



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

RUs main issues of common interest

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EAST: bottle neck in Villa Opicina-Sezana

- ❖ RUs are asking for the possibility of **using the entire Villa Opicina-Sezana line as a "*border-line*" with simplified common operating rules.**
- ❖ Among the aspects to consider:
 - The voltage of the line is the same therefore it does not represent a constraint
 - It is a simple line (no branches, no intersections)
 - The need to introduce of the bilingualism of the personnel involved in the Villa Opicina-Sezana line
 - The need to extent the Italian and Slovenian safety certificates to Sezana and Villa Opicina respectively



WEST: New Turin-Lyon line

- ❖ RUs would like to know the **real prospects of the Turin-Lyon project**, in particular about access routes side France. In fact news-press reported an advisory opinion presented to the French government by the Council for the Orientation of Infrastructures (COI) in which the construction of the French inflow lines are postponed to 2043.
- ❖ There are no IT/FR interoperable locos, except for the obsolete BB36000 for the exclusive use of some RUs. **RUs ask for a Corridor intervention in order to obtain European support to promote the development of these new interoperable locos**

SPAIN-FRANCE: railway infrastructure works

- Infrastructural works between Portbou and Figueres, planned from May to December 2023, very useful in future, are currently causing a lot of inconvenience to the freight rail transport in terms of loss of turnover, increase in costs and customer un-satisfaction (extra-time and extra-costs);
- RUs think that the alternative paths for international traffics must be analysed from origin to destination, not only for the Spanish stretch, considering the entire international route.
- RUs think the Infrastructure Managers, that have done their best to minimise the impact of the strike in France, now should better coordinate these long-term works on a European scale, working together and offering **alternative paths from origin to destination** suitable for all the stakeholders: RU, RU clients, final customers, terminals and the IM themselves.
- **More efficient joint management of the maintenance activities and the resulting railway capacity between Spain and France is needed**

Greetings and thanks:

This is my last intervention as a representative of the RUs, having changed my organizational position in Mercitalia.

It has been fruitful and pleasant to work with all of you.

I propose Silvia De Rocchi, Policy, Regulatory and Institutional Affairs Responsible at Captrain Italia, as new RAG 6 Rus spokesperson in my replacement.

Thank you.