



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

RUs feedback

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General item: European Transport Corridors

Related on the EC draft regulation proposal of 14/12/2021 (that have to be approved by Member States), RU would appreciate:

- a general description of the new features of the new European Transport Corridors;
- a detailed description of the map of new Mediterranean Corridor.

We anticipate that some RUs:

- don't appreciate the cut of our Corridor in the eastern side (Hungary);
- ask *parking and passing tracks* along the entire Corridor suitable to receive faster, heavier and longer trains.

East side items: Slovenia

1) Track closure plan in Slovenija, on line Ljubljana – (Koper) Villa Opicina:

- a. RUs understand the needs of new tracks and therefore the importance of tracks closures,
- b. they are trying to reduce stops on borders with interoperable locomotives and loco drivers for compensating the delays and negative influence of current track closure.
- c. Now they need official information from SŽ Infrastructure regarding possible **further limitations** of railway capacity for freight transport from September 2022 on.
- d. More detail information in advance from IMs can at least give RUs some predication that we can present to our customers.

- 1) The same initiative planned for Villa Opicina (working group to analyze and solve border problems) would be good also for station Dobova on line between Ljubljana – Zagreb.
- 2) Some RU would like to put on RFC 6 also the connection between Port Rijeka in Croatia via border station Šapjane – Ilirska Bistrica toward Villa Opicina (as a possible re-routing track in case of TCM), that today is limited with 370 m and 20 t/axle

West side items: Spain and France

- 1) Relating the Working Groups for solving border problems, RUs:
 - appreciate the initiative;
 - ask for information on the state of the work relating to Modane and Villa Opicina
 - ask for creating a similar working group for Spain/France border at Port Bou (including also tunnel Perpignan-Figueras), integrating it with the working group of the other border Spain / France at Irun/Hendaye;
- 2) propose to activate an information platform on the new Turin-Lyon line to know the future technical equipment and the operating model, aspects very important to plan future investment for RUs.

Central side items: Italy

RUs propose to **evaluate the possibility to insert Tortona-Piacenza-Cremona-Mantova-Verona line in Corridor 6** in order to provide a valid by-pass in case of works or serious traffic disturbances on Milano-Verona line

