

MEDITERRANEAN RAIL FREIGHT CORRIDOR

Spain-France-Italy-Slovenia-Croatia-Hungary



22 ANNUAL REPORT

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1 INTRODUCTION

2022 has been a demanding year considering the economic and political events occurred.

The impact of the Covid19 is over, and the rail transport market almost returned to the traffic flow volumes recorded before the pandemic outbreak. It was time for the Mediterranean RFC to resume the analysis of the corridor traffic flows by monitoring and discussing with all its stakeholders, focusing on the changes the direct users faced and their new adaptive strategies.

The corridor focused on empowering the collaboration among the Infrastructure Managers (IMs) monitoring the maintenance works and the new infrastructure sites planned along the routes foreseen until 2030; in this manner, the corridor maintained a more vital communication to follow the expectations of the users by organising adaptable management of the capacity and of the traffic flows and mediating between the IMs and the users.

However, another major event slowed down the growth and the stability of the traffic flows: the aggression of Ukraine in February 2022. This event has given rise to new challenges that turned into a more substantial need to work together with Ministries, Infrastructure managers, Railway Undertakings, Terminals and Ports Authorities to create new alternative flows to support the increasing demand for Ukrainian agricultural products transport (and not only) that culminated in the creation of the "Adriatic Rail Corridor"- within the the "Solidarity Lanes Action Plan 2022" launched by the EU Commission(a dedicated chapter 4 can be found in this report).

Considering the new settlements of the transport market, and the new challenging reality, the Mediterranean RFC was brought to deepen topics which was dedicated a special focus, considering the empowerment of the consultations with Railway Undertakings, Terminals and ports representatives. In particular, special attention was devoted to the International Contingency Management procedures. A Training Simulation was performed, assuming a disruption at Zidani Most- Dobova line.

Moreover, a Case Study was developed, focusing on the implementation of the capacity allocation rules, in case of international disruptions, occurring along the Mediterranean RFC Regarding the projects aiming at improving the freight traffic at the borders, it's the case to highlight that the MED RFC, together with the IMs RFI and SŽ-I, implemented a new language tool within the European Pogram RECOMI-UISE.

Within the same QCO WG, Mediterranean RFC, RFI and SZ-I strictly cooperated to monitor traffic flows between the adjacent countries, to reduce the dwelling times recorded in the past.

On a similar track, the development of the activities related to the between Modane and Bardonecchia border crossing point) for which the Modane Taskforce was formed in 2020 (the Modane QCO, continued producing its activities and its efforts.. To these 2 border crossing points, there is the dedicated Chapter 4.4 "Cross border activities and projects".

A unique collaboration with TELT - Tunnel Lyon /Turin took place, resulting in a workshop with the RUs and all the stakeholders involved in the related traffic flows. Information is available in Chapter 4.6 Communication, Events, and Partnerships.

In collaboration with RNE, regarding the development of the ICT tools for the benefit of the applicants and to allow an easier cooperation with the customers, the corridor kept working on the Application Customer Information Platform (CIP); in an ever-changing environment, it is a system that needs constant updates.

Regarding the most significant events, 2022 it's worth noting that RNE, the RFC Network and all the stakeholders met in person in Lyon, participating in the event Connecting Europe Days.

More than ever, it gathered all the corridor stakeholders in person, allowing new exchanges of views and information on the future of the rail transport sector. More details in Chapter 4.6 Communication, Events and Partnerships.

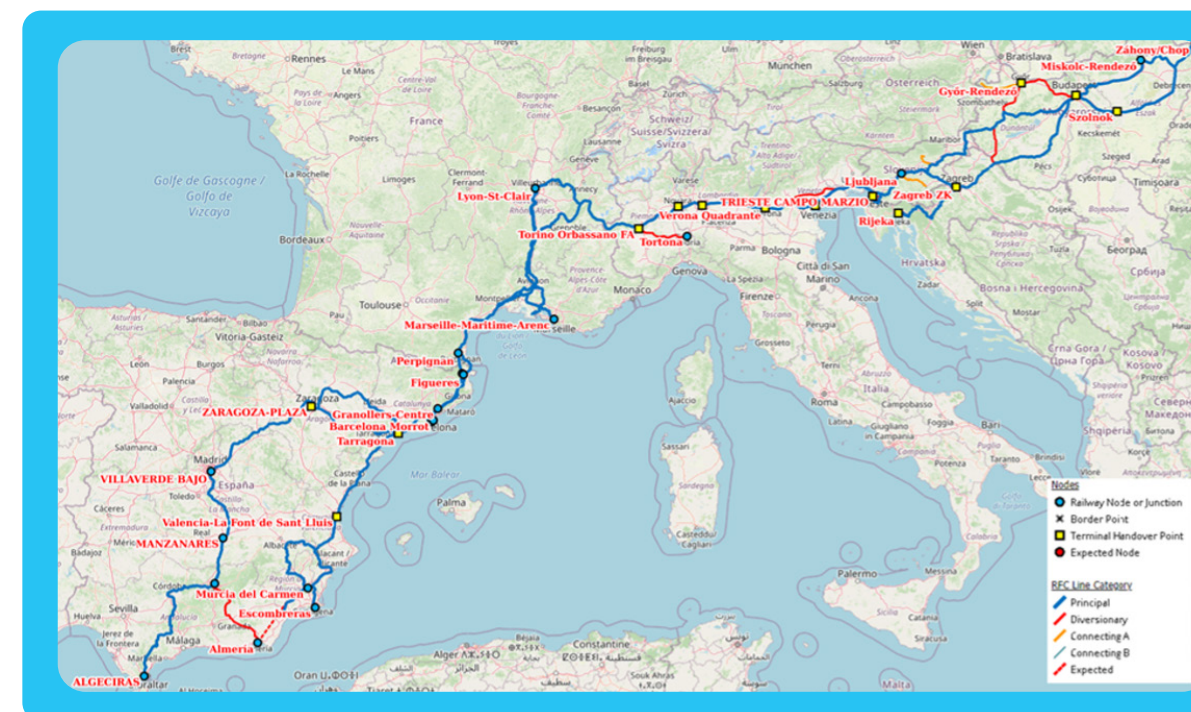
Another significant topic is related to the EU's CEF II Transport Call (for 2021-2024), and the relevant funding granted to the Mediterranean RFC.

Finally, in December 2022, the EU Transport Ministers started the discussion on the revision of the TEN-T Regulation, which also foresees the integration of the Rail Freight Corridors and the Core Network Corridors into European Transport Corridors. We are all waiting for developments!

MAIN OBJECTIVES AND ACTIVITIES

The main two objectives of the annual report 2022 are to show the Mediterranean RFC's dedication through:

- 1** Providing Corridor stakeholders with general updates about the Mediterranean Rail Freight Corridor;
- 2** Providing an overview of the key figures related to the performance of the corridor, also in compliance with Article 19 of Regulation 913/2010;



2

MEDITERRANEAN RFC AT A GLANCE

 **6 Countries:** Spain, France, Italy, Slovenia, Croatia and Hungary;

 **8 Infrastructure Managers** and **1 Allocation Body:**

The main figures of the Mediterranean Rail Freight Corridor are:


 Total length about **8.000 km** of railway lines


 of which, more than **7.000 km** of principal route

 and about **650 km** of diversionary routes

 More than **100 freight terminals**

 **10+** Mediterranean core sea ports and **2** River ports.








 The most interconnected Rail Freight Corridor (**9 RFCs** interconnected)

 **3** main manufacturing areas: Catalonia, Auvergne-Rhone-Alpes and Piedmont-Lombardy

 Med RFC includes **18%** of the European population and **17%** of European GDP.



LEGEND:

-  Principal route
-  Diversionary route
-  Connecting line
-  Under construction
-  Interconnection / Overlapping with other RFC
-  RFC6 Terminal
-  Railway junction



2.1 THE EXECUTIVE BOARD

In order to Exchange the best practices and to define common guidelines, a Network of Executive Boards, “NEXBO”, was established in 2017, actively supported by the board.

The MedRFC ExBo met twice in 2022, the first time online and the second time in person in Paris.

In Paris the Executive Board set specific objectives and targets for the next years as underlined by the president.

The main topics discussed by the ExBo during 2022 were on Ukraine solidary lanes, Turin-Lyon project line's state of play, the new implementation plan and the revision of TEN-T regulation and its consequences on the new governance structure of the RFCs and the new map associated.

Meanwhile, the ExBo has validated objectives, expressed as KPIs with target values and deadlines:

Capacity Objectives:

- Annual growth of 5% of the Volume of Offered Capacity.
- Annual growth of 5% of the Volume of Requested Capacity with a collection and presentation of overall days spent with modernisation or upgrading on tracks/section.
- Maintain a stable ratio of the Capacity Allocated by the C-OSS and the Total Allocated Capacity, as number of trains per border (7 border points).

Punctuality Objective:

- Achieve 50% punctuality at destination (RFC Exit) with max. delay lower than 30 minutes, by December 2026.

Message by the Exbo president...

The Executive Board (ExBo) is chaired by the Ministry of Ecological Transition and Territorial Cohesion, in charge of Transport, represented by the President Delphine Chabalier.

During the year 2022, the Mediterranean RFC has continued its projects and studies for a seamless rail freight traffic throughout Europe and contributes to Ukraine solidarity lanes with proposals for reprogramming temporary capacity restrictions (TCRs) and re-routing options.

The corridor organised a meeting focused on the Lyon-Torino project and national sections of the works technical features and continued to revitalize the Modane and the Villa Opicina “Quality Circle Operations” (QCO) to enhance the cross-border operations. The QCO taskforce enables to have a better understanding on the impact of the works planned and to find some alternative scenarios to avoid to block the traffic. Mediterranean RFC has a great value when it comes to solving issues leading to seamless borders and helps RUs to be performant for their customers. Once again, collaborative approaches like the cross border working groups of Mediterranean RFC show concrete results and generate a positive attitude among the participants (e.g RUs, Ports and Terminals).

In addition, meetings were held with terminals at Barcelona Port Bou/Cerbere Perpignan aimed at getting in contact with the different stakeholders, trying to find together reasonable solutions, and better achieving the goals established by European Directives and Regulations.

On behalf of the Executive Board, I want to thank the corridor team for their dedication! Let's keep on doing our best to double rail freight traffic by 2050 and make our european RFC network interoperable!"

Delphine Chabalier, ExBo Chair

2022 GOVERNANCE CHART TABLE

MEMBERS OF THE MEDITERRANEAN RAIL FREIGHT CORRIDOR (GA MEMBERS AND WORKING GROUPS)



2.2 THE EEIG

The Management Board (MB) set up the EEIG for Mediterranean Rail Freight corridor to deal with all the administrative issues related to the activities of the Corridor.

The governing body of the EEIG is the General Assembly (GA), which also acts as corridor Management Board (MB). Mr Manuel Besteiro Galindo (ADIF) is the President of the General Assembly since 2021 and chairs its assemblies.

2.3 THE PMO

The MB delegated to a Permanent Management Office (PMO) located in Milan, all the corridor's operational functions and project-related activities. In July 2022 a new Managing Director was appointed from Rete Ferroviaria Italiana, Mr Raffaele Zurlo, who succeeded Mr Furio Bombardi who finished its mandate.

In the medium-long term, Raffaele Zurlo's vision of the Mediterranean RFC mission can be summarized as contributing to build the European Union historic project, suiting european countries sharing the leadership of the Mediterranean RFC through an efficient and sustainable railfreight network. In the short term let all the IMs, Rus, operators, stakeholders, etc., to better work together, to better feel European, to better deliver their goals.



RAFFAELE ZURLO

Managing Director/EEIG Manager

The MB appointed Raffaele Zurlo as the new Managing Director as of July 2022. He is the full-time manager leading the Permanent Management Office (PMO) located in Milan and carrying out all the operational functions and project related activities of the corridor.

He is responsible for the correct implementation of all tasks and obligations foreseen by the Regulation.



FURIO BOMBARDI

Managing Director/EEIG Manager

He has been the full-time manager dedicated to the EEIG and the Mediterranean Rail Freight Corridor.

He as been leading the PMO and corridor related activities from July 2018 to June 2022.



ISTVÁN PÁKOZDI

Infrastructure Advisor/EEIG Manager

Deputy Director/Infrastructure Advisor /EEIG Manager

He is one of the EEIG Managers and a full-time manager dedicated to the EEIG/PMO. He is responsible for the infrastructure activities of the EEIG/PMO, such as:

- reviewing and updating the Corridor Information Document (CID) Book and Implementation Plan in line with the actual version of RNE Common Structure;
- managing and coordinating the Train Performance Monitoring including Data Quality aspects, as MED RFC TPM Leader;
- managing and coordinating the corridor activities in the RNE/RFC KPI Coordination Group;
- managing and coordinating the development and yearly update of MED RFC ICM Re-Routing Scenarios;
- managing and participating to disruption management processes, as main ICM RFC Coordinator;
- managing and coordinating the Corridor Information Platform (CIP) activity, as a member of Change Control Board (CCB) of CIP.



STEPHANE DASTOT

C-OSS leader

The C-OSS Leader is the manager of the single contact point for applicants to request and receive rail infrastructure capacity for freight trains (Time Table 201X and RC) crossing at least one border along the corridor.

The C-OSS Leader handles communication process among IMs/ABs, other C-OSS leaders and Terminals linked to the corridor.

He also coordinates and harmonizes Temporary Capacity Restrictions (TCRs) with the corridor IMs.



GIULIA GARGANTINI

Project Manager

The Project Manager is responsible for different projects and activities concerning the Corridor development. She is also in charge of preparing and coordinating the reporting activity towards the European Commission and the European Climate, Infrastructure and Environment Executive Agency (CINEA).

In 2022 the Project Manager dealt with the following activities and projects:

- Customer Information Platform developments and maintenance, as CIP Development group member for Med RFC;
- ViSe Language project (on Villa Opicina border);
- Villa Opicina task force activities;
- Modane QCO
- User Satisfaction Survey preparation and realisation.



PAMELA CHIARAPPA

PMO Administrative Assistant

She is responsible for the administrative management of the office; She supports the corridor communication and marketing related activities and the PMO staff in all the operational and administrative tasks.

2.4 THE REGULATORY BODY

As provided for by the Regulation and in the Directive 2012/34/EU, a Regulatory Body has been appointed to supervise the activity of the Mediterranean Rail Freight Corridor, in order to monitor and ensure non-discriminatory access to the corridor and, among other functions, it deals with managing possible appeals from applicants.

The Regulatory Body for the Mediterranean Rail Freight Corridor is:
Autorità di Regolazione dei Trasporti located in Turin, Italy.

AUTORITÀ DI REGOLAZIONE DEI TRASPORTI (ART)

Via Nizza 230, 10126 Torino Telefono: +39 011.19212500

E-mail: art@autorita-trasporti.it

PEC: pec@pec.autorita-trasporti.it

C.F.: 97772010019



3 CORRIDOR DOCUMENTATION

3.1 CORRIDOR INFORMATION DOCUMENT

The Mediterranean RFC updates the Corridor Information Document and the Implementation Plan yearly. The Corridor Information Document (CID) is set up to provide all corridor-related information and to guide all applicants and other interested parties easily through the workings of the Corridor, in line with Article 18 of the European Regulation 913/2010. This CID and the Implementation Plan are consistent with the RNE CID Common Texts and Structure, so applicants can access similar documents for different corridors and, as in the case of the National Network Statements (NS), find consistent information.

These documents are on the Corridors' website and in the online platform called CIP, Customer Information Platform, which aims to keep the customer informed on the latest specifics of each line of the Corridor network.

4

CORRIDOR ACTIVITIES 2022

4.1 SOLIDARITY LANES "ADRIATIC RAIL CORRIDOR"

On May 2022, the European Commission communicated its initiative to establish Solidarity Lanes to help Ukraine export agricultural goods, as a part of the EU's solidarity response with Ukraine. The Ukrainian economy is severely impacted by Russia's war of aggression. Exports in particular have been drastically constrained due to the blockade of Ukrainian Black Sea ports by the Russian navy as these ports accounted for 90% of export of grain and oilseeds before the war. Due to the blockade of Ukrainian ports, Ukrainian grain and other agricultural goods could no longer reach their destinations. The situation was threatening global food security and there was an urgent need to establish alternative logistics routes using all relevant transport modes.

In order for the agricultural goods to reach the EU and world markets, and also to ensure that Ukraine could import goods of first necessity (such as humanitarian aid, food, animal feed, fertilizers, fuel), there was an urgent need for the establishment of alternative logistics routes using all transport modes, linking the EU to Ukraine, while Ukraine's access to Black Sea routes is restored. This required the upscaling and development of corresponding freight services along these logistic routes linking Ukraine to seaports in the EU, where goods could be shipped farther or potentially also be stored. This was key not only for farmers in Ukraine, but also for consumers in the EU and beyond. As part of the EU's solidarity response with Ukraine, the European Commission was putting forward an action plan with short, medium and longer-term measures to address the situation. The Commission worked with Member States, the Ukrainian authorities, transport operators, equipment suppliers and all other relevant stakeholders on both sides to establish alternative and optimised logistic routes: the new 'EU-Ukraine Solidarity Lanes'. These lanes are still facilitating in particular the forwarding of agricultural products from Ukraine, but also bilateral trade in goods and access of Ukraine to international markets and global supply chains making sure much needed cereals reach the world market.

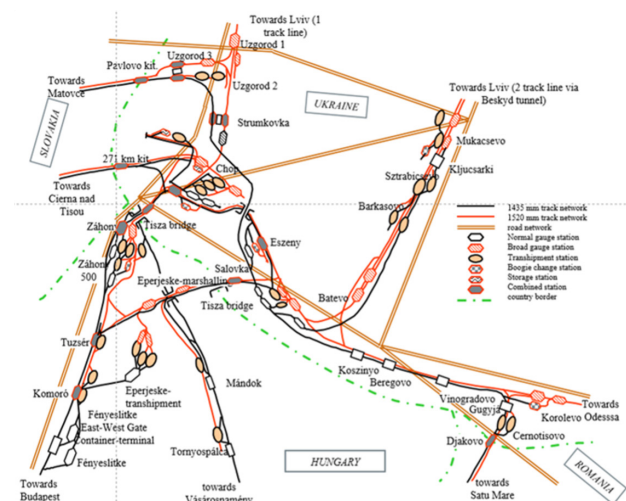




Short-term measures had to unlock the existing logistics potential, while additional medium- and long-term actions should serve as enablers of Ukraine's post-war trade and support the reconstruction of the country.

Solidarity Lanes "Adriatic Rail Corridor"

The branches of the "Adriatic Corridor" reaching EU ports in IT, SI and HR can provide a cost-effective solution to UA exports. The concept is the transportation of agri products (grain, sunflower seed) by rail in hopper wagons or containers from the UA/SK and UA/HU borders via Croatia, Slovenia/Austria and Italy to the ports of Trieste, Koper, Venice, Ravenna and Rijeka.



The Mediterranean RFC team supported the work of the Adriatic SL with:

- TCR updates along the route, HU-HR-SI-IT.
- Problem solving of border issues with HUNGRAIL/Hungarian Rail Association at Hodoš handover station (SI/HU).
- Data gathering from North Adriatic Seaports.
- New freight flow management for interested Applicants between Hungary and Italy.

- Checking the capacity demand and supply for the increased freight flows and finding the best available solutions in line with the ongoing TCRs in Croatia and Slovenia, and identifying re-routing option as an outcome of a fruitful cooperation with the IMs/Abs, MÁV/VPE, HŽI, SŽ-I, RFI and ÖBB.

- Gyékényes – Zagreb – Rijeka 1 pair of ad hoc trains 7 days/week.
- Gyékényes – Zagreb – Dobova – Koper/Trieste 1 pair of ad hoc trains 6 days/week.
- Hodoš/Dobova – Koper/Trieste suspended 15 October 2022 □ 31 March 2023 > TCR.
- Záhony – Hodoš 2 pairs of ad hoc trains 7 days/week.
- Záhony – Gyékényes – Koprivnica 1 pair of ad hoc trains 7 days/week.
- Záhony – Hegyeshalom 5 pairs of ad hoc trains 7 days/week.
- Hegyeshalom-Nickelsdorf-Wiener Neustadt-Villach-Tarvisio-Ravenna/Venezia/Trieste/Koper 5 pairs of ad hoc trains 7 days/week.



4.2 CAPACITY MANAGEMENT

To simplify the access to the international rail freight capacity a C-OSS was established in 2013. As provided for in the Regulation, the C-OSS is the single contact point for applicants to request and receive answers in a single place and in one operation, regarding infrastructure capacity for international freight trains along the Mediterranean RFC.

The C-OSS of Mediterranean RFC, works in **continuous cooperation with a team of experts appointed by each member** of the Corridor.

The main topics dealt with by the C-OSS in 2022 were:

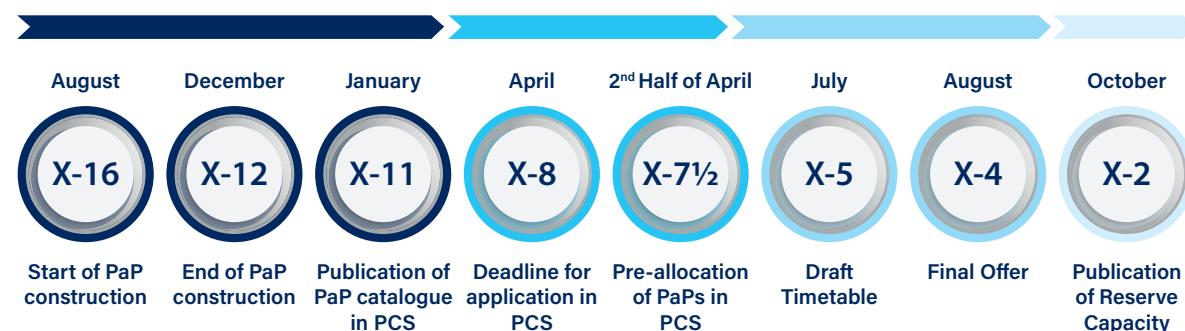
- RUs consultation for preparing Annual PaPs offer according to the customer's capacity wish lists;
- Construction and harmonisation of offers for all products (Offers, Annual Requests, Late Path Requests and Reserve Capacity Requests);
- Coordinating and supporting RUs and IMs during the paths ordering phase;
- Harmonizing the collection of needs and the offer with neighbouring RFCs;
- Coordinating and performing specific capacity studies required by customers;
- Organizing meetings with customers like PCS Trainings and FTE.

The **three main products** offered by Mediterranean RFC are:

- **Annual TT offer:** Focused on medium/long-term capacity needs with high frequency according to the customers' capacity wish list. TT 20XX PaPs are published at X-11. The booking phase ends on the 2nd Monday of April (at X-8);
- **Late Path Requests for Annual TT:** capacity offer for late requests placed after the booking phase deadline for TT 20XX;
- **RC (Reserved Capacity)** - addresses ad hoc capacity needs at rather short notice. Ad hoc requests for individual train path can be requested until 30 days before the train runs. The RC offered by Mediterranean RFC is provided in form of PaPs and it is published at X-2.

The general principles related to the functioning of the C-OSS are published in the [CID Book \(part 4\)](#).

CORRIDOR PaP PROCESS



PREPARATION OF THE PAP OFFER TT 2024

During the second half of 2022, the PaPs offer for TT2024 was constructed in close cooperation with each IM and published on the 9th of January 2023, according to the international Timetabling calendar 2024 on PCS. The path catalogue is always available on the Mediterranean RFC website and on [CIP https://cip.rne.eu/](https://cip.rne.eu/).

The C-OSS Capacity WG, during the preparation of the offer, duly takes into account:

- Customers' feedback as a result of the collection of needs;
- Customers' expectations and needs (e.g. received from the Railway Undertakings Advisory Group);
- Results of the annual User Satisfaction Survey;
- Experiences from previous years;
- The outcomes of the Transport Market study.

Several multi-corridor PaPs have been offered in cooperation with Nord Sea Med and Atlantic RFCs.

Appointed as "Temporary Capacity Restriction coordinator" for Mediterranean RFC, the C-OSS leader triggers meetings among neighbouring IMs in order to coordinate TCRs and draft the work plan for the publication and coordination of Capacity restriction.

All TCR are published on the Mediterranean website and on CIP for the applicants.

JOINT TECHNICAL AND COMMERCIAL MEETINGS 2/2/2022

On the 2nd of February, a Joint technical and commercial meeting with NSM, Atlantic, and Med RFC with SNCF R, Infrabel and ADIF was held to present our TimeTable2023 offers to the RUs and the improvements planned on the Spanish network. In addition, the meeting improved the exchange of information and plans of the IMs and RUs for the coming year.

The MedRFC understands how important these exchanges are among the stakeholders, given the freight picture of the future years.

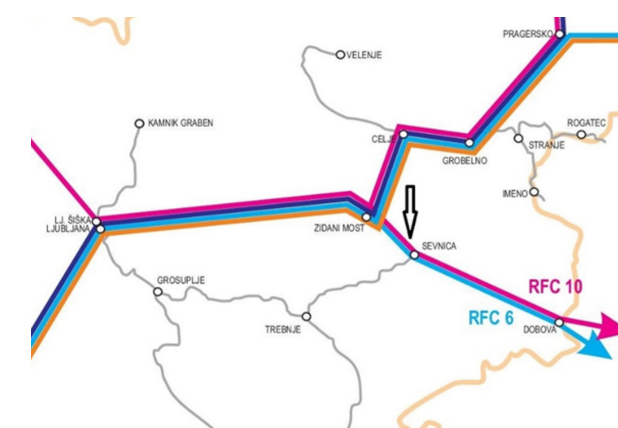
OSS WG MEETING 30/11/2022

On the 30th of November, the OSS WG met again in Milan, in person. That was the first in-person successful meeting after the pandemic period. It was the occasion to meet all together, to facilitate and accelerate the exchange among all the operators and prepare the offer TT 2024, to decide the way to proceed in the future, the next working group meetings, and to promote joint meetings with the other corridors OSS who have the Slovenia in their routes: RFC 5, 6, 10 and 11, who all work to share best practices, trying to hold also the TCRs meeting at the same time.

4.3 TRAIN PERFORMANCE MANAGEMENT

Since the opening of the corridor, the Mediterranean RFC has been committed, in cooperation with its members and RNE, to define procedures and tools to be used in order to put in place a solid Performance Monitoring System, in line with the Guidelines for Train Performance Management on Rail Freight Corridors. The Performance Monitoring of Mediterranean RFC is carried out in 3 activities:

- Monitoring of international freight trains passing through the corridor lines and crossing the borders, as a support for the 2 ongoing QCO projects at Modane and Villa Opicina.
- Started in 2022 the TPM activity has enriched with various Data Quality activities, supporting the Infrastructure Managers and RNE in:
 - Border performance monitoring.
 - Data Quality Management.
- International Contingency Management:
 - Updated Mediterranean RFC re-routing overview for TT 2023. In this document various re-routing scenarios have been elaborated on the network of the member IMs in Spain, France, Italy, Slovenia, Croatia and Hungary. The scenarios are visible in the Customer Information Platform (CIP).
 - Simulation of disruption at Zidani Most – Dobova line, an ICM Case Simulation with our members from Slovenia, Croatia, Hungary, and RNE was organized for the first time this year.



- On the margin of the simulation, upon the request of the NExBo a Case Study on the capacity allocation rules in case of international disruption on the Mediterranean RFC has been compiled.

4.4 CROSS-BORDER ACTIVITIES AND PROJECTS

Modane Quality Circle Operations

After a first collection of issues performed during the year 2021, in 2022, the activities of the **Modane QCO** continued with a special focus on the “operational management and planning of the Temporary Capacity Restrictions (TCRs)” and the improvement of the current parameters limitations of the line.





Temporary Capacity Restrictions for the improvement of the parameters of the line and the works related to the new line Lyon-Turin are highly impacting the capacity between Italy and France and the situation will be worsening with the increase of the works until the completion of the new infrastructure. Therefore Mediterranean RFC is willing to increase the dialogue between Infrastructure managers and users and deliver to the customers as much information as possible to be ready for the future market challenges.

During 2022, the Mediterranean RFC organized two different events related to this topic. The first one was organized on the **7th September 2022**, when Mediterranean RFC hosted an online event entitled **“NEW LINE LYON – TURIN AT THE HEART OF MED RFC: FUTURE PERSPECTIVES, Insights into national and international sections and the operational models”** in partnership with SNCF Réseau, Tunnel Euralpin Lyon Turin, Rete Ferroviaria Italiana, and ADIF.

This informative meeting was organized on a request coming from the Railway Undertaking Advisory Group. More than 70 correction in antendeas participated in the meeting with interesting discussion and raised questions during the Q&A session.

Other then the cross-border section of the Lyon-Turin, the future accessing lines on the two side of the new tunnel were discussed and presented.

In addition to this, it was also decided to include a session related to the new line Montpellier-Perpignan, consisting of 150 kms of new line (mixed or passangers only depending on the sections), which will free capacity from the historical line especially between Montpellier and Béziers. The Mediterranean RFC is willing to perform regular meetings to share up-to-date information on the state of play of the works and the parameters.




NEW LINE LYON – TURIN AT THE HEART OF MED RFC:
FUTURE PERSPECTIVES
Insights into national and international sections and the operational models

TEAMS ONLINE MEETING
DATE: 07/09/2022
10:00-13:00

Language: the meeting will be in English.

Program	Speaker	Time
Opening and welcome	Raffaele ZURLO <i>Med RFC, Managing Director</i>	10:00 10:10
From worksites to operations: two lines for Alpine logistics between France and Italy	Lorenzo BRINO <i>TELT, Deputy Director Railway Division</i>	10:10 10:40
State of play of the French access to the Lyon-Turin (PK with consecutive translation to BN)	Marc RENNESSON <i>SNCF Réseau, Chef de projet accès Alpins du Lyon-Turin</i>	10:40 11:20
State of play of the Italian access to the Lyon-Turin	Andrea GALLUZZI <i>RFI, Head of European Rail Freight Corridors</i>	11:20 11:50
New line Montpellier-Perpignan, improving the connection to Spain (PK with consecutive translation to BN)	Stéphane LUBRANO <i>SNCF Réseau, Directeur de mission Ligne Nouvelle Montpellier Perpignan</i>	11:50 12:30
Q&A session, moderated by Med RFC	All	12:30 12:50
Wrap-up and closure of the meeting	Manuel BESTEIRO GALINDO <i>Med RFC, President of the General Assembly</i>	12:50 13:00

REGISTRATION
If you are interested in this meeting and you are not directly invited, please send an e-mail to:
a.chiaracosa@medrfc.eu

 Co-funded by
the European Union

On **30/09/2023** was then organized a QCO meeting in Modane focused on the joint presentation of the Temporary Capacity Restrictions by the two IMs RFI and SNCF Resau and the description of the consultation meetings and method applied. The meeting was followed by the presentation and the vist of the Modane plant organized by the EIC Alpes.



In December 2022, with the interested Railway undertakings, it was also started a discussion on the possibility to improve the parameters of the line, under specific operational conditions.

Villa Opicina taskforce

This taskforce was initiated at the end of 2020 with the aim of managing the detour of traffic from the Karawankentunnel (Austrian-Slovenian border) towards the cross-border point of Villa Opicina – Sežana, due to scheduled works lasting several months. After this first period, it was realized the importance of continue working at the border-crossing to improve the operational management of freight traffic and easy operations at the border station of Villa Opicina.

An important achievement in 2022 is the execution of the **Vise Language pilot** under the REgional COMmunication Improvement group (RECOMI) run by RNE. The pilot was performed by the two **neighbouring IMs RFI and SŽ-Infrastruktura, with the support of Mediterranean RFC and RailNetEurope**. The pilot was one of the activities included in the Task Force program. The proposals envisaged the execution of a language pilot for the timely exchange of information between the neighbouring regional Traffic Control Centres (TCCs) to better manage traffic irregularities and border stations’ capacity.

The main goal of the pilot was to improve the communication between the two neighbouring IMs to enhance cross-border traffic management. The language barrier is still relevant in the exchanges between the two TCCs. Using a language tools free speech feature to communicate between regional TCCs was considered a good solution. This was the occasion to first test the Translate4Rail prototype for the exchange of communication at two different levels of IM-IM communication:

- Exchanges between the Regional TCCs of Venezia Mestre and Ljubljana, testing **free speech translation** for exchanges not related to safety, for easing cross-border circulation of trains, updating on disruptions to circulation or particular events for which measures on the other side of the border could simplify the traffic management;
- Exchanges between traffic controllers at border stations Villa Opicina – Sežana **using the Pre-Defined Messages (PDMs)** in line with the bilateral agreement in force between RFI and SŽ-I.



The geographical area and the entities involved in the ViSe Language pilot.

The Translate4Rail prototype used for the pilot tests was developed by Union Internationale des Chemins de fer (UIC) and RailNetEurope (RNE) within a Horizon 2020 funding, Shift2Rail call. The prototype was developed as a tablet solution, and the communication link during tests was established via a GSM-R call.

In 2022, all the laboratory tests for the free speech and the Pre-defined messages were performed, the final report will be available by the end of March 2023.

Visit at the French-Spanish borders



From 20 to 22nd of September 2022, **some visits and meetings were arranged at the Spanish-French border points:** in Port Bou, Cerbère, Perpignan and at the LFP operational centre.

Moreover, a visit and two sessions were organized at the port of Barcelona, with the Port Authority's representatives, the freight forwarder Hupac and several RUs' representatives (Fret SNCF, RENFE, Captrain Spain). The main goal was to understand the state of play and discuss with the different stakeholders future challenges and

opportunities. In particular, it was discussed the future of the Perpignan Faisceau International with the local actors and the coordination of rail and terminal capacity and operations.

4.5 TAG RAG/ADVISORY GROUP COOPERATION

In accordance with Regulation (EU) 913/2010, in 2022 the advisory group met twice as usual, but online. The TAG-RAG meetings were held on the 16th of March 2022 and the 24th of November 2022.

The first meeting held on 16.3.2023 addressed the following topics:

1. TAG RAG pre-meetings outcomes and new topics, feedback from previous issues, and Terminal's success stories, a short overview of how terminals faced the fast market changes due to the last difficult years.
2. Streamline Cross Border connection projects: Villa Opicina and Modane taskforces state of play
3. COSS state of play: Activities, offer and TCRs updates;
4. Train performance management: linking trains;
5. International Contingency Management (ICM):
 - Rerouting options updates for TT2022;
 - Simulations of ICM on the Mediterranean RFC focus on the RUs involvement;

During the meeting of the 24.11.2022, attention was given to:

1. The collection of TAG and RAG feedback and necessities;
2. The responsive Feedback from MEDRFC previous ongoing issues;
3. The Villa Opicina and the Modane taskforce state of play;
4. The Feedback by TELT meeting on the Lyon-Turin developments in the next years;
5. Specifics feedback collection on the management Perpignan-FI station;
6. COSS state of play TT2023 TT2024, results of the Expression of needs;
7. Main TCRs update;
8. International contingency management – simulation outcome 10/11/22 and next steps in 2023;
9. Train performance management linking of trains, train linking RU workshop Q1 2023.

More information and details, such as the meeting minute and the presentations given during these meetings, are available on the Mediterranean RFC website > www.medrfc.eu/adv-group/

4.6 COMMUNICATION EVENTS AND PARTNERSHIPS

The Mediterranean RFC took part and organized workshops, online conferences and events to meet and inform customers and interested stakeholders, to keep information flow constant and improve communication. Some of the events were organized in collaboration with the Infrastructure Managers (IMs) and other corridor stakeholders.

Connecting Europe Days 28-30/6/2022 Lyon

As said in the introduction, the former TEN-T Days in 2021 was canceled due to the pandemic > emergency, and the event took place in 2022 under the name of *Connecting Europe Days*.

Following the necessity to meet and discuss the mobility and show the transport state-of-art, the event gave the chance to corridors, politicians, industry representatives, and the European Commission to meet for 3 days in Lyon. The *European Green Deal* and the *Sustainable and Smart Mobility* innovations and achievements were the leitmotifs of the conferences. However, 2022 was also the *European Year of Youth*, a theme sustained by the French Presidency of the Council of the EU; under this topic, EU-funded projects related to the demonstrations of alternative mobility vehicles and automated transport and other innovations were showcased.

The main idea was to value the innovations brought from youngsters and their possible projects, because these could be important fuel to the cauldron to reach the goal to have a sustainable mobility, sooner.

The RFC network was presented with RNE in a stand that was very welcomed and active since many costumers, possible costumers and other stakeholders came to visit to exchange information showing a growing interest for the corridor network.



In the picture the Commissioner at the RFCs' Stand.



RFC group photo at CE Days in Lyon.



4.7 DEVELOPMENT



ERTMS WG Leader Stefano Maroccio

Regarding the activities linked to the development and harmonization of ERTMS along the Mediterranean RFC, the Deployment of the ERTMS clearly depends on National Decisions and negotiations with EC. On the other hand, according to the experience gained in the last years, it has been noted that the deployment of ERTMS can bring problems related to the lack of harmonization between neighboring countries (due to different adopted versions of ERTMS and different technical and operational national rules that have to be taken into account). The Mediterranean RFC is therefore the organization supposed to support the effort at corridor level for the of ERTMS technical and operational rules, The ERTMS breakthrough initiative proposed by the European Commission with the objective to define short term achievements and the way how to have a reliable and stable ERTMS system is pushing Corridor

Organizations to have a proper structure to deal with it.

According to the above mentioned needs several targets have been identified:

- Monitoring the status of national implementations;
- Bilateral activities in order to obtain dynamic transition at border;
- Exchange of technical results from National ERTMS implementations;
- Support for RUs.

The ERTMS Working group meets regularly and fully supports any technical request coming from the Operators.

4.6.1 ERTMS STATE OF PLAY

Regarding the state of play of ETCS development, the ERTMS/ETCS implementation is published by each state ministry into the national deployment plan.

In Italy, from Modane to Slovenian borders the lines will be equipped with ETCS by end 2035 with different steps according to the National Plan. Between Novara and Rho, ERTMS level 2 is already operating.

In France the bypass Nimes-Montpellier is in operation. Perpignan - Figueras is in operation since December 2013. The rest of the deployment on the French section of the Corridor depends on financing which is not defined yet and will be published with the National Implementation Plan during 2023.

The activities related to ERTMS/ETCS implementation can be divided into 3 main pillars/subgroups that have to:

- 1) monitor the installation in the different Countries,
- 2) test the interoperability at border points; in this context it was tested the dynamic transition at the SI-HU border in Óriszentpéter. A bilateral group started the dynamic transition from IT-SI and vice versa creating a trackside that gives the possibility to build the dynamic transition for the trains (without the need to stop at border),
- 3) identify a set of core operational rules to make ETCS work which are valid from Spain up to the last km of Hungary.

The final goal is to have a ETCS fully integrated with the interlocking so to have a pure digital line and not electromechanical.

One of the goals to achieve is to reduce the fragmentation and eliminate the necessity to install different Class B system move to one single block, avoiding a loco equipped with several Class B system, but equipped with ETCS only.

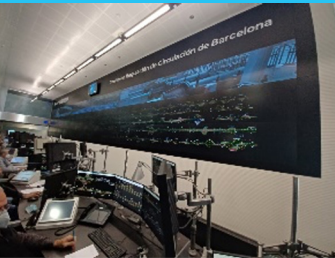


In **Spain** the Mediterranean RFC covers 3.397 km of track. Since 2022 a new ERTMS L2 section is in operation: Beniel – El Reguerón - Murcia (Mixed traffic HSL Alicante – El Reguerón – Murcia).

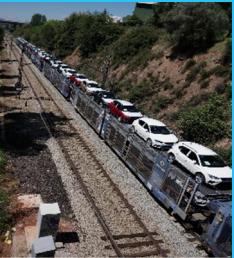
The main data related to the status on the lines of the Spanish section of the RFC6 is shown in the following table:

RFC6 - ETCS IN SPAIN upgrade (* 2022 news) ETCS IN OPERATION						
SECTION	LENGTH (km)	TRACK GAUGE	ETCS LEVEL	BASELINE	SUPPLIER	COMM
Spanish section of line Figueres - Perpignan (LFP)	17	1.435 mm	L1	2	HITACHI	2009
Barcelona Area - Limit ADIF-LFP (Mixed Traffic HSL)	114	1.435 mm	L1	2	THALES	2013
Hospitalet - Bif. La Federat (Vilaseca)	23	1.668 mm (**)	L1	2	CAF	2020
San Isidro - Beniel (Mixed Traffic HSL)	20	1.435 mm	L2	2	HITACHI	2021
Beniel - El Regueron - Murcia (Mixed Traffic HSL)(*)	16	Mixed gauge	L2	2	HITACHI	2022
Total L1 sections in operation:	154					
Total L2 sections in operation:	36					

- New ERTMS L2 section in operation since feb. 2021: San Isidro – Beniel (Mixed traffic HSL Alicante – El Reguerón – Murcia).
- Main data: Length: 20 km 1.435 mm track. 25kV ca. Supplier: Hitachi.
- New contract for ERTMS L2. Section: Barcelona Area – Tarragona (L'Hospitalet de Llobregat – Port Aventura).
- Main data: Length: 78 km double track mixed gauge. Budget: 43,2 M€. Works execution period: 21 months. Supplier: Alstom.
- Note- Castellbisbal – Martorell – Tarragona section belonging to the new project included in RFC6.



Barcelona Centralized Traffic Control.



Freight traffic from SEAT car factory at Martorell tunnel.



Container traffic at Castellbisbal tunnel.



ERTMS at Adif RFC6.

In **France** the bypass Nimes-Montpellier is in operation. Perpignan - Figueras is in operation since December 2013. The rest of the deployment on the French section of the Corridor depends on financing which is not defined yet and will be published with the National Implementation Plan during 2023.



French section of line Perpignan-Figueras: 25 km, L1, 2.3.0d

In **Italy**, starting from the French border (Modane) to the Slovenian borders, the lines will be equipped with ETCS by end 2035 with different steps already started according to the National Plan. Between Novara and Rho ERTMS level 2 is already operating.

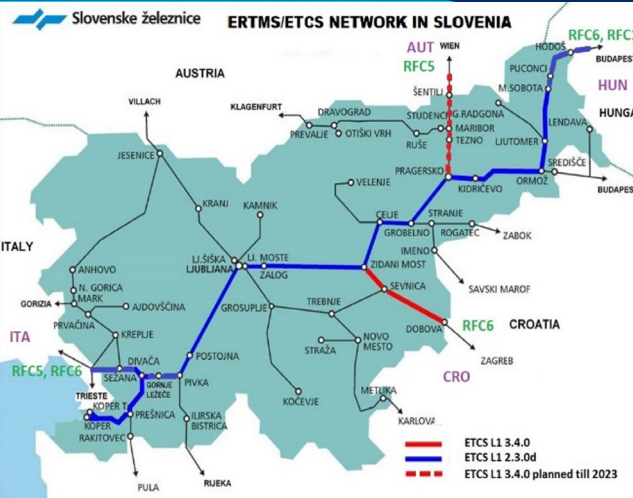
Concerning the Brescia – Padua level 2 section where the Central Place is located Verona P.N., RFI obtained by NSA the authorization to start operations last December 2022 and is planned to go live in July 2023.

For the Vicenza- Trieste- Villa Opicina level 1 +Radio Infill line, the reconfiguration of the ACCs of San Pietro in Gu and Istrana was carried out during the year 2022. RFI received the Authorization for place in service request (AMIS) to the NSA, the 28th of April 2023.Test run for next step will end within June 2023.



Novara- Milano Rho (35 km): ERTMS/ETCS L2 has been place in service on June 2021

In **Slovenia** coordination and discussion started on the technical solution on the border between SLO-IT (bilateral meetings between SŽ-RFI). All lines on RFC6 in SLO are already equipped with the ETCS system.



5 QUALITY OF SERVICE ON THE FREIGHT CORRIDOR

PERFORMANCE MONITORING REPORT

The Article 19 (2) of Regulation (EU) 913/2010 concerning a European rail network for competitive freight requires the Management Boards of the RFCs to **monitor the performance** of rail freight services on their respective freight corridors and publish the results once a year.

To facilitate the fulfillment of the above obligation, a joint RNE-RFC project team developed a set of KPIs commonly applicable to all RFCs.

These KPIs were included into the Guidelines "Key Performance Indicators of Rail Freight Corridors" and are available since 2017 on.

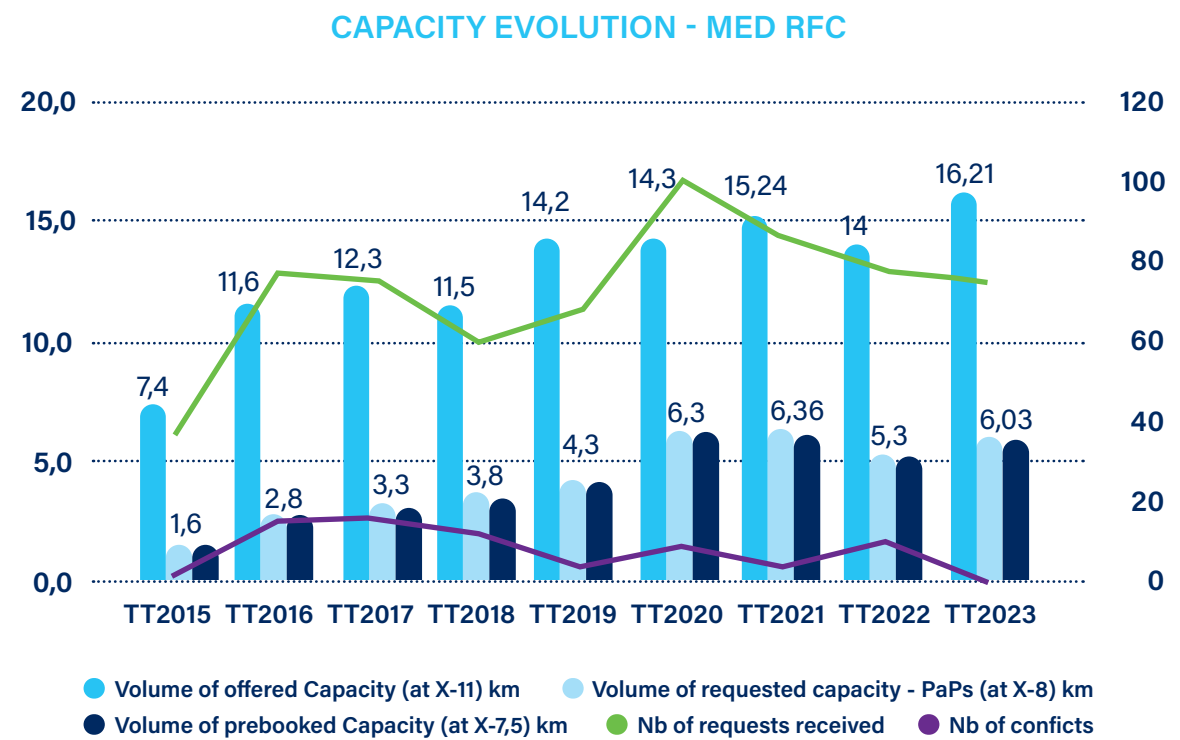
5.1 KEY PERFORMANCE INDICATORS OF THE MEDITERRANEAN RAIL FREIGHT CORRIDOR (ART. 19.1)

5.1.1 CAPACITY RELATED KPIS

This chapter is aimed at informing on the development and evolution of the different RFC KPIS. The first part is dedicated to the capacity management KPIS, the second part to the operations KPIS and the third to the market development KPIS. This information is aimed at tracking the evolution of the RFC's activities.

This chapter provides information about the evolution of the capacity offer, in terms of Pre-arranged Paths (PaPs) and Reserve Capacity (RC) offered by Mediterranean RFC C-OSS.

The table below shows the evolution of the three KPIS related to the development of the PaP capacity offered (at X-11), requested (at X-8) and pre-booked (at X-7,5) by the Mediterranean RFC. The process and PaP process is described in Chapter 4.



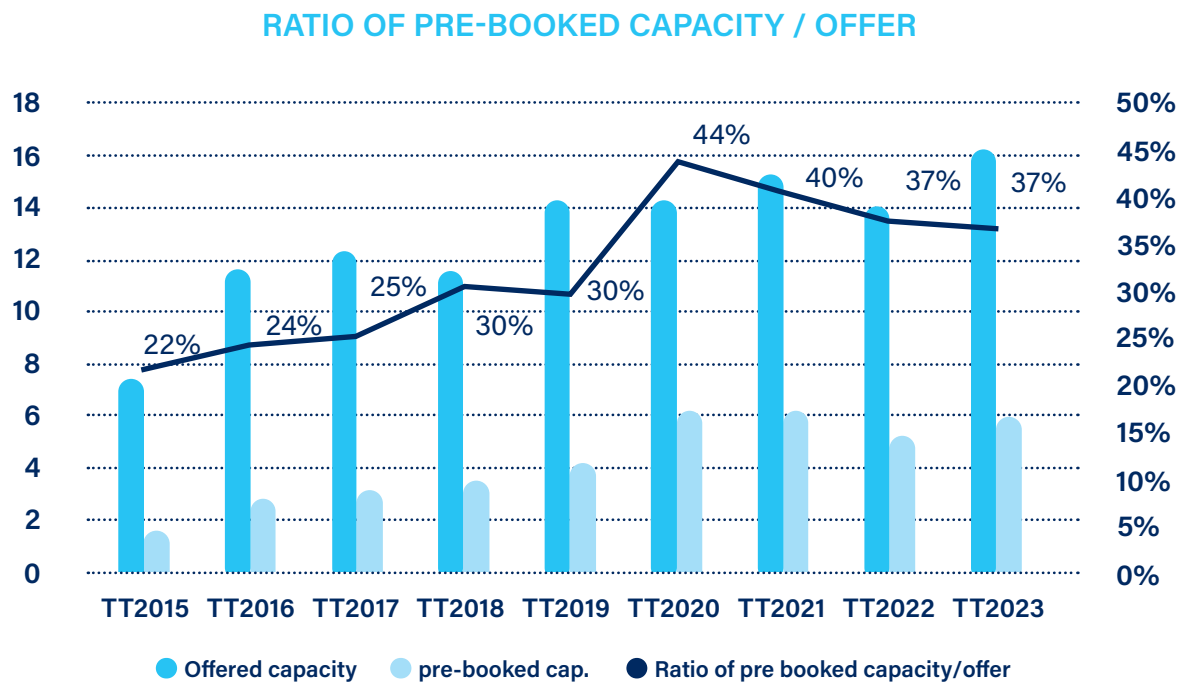
For TT2023 the volume of offered capacity (Km*days offered) went up from 14 m PaP/km to 16.2 m PaP/km, with an increase of 16% compared to TT2022.

The volume of requested capacity at X-8 for TT2023 amounted to 6.03 m PaP/km, with an increase of 14% compared to TT2022.

The volume of pre-booked capacity for TT2023 is 5.9 m PaP/km, highlighting a small difference compared to the volume of requested capacity, so no major adjustment were needed and no conflict in the request phase was experienced.

	TT2020	TT2021	TT2022	TT2023
Volume of PaP Capacity Offer	14.3	15.24	14	16.2
Volume of PaP Capacity Requests	6.31	6.36	5.3	6.03
Volume of pre-booked Capacity	4.2	6.2	5.2	5.9

The graph below shows the ratio between the Volume of offered capacity and the Volume of requested capacity. For TT2023 the ratio was 37%, which is quite stable through the years and shows a positive trend.



	TT2020	TT2021	TT2022	TT2023
Number of PaP requests	-	86	78	75
Number of requests in conflict	9	4	10	0

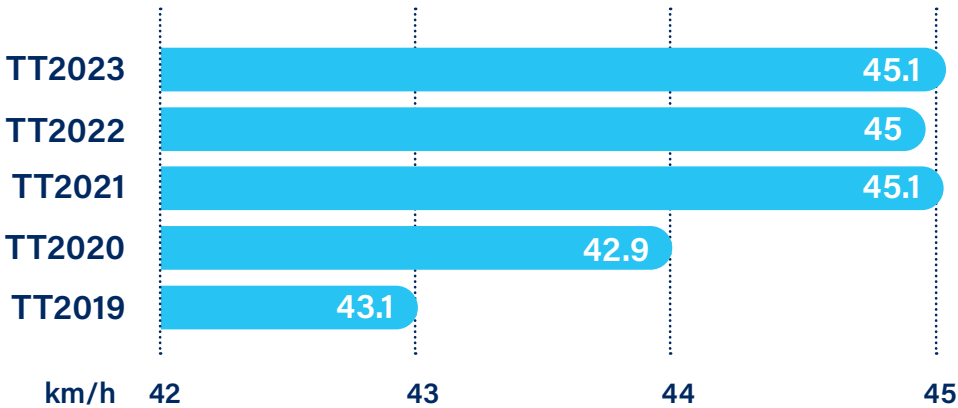
In TT2023 at X-8 the C-OSS received 75 PaP requests and none of these requests resulted in a conflict.

For TT2023 it is confirmed the trend of growth in the western side of the corridor, with an increase of the traffic between Spain and the central EU Countries (BE,LU,DE), about 57% of the requested capacity on Med RFC. In this case PaPs are offered as multi-corridor PaP in the RFC Catalogue.

The traffic in the central part of the corridor, between France and Italy experienced a decrease and the traffic in the eastern side of the corridor increased its volume (about 26% of the request).

For TT 2023 the volume of offered Reserve Capacity is 2.35 m/path Kms. Still final data regarding the request is not available because TT2023 is still running at the time of the publication.

AVERAGE COMMERCIAL SPEED OF PaPs



Average planned speed of PaPs TT 2023: 45,0

The repartition of flows requested through the annual corridor requests for TT 2023 is as follow.

DISTRIBUTION BY MAIN FLOWS 2023 - MED RFC

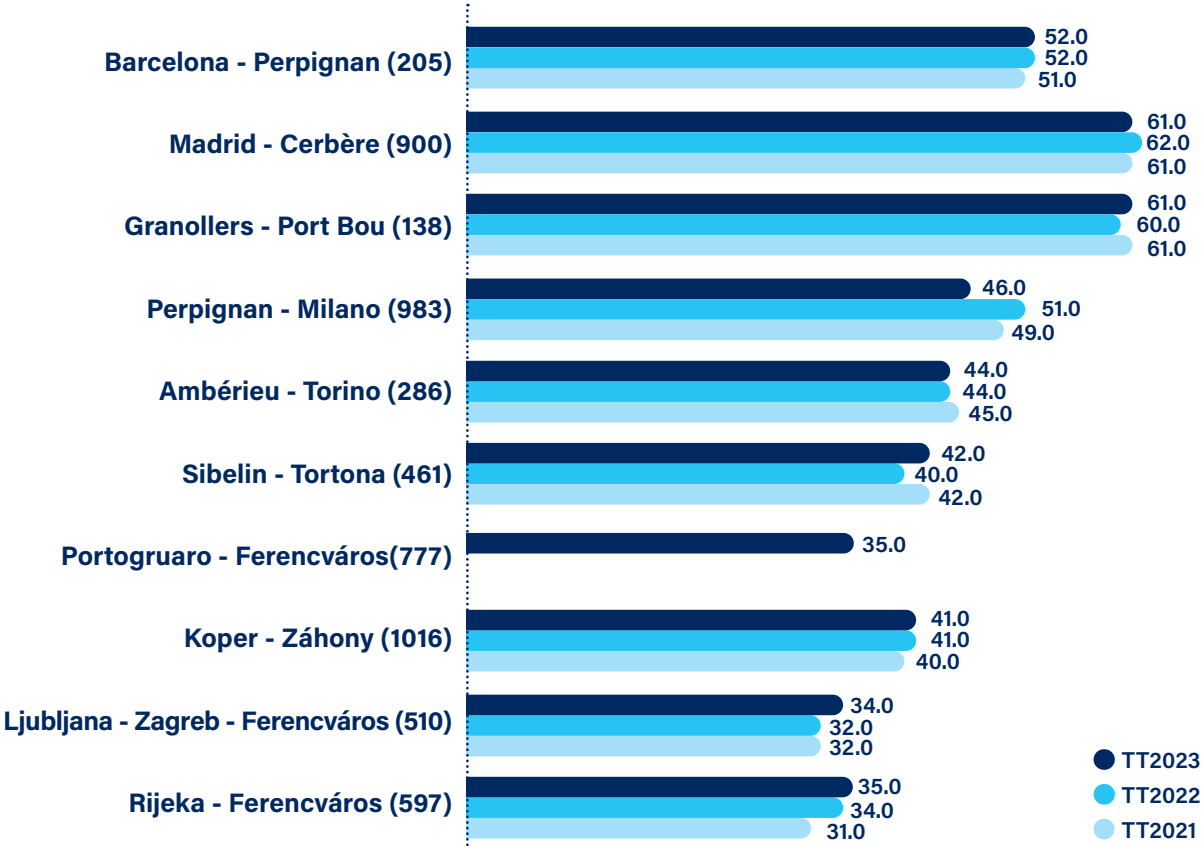


In this graphic, we note the following: a significant increase of flows on the West side, new flows with Spain and Spanish-French border (most flows are common with Nord Sea Med and some with Atlantic as well).

Decrease of traffic between France and Italy, flows are less frequent and more unstable.

Very significant increase in on the East side, in particular to and from Koper, return of the traditional flows which had disappeared in 2022.

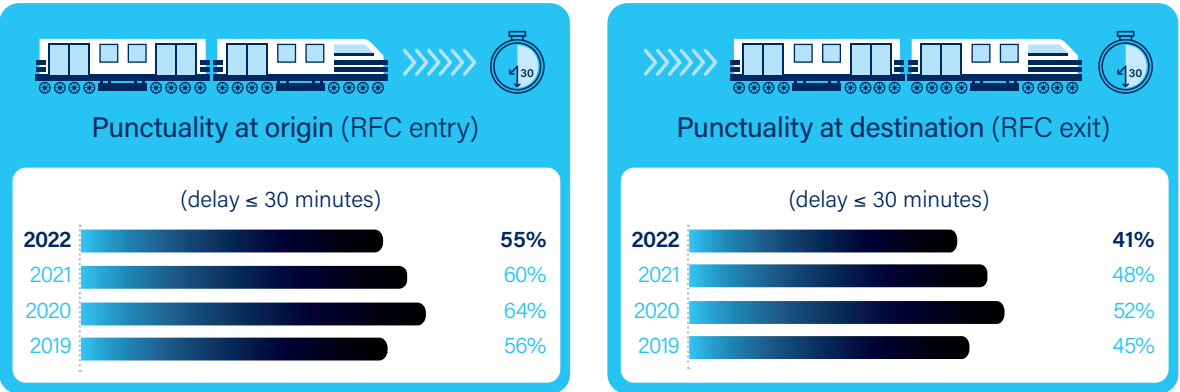
AVERAGE PLANNED SPEED OF PaPs (calculation per O/D pairs, km/h)



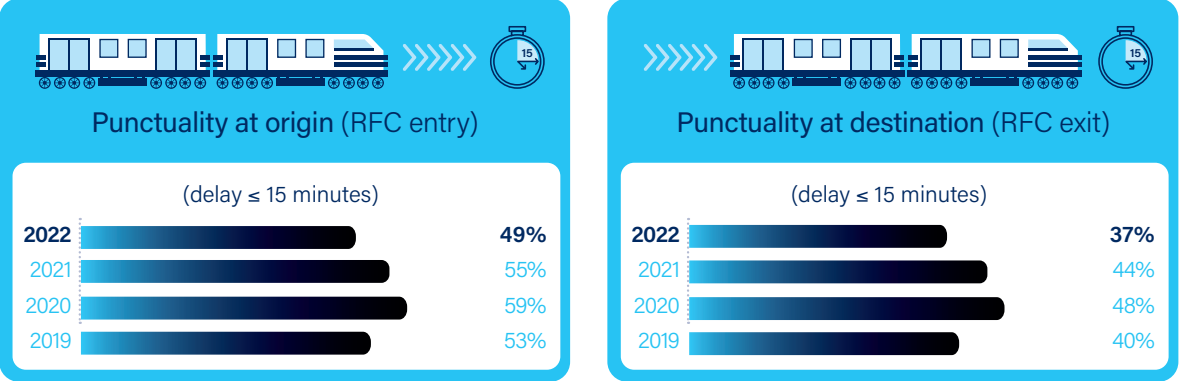
5.1.2 OPERATION KPIS

The KPIs related to punctuality are calculated using the Train Information System (TIS). The data is calculated comparing the TT information delivered to TIS and the running data measured at defined points along the RFC. The International freight trains crossing a border of the rail freight corridor are considered in the calculation. The RFC entry point is considered the origin and the RFC exit point is considered the destination.

PUNCTUALITY AT ORIGIN AND AT DESTINATION (DELAY ≤ 30 MIN.)



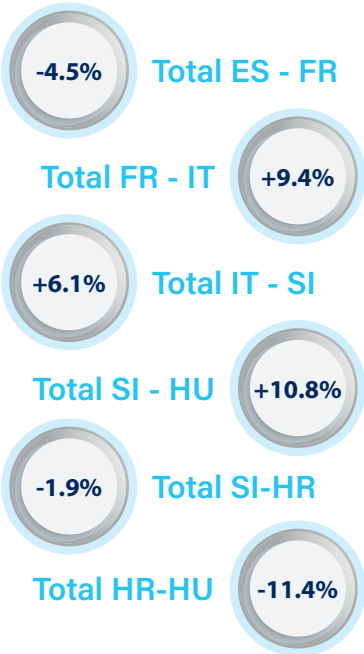
PUNCTUALITY AT ORIGIN AND AT DESTINATION (DELAY ≤ 15 MIN.)



5.1.3 MARKET DEVELOPMENT

NUMBER OF TRAINS PER BORDER

	2019	2020	2021
Total ES - FR:	N/A	4,778	4,562
Total FR - IT:	N/A	7,530	8,271
Total IT - SI:	7,186	8,455	8,973
Total SI - HU:	N/A	6,097	6,755
Total SI - HR:v	N/A	7,300	7,161
Total HR - HU	N/A	8,001	7,091



* The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border dose not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

RATIO OF CAPACITY ALLOCATED BY THE C-OSS AND THE TOTAL ALLOCATED CAPACITY

Between member states		Between operational points		Allocated TT 2020	Allocated TT 2021	Allocated TT 2022	Allocated TT 2023
France	Spain	Cerbère	PortBou	56,00%	66,00%	84,00%	87,00%
France	Spain	SNCF R/LFP	Límit LFP/ADIF	38,00%	53,00%	62,00%	59,00%
France	Italy	Modane	Bardonecchia	56,00%	66,00%	72,00%	58,00%
Italy	Slovenia	Villa Opicina	Sežana	9,00%	10,00%	11,00%	13,00%
Slovenia	Hungary	Hodoš	Öriszentpéter	49,00%	42,10%	7,70%	26,00%
Croatia	Hungary	Botovo	Gyékényes	11,00%	13,00%	18,00%	13,00%
Slovenia	Croatia	Dobova	Savski Marof	6,00%	25,00%	22,00%	15,00%
Med RFC Average				27,80%	30,50%	27,80%	27,70%

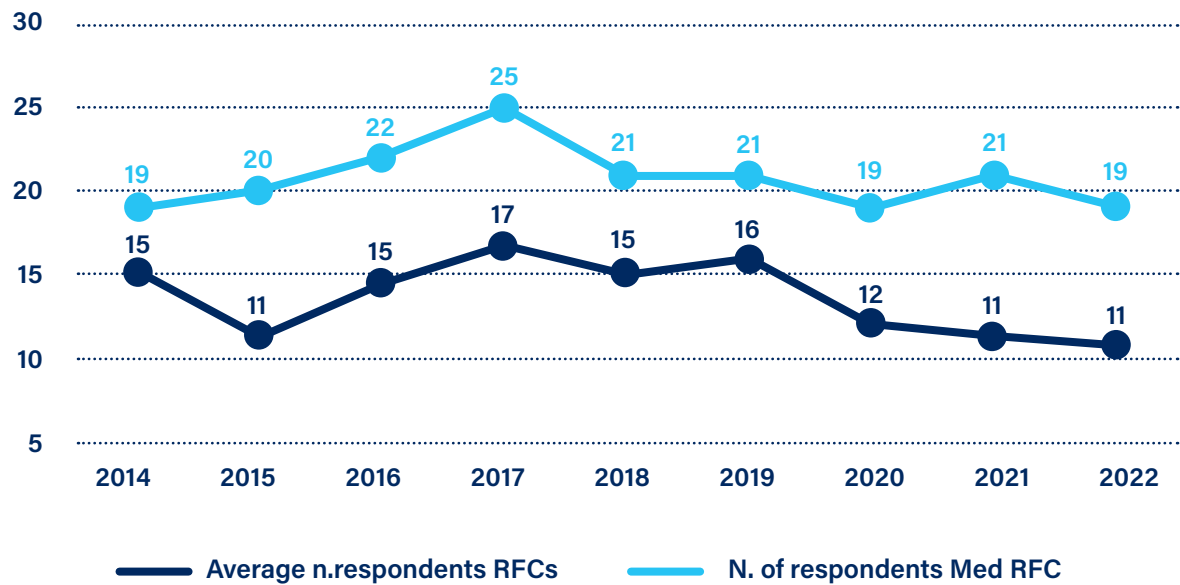
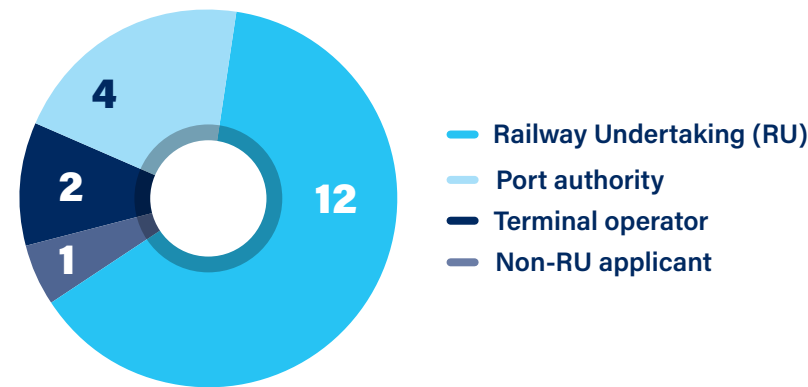
- Average for TT 2023 is 28%.
- The average is stable in comparison with the previous TT.
- Good values with French border due the fact SNCF R put all the international PaP in the offer.
- In progress also with Hodos with Koper flows with the East.

5.2 USER SATISFACTION SURVEY HIGHLIGHTS

In line with the Regulation 913/2010, a User Satisfaction Survey (USS) is performed by the Rail Freight Corridor each year. For the year 2022, a common Satisfaction Survey was prepared and conducted by the RFC Network all together. The survey was conducted using an online platform. The survey gives the users the possibility to express their satisfaction with regard to the different activities offered by the RFC and also to highlight their priorities and express specific comments to explain and motivate the given answer.

The number of respondents is good and stable with respect to previous years (19 in 2022; 21 in 2021).

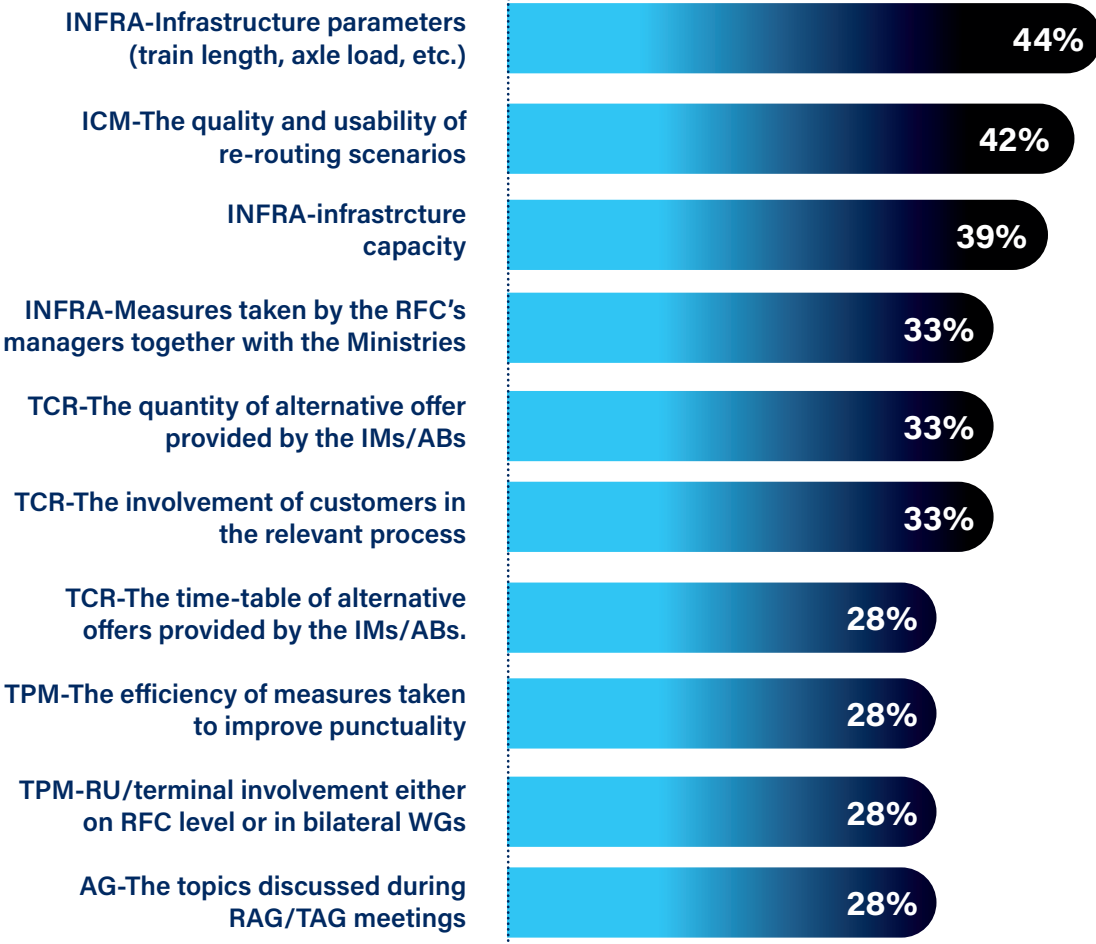
2022 PARTICIPANTS' GROUPS



For the year 2022 the overall satisfaction with Mediterranean RFC is growing up to **83% of the users generally satisfied**.

The results have been published on the Mediterranean RFC website and CIP and will be presented to the first Advisory Group meeting of the year 2023.

SUMMARY - TOP 10 FOCUS TOPICS (all respondents)





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The Members of Mediterranean Rail Freight Corridor are:



Co-funded by
the European Union