal – Barcelona port):** state of play

- ✓ Which will be the infrastructure parameters?
- ✓ Which geometry of pantograph? The pantograph required to run on double gauge lines has a different geometry from that required currently both in Spain and France.
- ✓ Which level of ETCS? Level 2 backward compatible with L1? Agreement on common ETCS specifications between Spain and French required.



→ The operation of that line should be made possible, as a derogation, for existing multi-system locomotives with authorization for French area of use without any additional technical requirement but exclusively with operational obligations, like reduced speed. Is a dialogue on this possible?