

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



ANNUAL REPORT

2023



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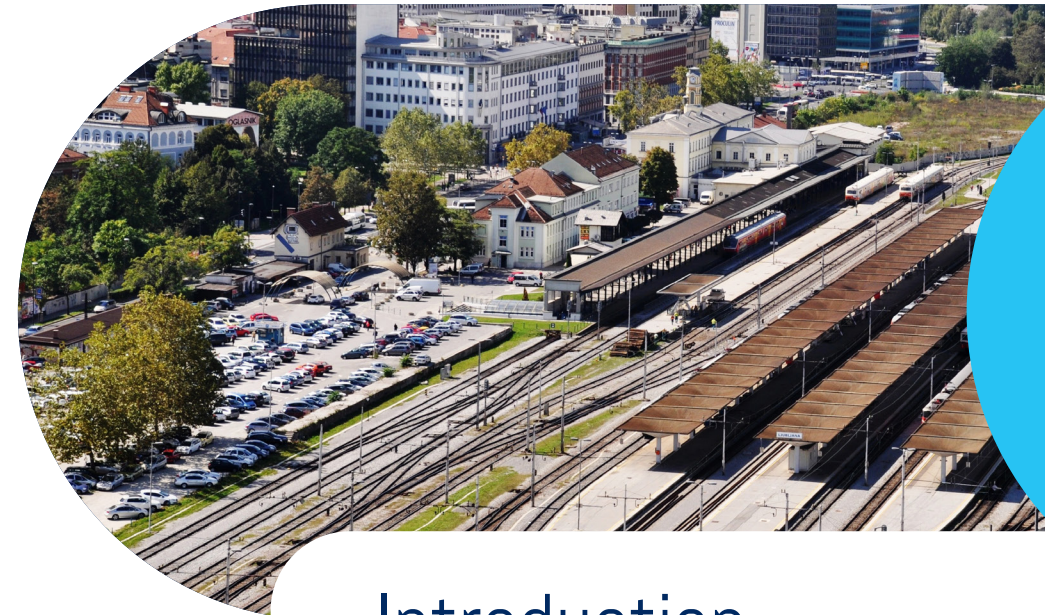
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Introduction

In 2022, The European Union was still struggling against the latest effects of the COVID-19 pandemic disaster when it was sharply shaken by the aggression of Ukraine by the Russian Army.

The European economy's indicators have not yet recovered from the 2020-2021 decrease and have reached a very low minimum.

In 2023, the situation became even worse due to the lasting of the Ukrainian war, the sudden aggression suffered by the State of Israel in October and the wide conflict that that aggression ignited.

The partial blockade of the Red Sea maritime traffic and other well-known unpleasant consequences further stricken the world economies, including the European one.

In this scenario, European activities and rail freight traffic had to tackle further difficulties, which didn't help improve the efficiency of rail freight transport services and facilitate the modal shift from the road to the rail, which is the main goal of the Rail Freight Corridors, as outlined by the 913/2020 Regulation.

In August 2023, The Mediterranean Corridor rail traffic particularly suffered the consequences of a natural, unforeseeable event, a huge rockslide, which determined the closure of the railway line Lyon-Turin between Culoz and Modane (FR).

Unfortunately, nowadays, that closure is still impeding the regular flow of freight and passenger rail traffic between France and Italy, impacting not only the economies of those neighbouring countries but also the whole European economy.

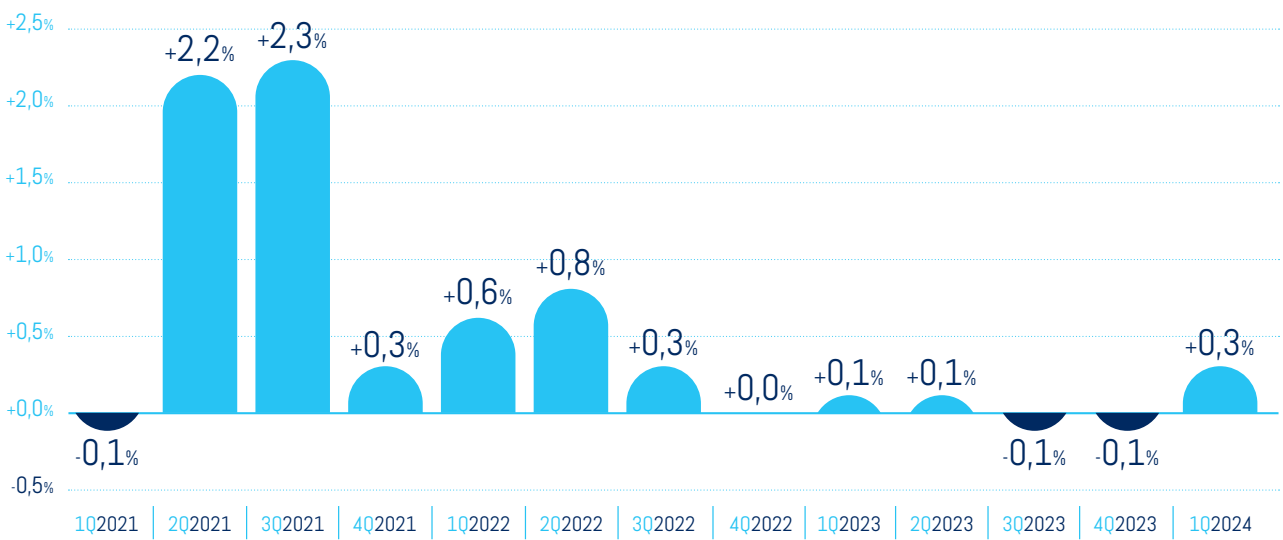
Main objectives and activities

In that demanding scenario, the MedRFC continued performing its activities, facilitating cooperation among the Infrastructure Managers, Port Authorities, and Railway Undertakings, and aiming to restore damaged infrastructure and improve the exploitation of all still available capacity despite the total closure of the rail connection between France and Italy.

Satisfactory results were obtained through the development and further implementation of the Solidarity Lanes Action Plan, launched by the EU Commission DG MOVE in May 2022. The plan aims to help Ukraine export agricultural goods and import first-need products (dedicated chapter of this report).

The construction works along the routes of the Med RFC went on according to the Implementation Plan and its indicative list of projects. The IMs kept working on coordinating the planning for the future of the works to follow the new directions of the Grant Agreement 2022-2025 of Multiannual Work Programme of CEF.

Europe PIL Trend 2021 - 2024



Main contents

The Annual Report 2023 is aiming at:

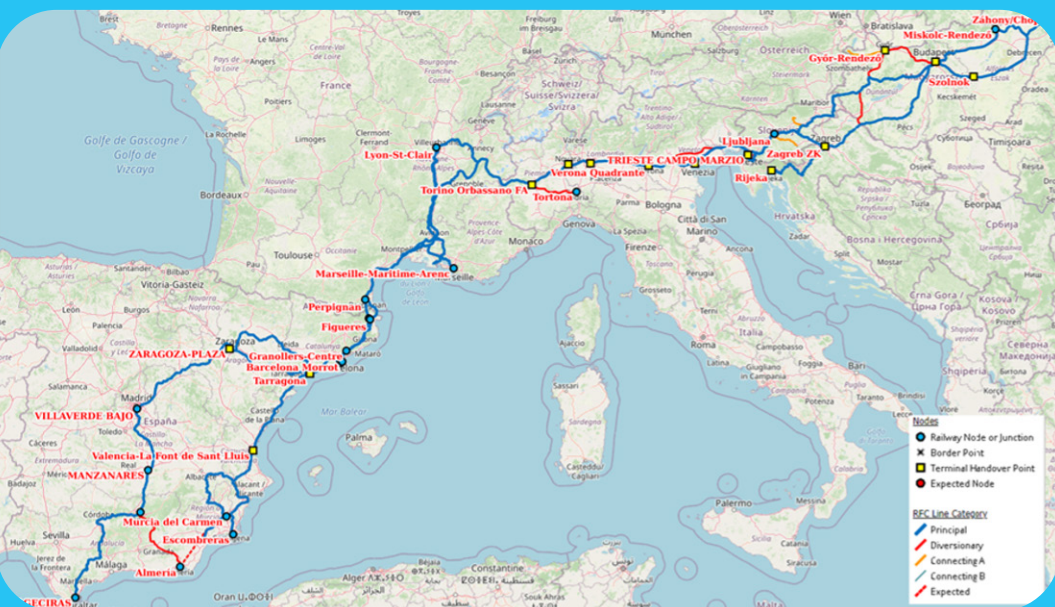
- 1

Providing Corridor stakeholders with general updates about the Mediterranean Rail Freight Corridor activities;
- 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;

LEGEND:

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



View from the CIP Mediterranean RFC Map



Mediterranean RFC overview

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 routes
- ➔ and about **650 km** of diversionary routes
- ➔ More than **100 freight terminals**
- ➔ **5 European Core Cargo Seaports** and **2 important Riverports**
- ➔ The most interconnected Rail Freight Corridor (9 RFCs interconnected)
- ➔ **3 main manufacturing areas:** Catalonia, Auvergne-Rhone-Alpes and Piedmont-Lombardy
- ➔ The MedRFC comprises **18%** of the European population, that contributes up to **17%** of the European GDP.

2.1 Executive board

Mediterranean RFC Executive Board met twice in 2023, on 23/4/2023 and 25/10/2023. The activities carried out in 2023 are summarized in the following President's message.

« 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 2023, the Mediterranean RFC continued its border crossing points quality circle operations (QCO) for seamless rail freight traffic and was still involved in Solidarity Llanes Action Plan for Ukraine by facilitating and stimulating the export of Ukraine's agricultural products by rail. Med RFC is particularly involved in the Coordination Platform, led by DG Move, focusing on the « Adriatic Corridors » to ease rail transport toward Adriatic ports in Slovenia, Croatia and Italy by rail.

The corridor has also played a major role in managing rail traffic disruptions (International Contingency Management – « ICM »), particularly following the landslide in the Maurienne Valley on 27 August 2023. The corridor had to deal with a complete cessation of rail traffic between St Jean de Maurienne and Modane, international passenger and freight traffic interrupted to and from Italy. Med RFC played and continues to play a facilitating role in terms of disruption management and communication process by organising regular conference calls, drafting agendas and minutes, and monitoring agreed follow-up actions.

The ICM procedure enabled traffic to continue and to ensure transparency of the state of disruption and its impact on traffic flows for all stakeholders concerned.

Thanks to the implementation of this process and the corridor's coordinator/facilitator role, the infrastructure managers SNCF Réseau, TVS/CFE, and RFI have been able to offer freight railway undertakings train paths on alternative Hausbergen-Basel-Domodossola and Genoa-Ventimiglia-Marseille lines.

The corridor has also been in direct contact with the local authorities to obtain reliable and timely information regarding the resumption of operations and has acted as an interface with railway undertakings to meet their rerouting needs.

On behalf of the Executive Board, I want to thank the corridor team for its dedication and professionalism in international contingency management. »

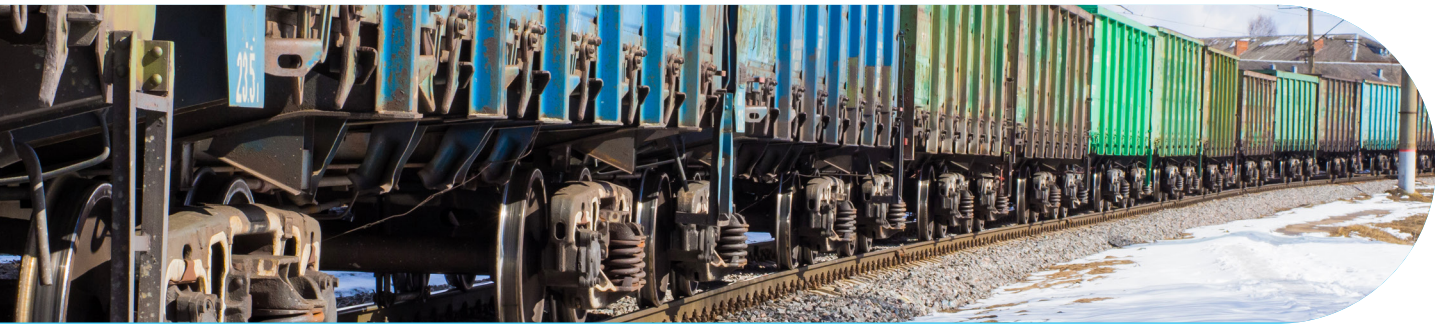
Delphine Chabalier



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

2023 GOVERNANCE CHART TABLE





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. In 2023, the new role of Secretary of the General Assembly was introduced into the EEIG Internal Regulations.

2.3 The PMO

The Mediterranean Corridor Management Board (MB) has entrusted a Permanent Management Office (PMO) based in Milan with overseeing all operational functions and project-related activities within the corridor.

In the medium to long term, the overarching vision for the MedRFC mission is to play a pivotal role in advancing the European Union’s historic project by fostering collaboration among European nations to lead the development of a sustainable and efficient rail freight network along the Mediterranean Rail Freight Corridor.

In the short term, the primary objective is to facilitate improved cooperation among Infrastructure Managers (IMs), stakeholders, operators, and other relevant parties. This collaboration aims to enhance the sense of European identity and unity, ultimately enabling the more effective achievement of shared goals.



Raffaele ZURLO
Managing Director/EEIG Manager

The Management Board has appointed Raffaele Zurlo as the new Managing Director effective from July 2022. In his role, he serves as the full-time manager overseeing the operations of the Permanent Management Office (PMO) situated in Milan, and is tasked with coordinating all operational functions and project-related activities within the corridor.

Additionally, he bears the responsibility for ensuring the accurate implementation of all tasks and obligations outlined by the Regulation.



Stephane DASTOT
C-OSS leader

The C-OSS Leader assumes the role of managing the primary contact point for applicants seeking to request and obtain rail infrastructure capacity for freight trains crossing at least one border along the corridor for *Time Table 201X and RC* purposes.

In addition to facilitating communication processes among Infrastructure Managers (IMs)/Allocation Bodies (ABs), other C-OSS leaders, and Terminals associated with the corridor, the C-OSS Leader is tasked with coordinating and aligning Temporary Capacity Restrictions (TCRs) with the corridor’s IMs.



Giulia GARGANTINI
Project Manager

The Project Manager assumes responsibility for various projects and activities related to the development of the corridor. Additionally, she oversees the preparation and coordination of reporting activities towards the European Commission and the European Climate, Infrastructure, and Environment Executive Agency (CINEA).

In 2023, the Project Manager was involved in the following activities and projects:

- Development and maintenance of the Customer Information Platform, serving as a member of the CIP Development group for Med RFC.
- Member of the team in charge of the Villa Opicina-Sežana Language pilot project and coordinator of the final report.
- Coordination of Villa Opicina task force activities.
- Management of the Modane QCO project.
- Preparation and execution of the User Satisfaction Survey.



István PÁKOZDI
*Infrastructure Advisor/EEIG Manager
Deputy Director/Infrastructure Advisor/EEIG Manager*

He serves as one of the EEIG Managers and holds a full-time managerial role dedicated to the EEIG/PMO. His responsibilities within the EEIG/PMO encompass infrastructure-related activities, including:

- Reviewing and updating the Corridor Information Document (CID) Books to align with the latest version of the RNE Common Structure.
- Managing and coordinating Corridor Train Performance Monitoring, with a focus on Data Quality aspects.
- Overseeing corridor activities within the RNE/RFC KPI Coordination Group.
- Managing and coordinating the development and annual update of MED RFC ICM Re-Routing Scenarios.
- Playing a central role in disruption management processes as the primary ICM RFC Coordinator.
- Managing and coordinating activities related to the Corridor Information Platform (CIP) as a member of the Change Control Board (CCB) of CIP.



Pamela CHIARAPPA
PMO Administrative Assistant

Her responsibilities encompass the administrative management of the office.

Additionally, she provides support for corridor communication and marketing activities, as well as assisting the PMO staff with both operational and administrative tasks.

2.4 Regulatory Body

In accordance with the Regulation and EU Regulation 913/2010 and Directive a Regulatory Body has been designated to oversee the operations of the Mediterranean Rail Freight Corridor. Its primary mandate includes monitoring to ensure equitable access to the corridor and managing any appeals from applicants, among other functions.

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

Autorità di Regolazione dei Trasporti

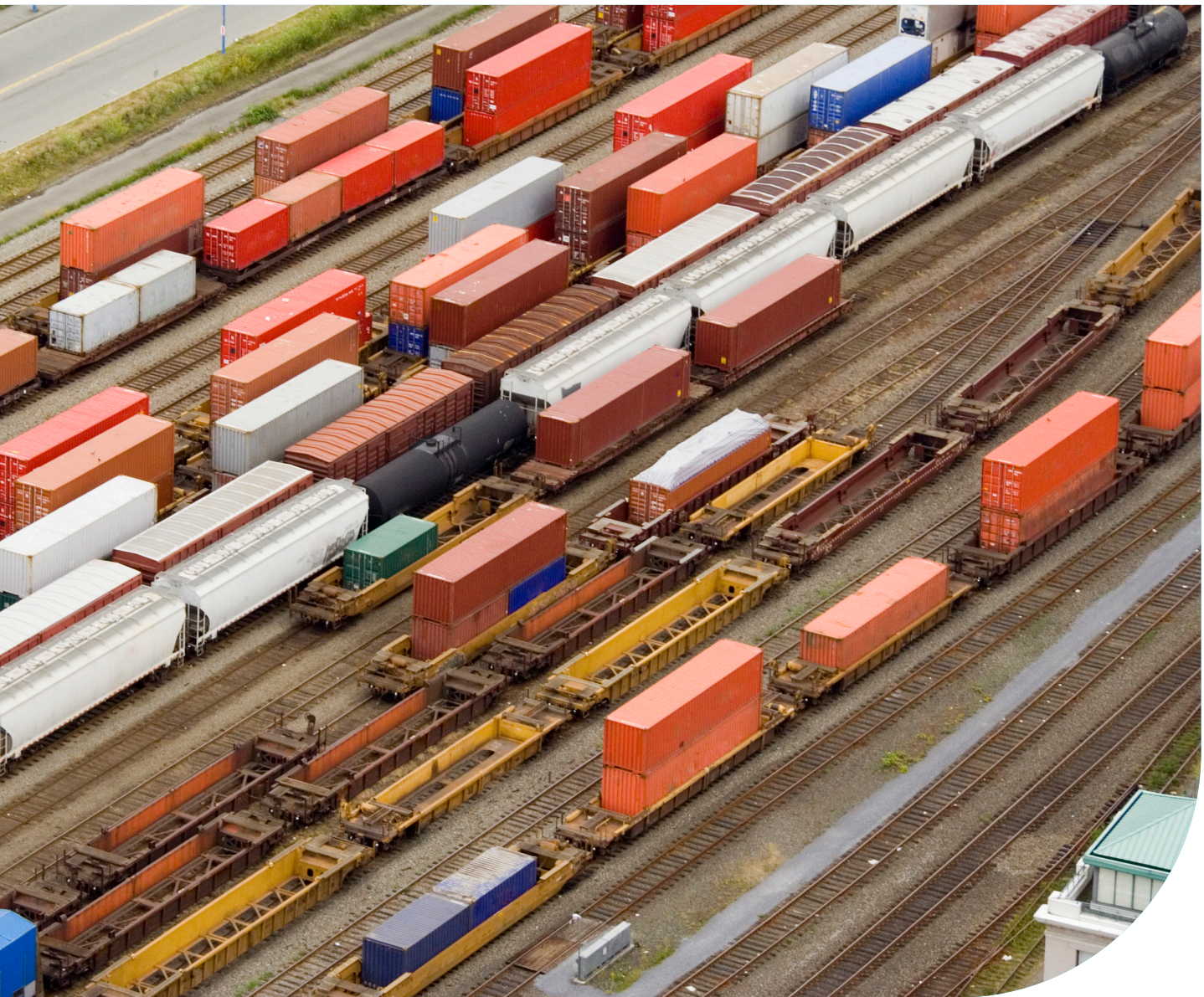
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Telefono: +39 011.19212.500

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PEC: pec@pec.autorita-trasporti.it

C.F.: 97772010019



Corridor documentation

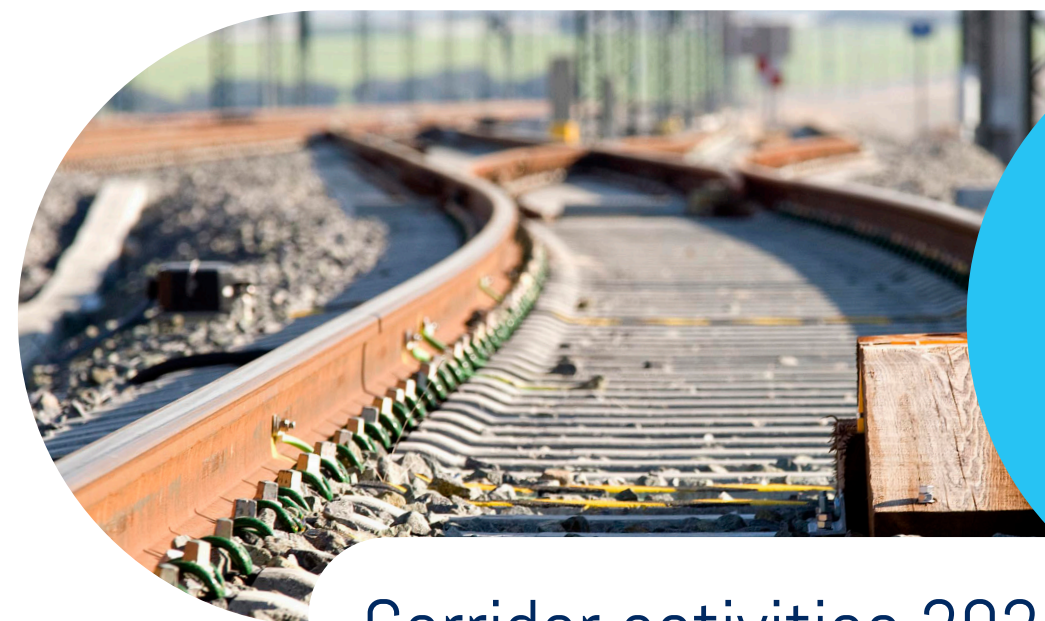
Corridor information document

The Mediterranean RFC annually updates its Corridor Information Documents (CID). These documents meticulously track the monitoring and updating of Key Performance Indicators (KPIs) and provide updates on investments outlined in the Implementation Plan.

This year, particular focus was placed on analysing new, targeted KPIs slated to be integrated into the objectives outlined in the Corridors Grant Agreement for 2022-2025.

Extensive deliberations were held within the General Assembly, resulting in the thorough approval of these new KPIs. Subsequently, the Executive Board of the Mediterranean RFC formally ratified these decisions. The CID, now digitised, serves as a comprehensive repository of essential information for our customers. Additionally, these documents are readily accessible on the Corridor Information Platform (CIP), an online resource dedicated to keeping customers abreast of the latest developments across the corridor network. Uniformity in both content and structure is maintained across all corridors.

Notably, the Mediterranean RFC has consistently achieved 100% compliance since 2017, underscoring our commitment to operational excellence and transparency.



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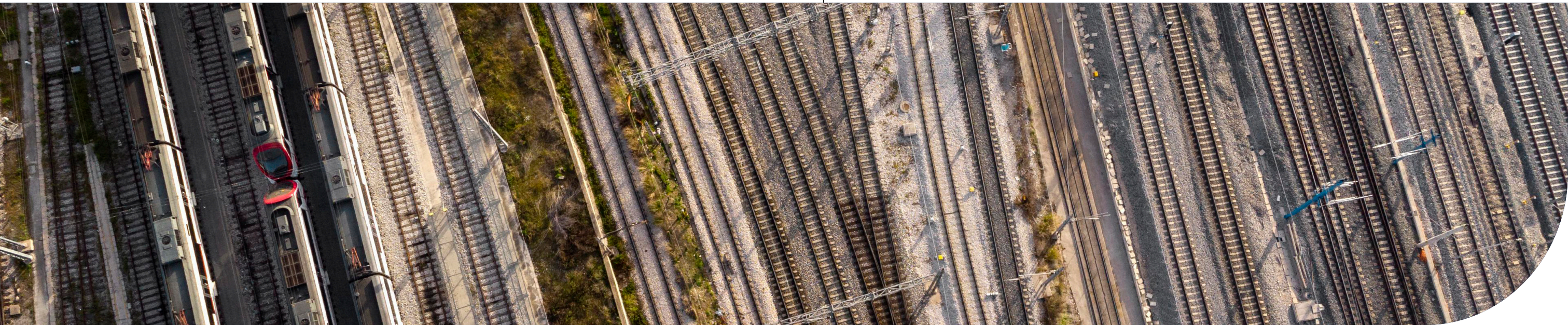
Corridor activities 2023

4.1 Capacity management

In 2013, a centralized allocation office (C-OSS) was established to streamline access to international rail freight capacity. As mandated by regulations, the C-OSS serves as the primary point of contact for applicants seeking information and assistance related to infrastructure capacity for international freight trains along the Mediterranean RFC.

This centralized approach ensures that applicants can conveniently request and obtain all necessary answers in one place and through a single process.

The Mediterranean Rail Freight Corridor's C-OSS operates in close collaboration with a dedicated team of experts appointed by each corridor member. In 2024, this collaborative effort also ensured efficient coordination and facilitation of freight operations across the corridor during the important cases of ICM throughout the year.



The main topics dealt with by the C-OSS in 2023 were:

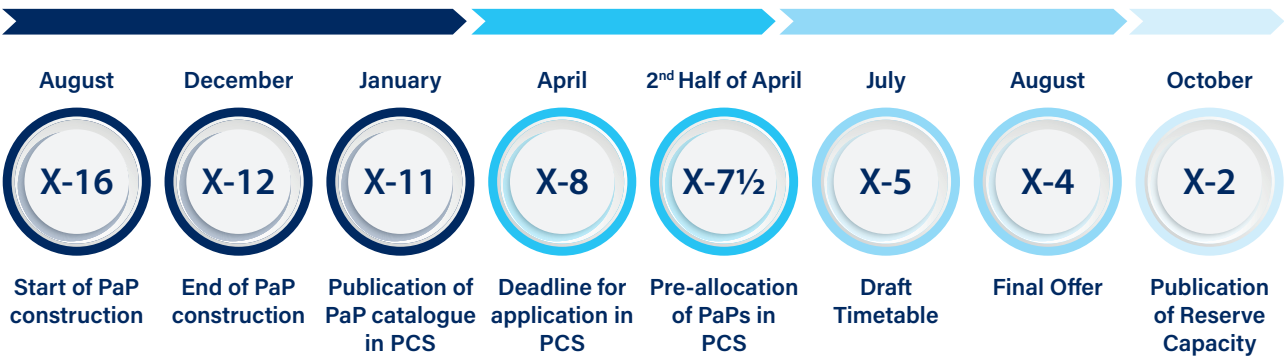
- RUs consultation for preparing Annual PaPs offer according the to customer's capacity wish lists;
- Construction and harmonisation of offers for all products (Offers, Annual Requests and Reserve Capacity Requests);
- Coordinating and supporting RUs and IMs during the paths ordering phase;
- Harmonizing 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 two main products offered by Mediterranean RFC are:

- **Annual TT offer:** Focused on medium/long-term capacity needs with high frequency according 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);
- **RC (Reserved Capacity)** - addresses ad hoc capacity needs at rather short notice. Ad hoc requests for individual train paths can be requested until 30 days before the train runs. The RC offered by The Mediterranean Rail Freight Corridor is provided in the 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 2025

The PaP offer TT 2025 was published on PCS on the 8th of January 2024, according to the international Timetabling calendar 2025. The path catalogue is always available on the Med RFC website and CIP.

The offer was constructed with the C-OSS capacity Working Group, duly taking into account:

1. Customer's feedback as a result of the collection of needs;
2. Customer's expectations and needs (e.g. received from the Railway Undertakings Advisory Group);
3. Results of the annual User Satisfaction Survey;
4. Experiences from previous years;
5. The outcomes of the Transport Market Study.

According to the above-mentioned inputs and analysis for the offer 2025, the publication **offer is 19,1 Million Km**; there is a significant increase of the offer by 15%. The most important increase is in the western section (38%) and a few less in the central and eastern sections.

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 to coordinate TCRs and drafts the work plan for publishing and coordinating Capacity restrictions. All TCRs are published on the MedRFC website and the CIP for the applicants.

Technical and commercial meetings 2023

On 31/01 and 01/02, a joint North Sea-Mediterranean, Atlantic and Mediterranean PCS training course was held in Paris with the help of RNE. This was an excellent opportunity to present the TT 2024 offer to customers and to learn more about the applications and IMs involved.

OSS WG Meeting

Joint meetings of the OSS WG involving RFC 5, 6, 10 and 11 continued in 2023 with 3 events in Venice and Milan. It was an opportunity to meet all together, to facilitate and accelerate the exchange between all actors and to efficiently prepare the TT 2024 offer, to decide on the way forward, the next WG meetings and to promote joint meetings with the other corridors that have Slovenia in their routes: RFC 5, 6, 10 and 11.

All the participants agreed to continue on this form the common meetings.

4.2 TRAIN PERFORMANCE MANAGEMENT

Since the inception of the corridor, the Mediterranean Rail Freight Corridor has collaborated with its members and RNE to establish procedures and tools aimed at implementing a robust Performance Monitoring System. The Performance Monitoring of the Mediterranean Rail Freight Corridor comprises two main activities:

1. Monitoring international freight trains traversing the corridor lines and crossing borders. In 2023, the Train Performance Monitoring Working Group:
 - Developed the initial ICM-related Re-routing overview for TT2024. This document outlines various re-routing scenarios across the network of member IMs in Spain, France, Italy, Slovenia, Croatia, and Hungary. These scenarios are accessible on the Customer Information Platform (CIP).
 - Reviewed and analyzed raw train run data, collaborating with RNE to identify reasons for trains not being automatically linked and initiated the development of solutions to enhance the linking process by defining a standardized procedure (who, when, how). Additionally, explored methods to streamline the linking of ad-hoc trains.



4.3 SOLIDARITY LANES

The plan was launched by the EU Commission in April 2022 due to the RU-UA war;

- DG Move, Ministries, Port Authorities, RFCs, Infrastructural Managers, Railway undertakings, etc., were involved in facilitating and stimulating the export of UA agricultural products by rail;
- CEF(transport) call published on 22 June 2023 selected nine border crossing points projects for 250 Million euros;
- Med RFC is involved in the Coordination Platform, led by DG MOVE, focusing on the "Adriatic Corridors" to ease rail transport toward Adriatic ports in Slovenia, Croatia and Italy, by rail August a full stop data shows an increase in the volumes of UA agri products transhipped at the UA-SK/HU border (240,000 tons, +42% compared to July) but still very few maritime exports from the Adriatic seaports;
- There is available (spare) transshipment capacity in UA-SK/HU rail BCPs; according to Ukrainian Railways (UZ) the four rail BCPs are utilised at 30% -70% of their actual capacity;
- Two main limiting factors for the Adriatic route:
 - » High cost of transportation;
 - » Different technical norms of the rail networks in UA, HU, HR... in particular the axle load and the train length;
- Transit of UA agricultural products will not be affected by national measures decided by SK/HU following the expiry of the EU safeguard measures on 15/9; in HU, the main requirement remains for the cargo to leave the country within 15 days;
- Availability of rolling-stock remains an issue: there is a shortage of grain hopper wagons on the market;
- HR and UA are discussing the possible terms of a plan to develop alternative routes using Croatian inland ports on the Danube and a rail leg towards the Croatian seaports;
- There is enough capacity to tranship up to 0.5 Mt of UA agri products per month at the entry point; transit is possible and remains the priority; need to fine-tune the concept of block trains service tabs summary activity tabelle riepilogative.



4.4 CROSS-BORDER ACTIVITIES AND PROJECTS

Modane Quality Circle Operations

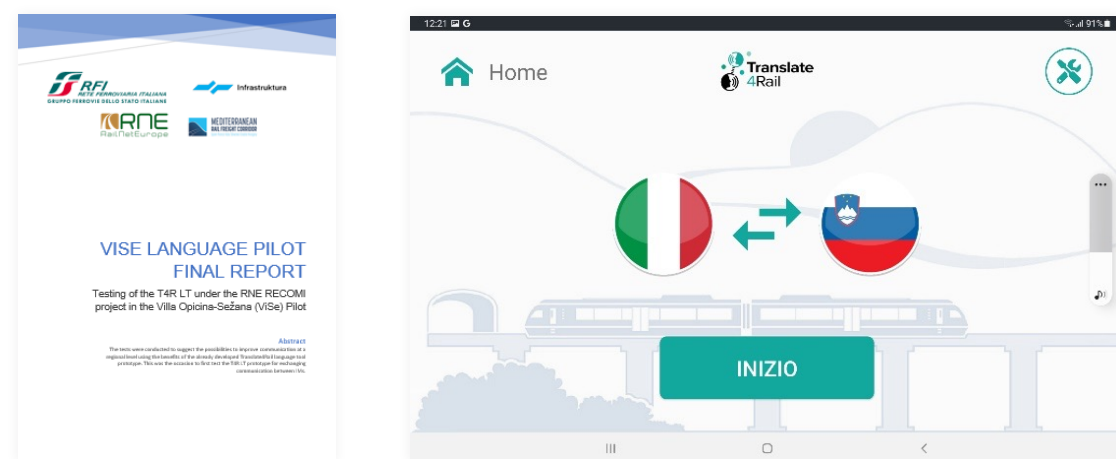
There wasn't any meeting of the Modane QCO during 2023. However, as a consequence of discussions during the QCO meetings, RFI modified the PGOS IF/RFI (art46) and adjusted the rounding method for calculating the mass of trains to be in line with the Fiche UIC and the French method. The provision entered into force on 1 October 2023.

Villa Opicina taskforce

The task force 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.

In 2023 meetings between the two IMs have been continuing in order to better manage and improve the efficiency of the crossing operations. The main actions undertaken in the period are the following:

1. Decision to update the in-force procedure between RFI and SZ-I in order to better detail the exchange of information and proposals to extend the VOPT (Villa Opicina Train Programming) work shift to Saturdays starting from March 2024.
2. The IMs started the discussions to exchange the IT national systems for traffic management.
3. The RECOMI (Regional Communication Improvement) ViSe project, which aims at facilitating the communications between Rete Ferroviaria Italiana (Italian IM) and Slovenske železnice (Slovenian Infrastructure Manager) at the Border Crossing Point Villa Opicina-Sežana and testing the T4RAIL language tool (T4Rail LT), was closed at the end of March 2023, with the issuing of the final report. This project was structured as a sub-activity of the Villa Opicina taskforce with the involvement of the Med RFC, RFI, SZ-I and Rail Net Europe.

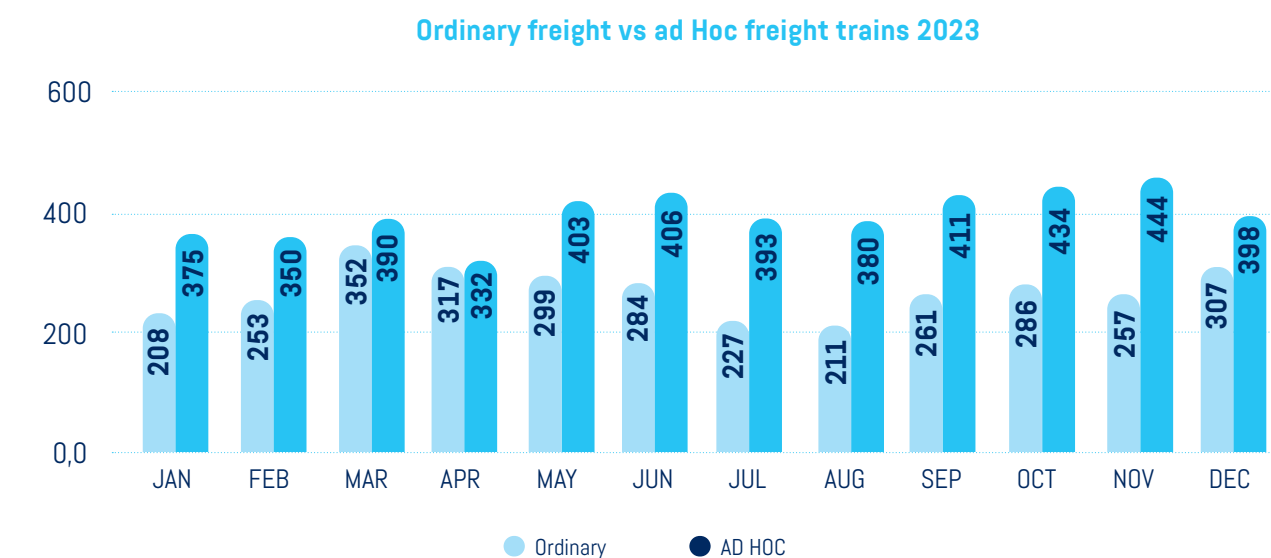


The Report describes the pilot project and the results of the tests performed both for the “free speech” between Venezia Mestre TCC - Ljubljana TCC and the test of “PDMs exchange” between Villa Opicina – Sežana. The application for free speech was a proof of concept of applying the tool developed for PDMs to communication between regional TCCs.

According to the results of the tests for PDMs, the usage of the T4R LT for this kind of IM-IM regional communication, namely between neighbouring cross-border stations, proved to correspond to the operational needs. The level of reliability was good for PDM exchanges; however, for free speech usage, the tool proved to be not ready, and the recommendations highlighted the improvement of the tool in this direction.

Since the cooperation on this project was good and the two IMs recognised the usefulness of further developing the translation tool, in autumn 2023, the old partners in the project, with RFI being the leading partner, submitted a project proposal to INTERREG IT-SI.

The BCP is characterized by a high number of extraordinary trains (ad hoc trains);



- ➔ Still there is a high average dwelling time especially in the direction IT-SLO, sometimes causing management problems at the station;
- ➔ Punctuality results are weak and below the threshold of 50% of punctuality;
- ➔ The monitoring of the traffic continues with the data provided by RFI in the management of Villa Opicina station;

Barcelona/Perpignan Quality Circle Operation opening activities

BCP Perpignan – Barcelona

The Med RFC managers, the infrastructure managers of Adif and SNCF Réseau, cooperated very closely.

- ➔ Update of the management of Perpignan FI Station (new rules in the operating manuals)

Achievements TT 2023:

- » LFP opening during nights Sat./Sun. And Sun./Monday since TT 2023
- » ADIF opening during nights Sat./Sun. And Sun./Monday since the 30/03/2023
- ➔ Next step:
 - » Study to open for a 3rd night during the week
 - » Facilitated the management of the Perpignan station

- ➔ Implementation of new BCP Perpignan – Barcelona to support the development
- ➔ Meeting to be organized end 2023

Management and coordination ICM cases

In 2023, two ICM cases occurred.

On 27 August 2023, a **landslide of an unprecedented scale occurred in the Maurienne Valley (Savoie)**: 15,000 m³ of rock detached itself from the Praz cliff in the commune of Le Freney. The railway line Culoz-Modane and the RD 1006 have since been inaccessible due to the damage caused and the continuing risk of falling boulders. Traffic on the A43 is now possible in 2 lanes instead of the usual four.



The Med RFC is intensively involved in coordinating activities to reopen the line and alleviate the disruption to rail traffic between Italy and France.



The updated reopening forecast is December 2024.

Meanwhile, the available re-routing lines are Ventimiglia-Marseille and Basel-Noisy via Switzerland.

In Croatia, a disruption happened near the Croatian port of Rijeka (15 km), on the Zagreb - Rijeka line, Meja - Škrlevo section. This railway accident occurred on Monday, 11 December 2023, at 08:49.

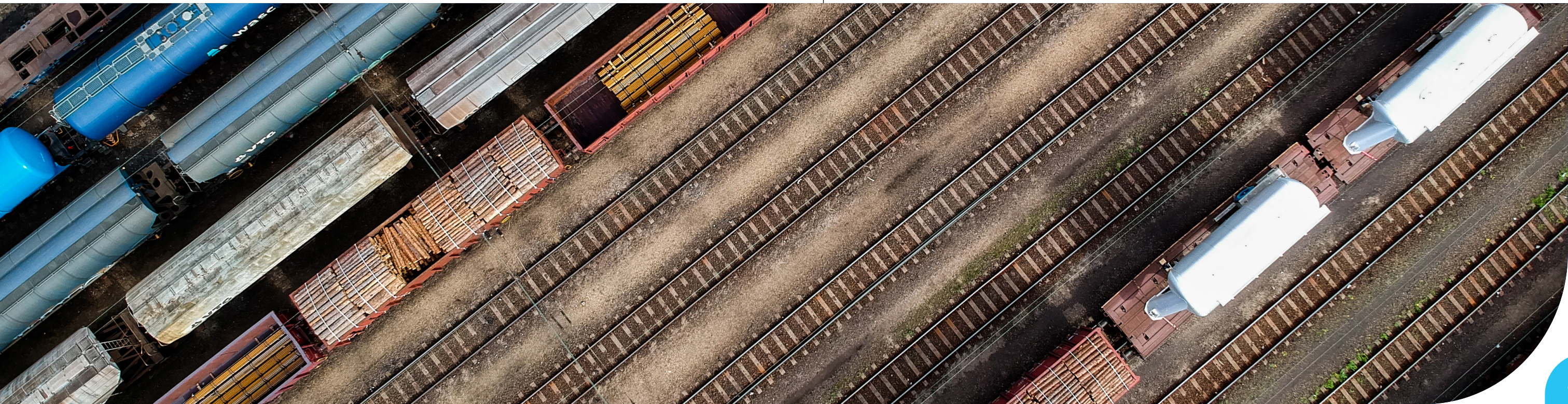
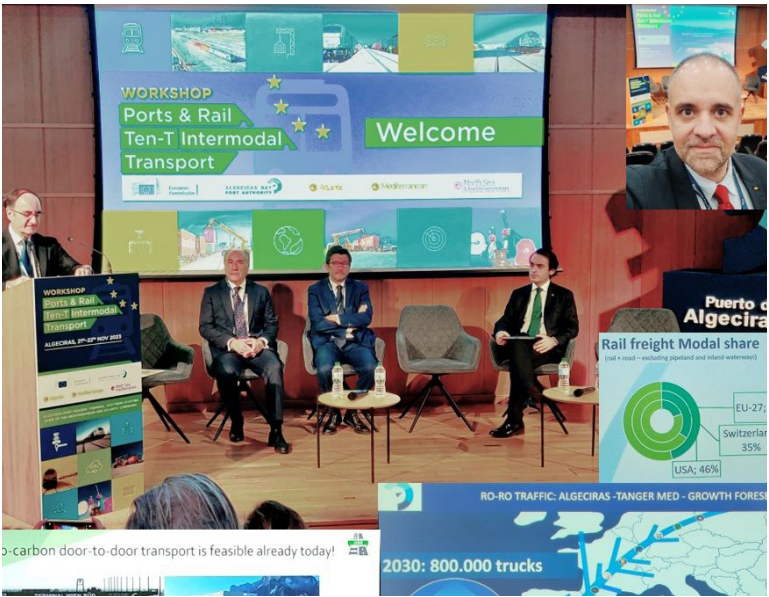


After the renovation of the rail infrastructure, the track was available again on Friday, 22 December 2023, from 19:10, and finally, the incident case was closed at 23:59 on Friday, 22 December 2023.

4.5 TAG/RAG ADVISORY GROUPS' CONTRIBUTES

In 2023, the Advisory Groups convened twice. The TAG-RAG sessions took place online on May 25th, 2023, and November 23rd, 2023. The second gathering was conducted jointly with the Atlantic RFC and was held in Seville.

- ➔ Good participation (Rus, Ports, terminals)
- ➔ Both TAG and RAG shared their data, analysis, and requests



4.6 COMMUNICATION EVENTS AND PARTNERSHIPS

The Med RFC took part and organized workshops, online conferences and events to meet and inform customers and interested stakeholders.

Transport Logistics 9-12/5/2023 Munich

International Exhibition for logistics, mobility, IT and supply chain management

The Transport Logistics fair in Munchen is the most important industry platform for logistics and transport.

Transport Logistics keeps its promises: the leading exhibition for logistics, telematics, and transport brings together industry experts and investment decision-makers from all over the world. It is a comprehensive platform where the most important issues affecting the industry today are discussed and where new innovation potential is brought to light.



Transport Rail Day 2023 30/5/2023 Stockholm

Co-organised by the European Commission, RailNetEurope, Trafikverket and Europe's Rail Joint Undertaking, the event featured several panel discussions.

The participation was limited to invited and registered participants only.

The programme for the day, with details on the planned panel discussions, was distributed to registered participants and can be [viewed here](#).

The Rail Transport Day 2023 was hosted as a hybrid event, allowing for participants to follow the discussions and contribute online.



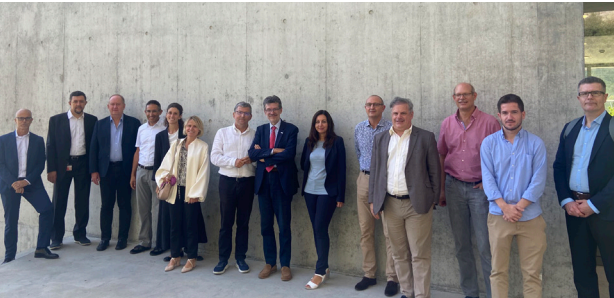
RFC RALP - RFC MED - SBB - RNE Workshop 28/9/2023 Bellinzona Biasca

The 'Sharing Best Practices' meeting was organised by the Mediterranean RFC and the Rhine-Alpine RFC, with the aim of discussing a number of interesting and challenging topics related to the planning and management of railway infrastructure projects. These topics include:

- ➔ Evolution and patterns of capacity allocation over the past three years
- ➔ Train performance management
- ➔ Dwelling times at border crossing points and bottlenecks
- ➔ International contingency management

Hosted by SBB CFF FFS, the event featured a presentation by Marco Corradini on the Ceneri Base Tunnel infrastructure and included a visit to the SBB Operations Centre in Pollegio.

These meetings fuel collaboration and dedication to build a seamless European Rail Freight Network.



4.7 ERTMS



Stefano Maroccio
ERTMS WG Leader

The deployment and harmonization of ERTMS along the Mediterranean RFC depend on national decisions and negotiations with the European Commission. However, differences in ERTMS versions and national rules between countries have caused issues. The Mediterranean RFC is responsible for harmonizing technical and operational rules at the corridor level and addressing these challenges. Feedback from Railway Undertakings indicates a need for simplified vehicle authorization procedures for ERTMS subsystems. The European Commission's ERTMS initiative is pushing for a reliable system, prompting Corridor Organizations to establish proper structures. Key targets include harmonizing operational rules, monitoring national implementations, enabling dynamic border transitions, exchanging technical results, and supporting RUs.

ERTMS STATE OF PLAY

ERTMS/ETCS training program

The MedRFC Has kept a focus on training activities regarding the ERTMS and ETCS.

The working group aims to share technical choices and ERTMS planning related to respective national implementation plans. This group is active, fostering a lively exchange of information among its members. Proposed collaborative activities include sharing experiences related to the ERA approval process, a key component of the fourth railway package.

Additionally, the working group is open to discussing any ERTMS topics suggested by corridor stakeholders.

The first sessions of the ERTMS/ETC training took place on 4 May and 15 June 2023, and colleagues from other corridors also participated. During this first training, the basic concepts and main functions of the system were illustrated.

All the participants were very enthusiastic, demonstrating that the exchange of experiences is an integral and active part of the corridor work.



Quality of service on the freight corridor

PERFORMANCE MONITORING REPORT

Article 19 (2) the 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.

5.1 KEY PERFORMANCE INDICATORS OF THE MEDITERRANEAN RAIL FREIGHT CORRIDOR (Art.19.1 EU Reg. 913/2010)

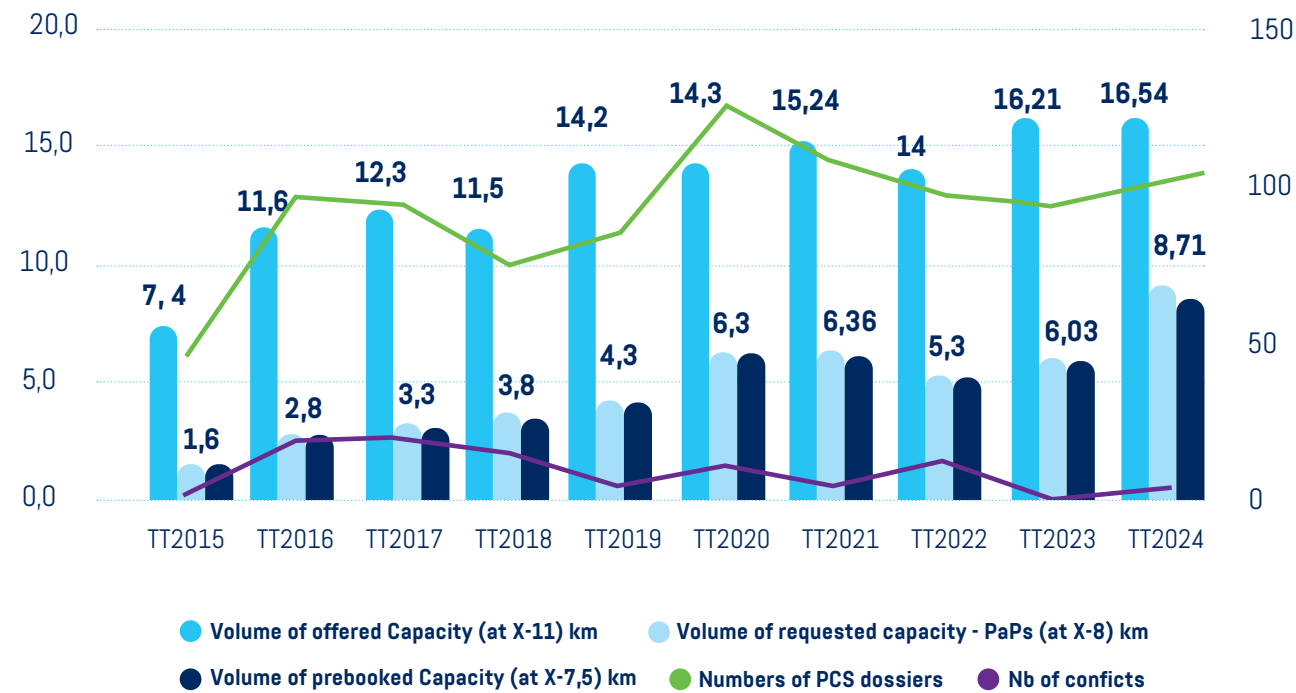
5.1.1 CAPACITY RELATED KPIS

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.

Information is given 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 entire process and the PaP process is described in Chapter 4.

FCA KPIS EVOLUTION - MED RFC



In the year 2023, for TT2024 the volume of offered capacity (Km*days offered) went up from 16.21 m PaP/km to 16.54 m PaP/km, with a very slight increase of 2% compared to TT2023.

The volume of requested capacity at X-8 for TT2024 amounted to 8.71 m PaP/km, with a very big increase of 44% compared to TT2023 due to the fact of an efficient offer.

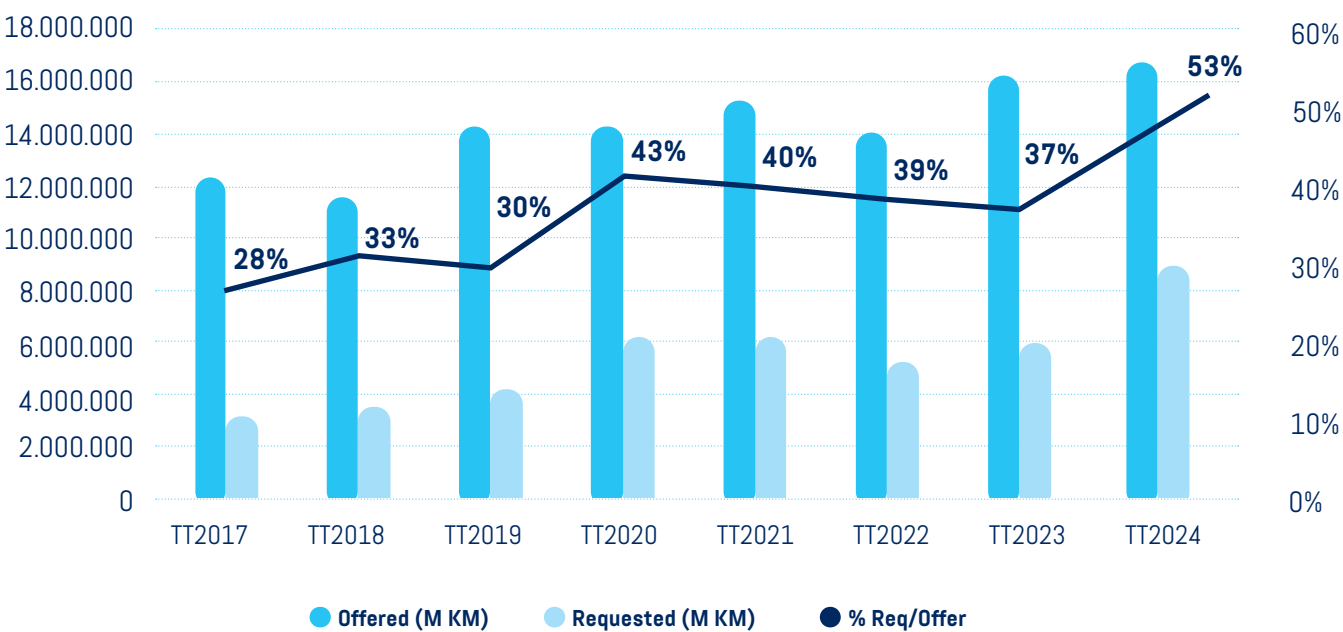
The volume of pre-booked capacity for TT2023 is 8.5 m PaP/km, highlighting a small difference compared to the volume of requested capacity, 6 conflicts in the request phase were experienced.

	TT2020	TT2021	TT2022	TT2023	TT2024
Volume of PaP Capacity Offer	14.3	15.24	14	16.2	16.54
Volume of PaP Capacity Requests	6.31	6.36	5.3	6.03	8.71
Volume of pre-booked Capacity	4.2	6.2	5.2	5.9	8.5

The graph shows the ratio between the Volume of offered capacity and the Volume of requested capacity.

For TT2024, the ratio was 53%, which is a big increase and shows a positive trend.

MED RFC OFFER-REQUEST-%



Number of PaP requests

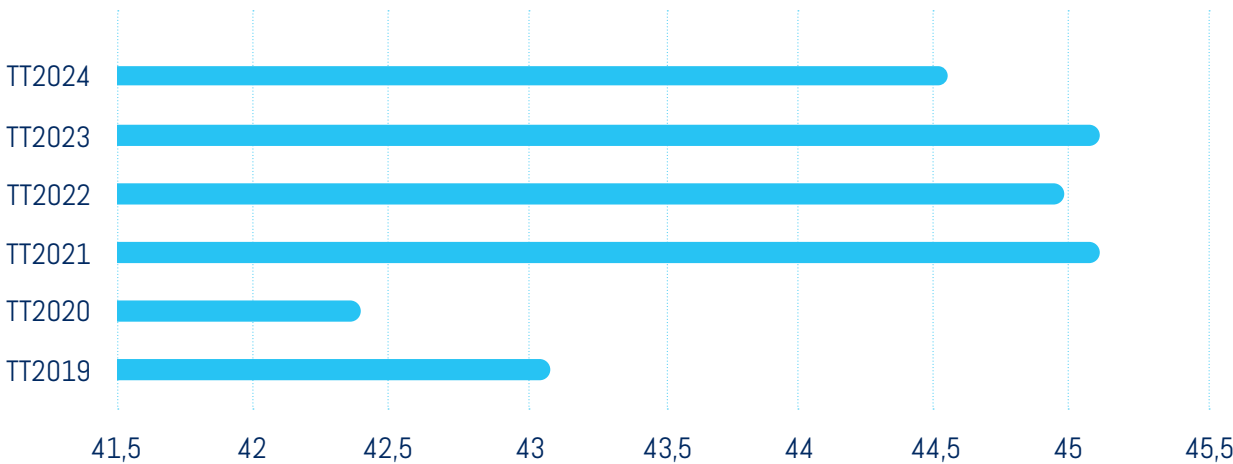
Number of requests in conflict

	TT2020	TT2021	TT2022	TT2023	TT2024
Number of PaP requests	-	86	78	75	88
Number of requests in conflict	9	4	10	0	6

In TT 2024 at X-8, the C-OSS received 88 PaP requests, 6 of which were conflicts. Two were solved with alternative offers, and the rest were solved with tailor-made solutions, so no major adjustments were needed. All the parts of the corridor were increasing and more important in the East.

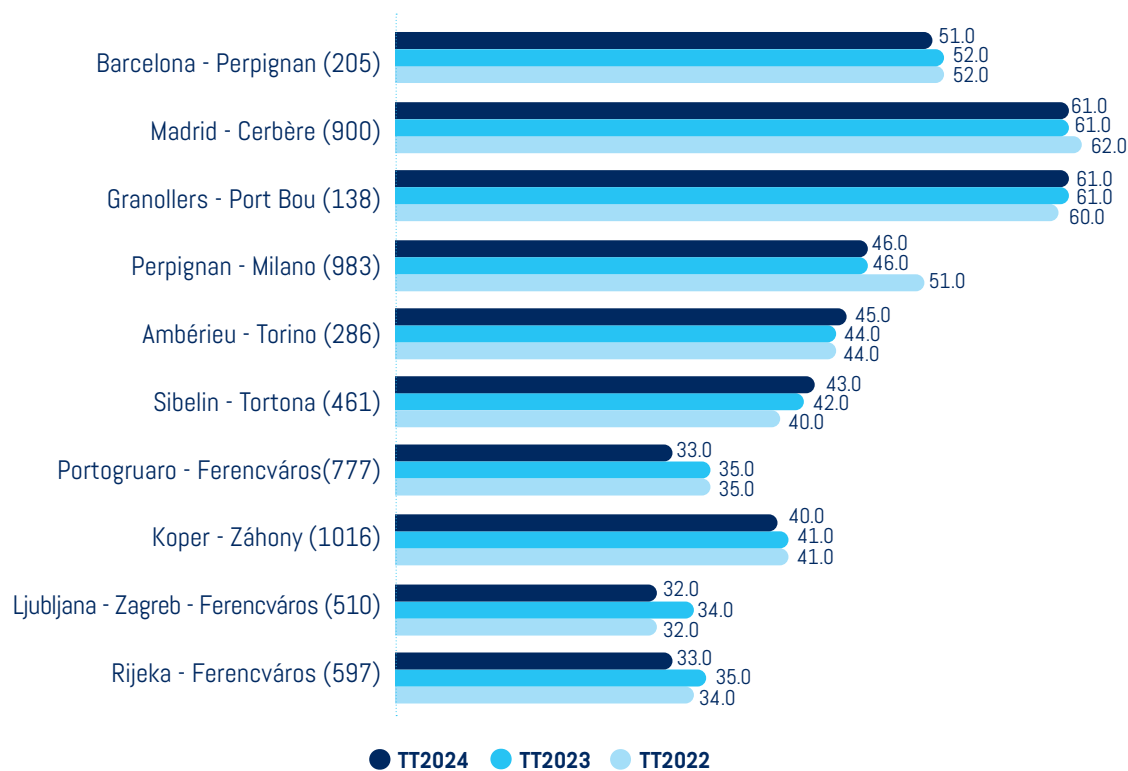
There was no request for the RC during TT 2023. For TT 2024, the offered Reserve Capacity is 2.34 m/path Kms. Still, final data regarding the request are not available because TT2024 was still running at the time of publication.

AVERAGE COMMERCIAL SPEED OF PAPS

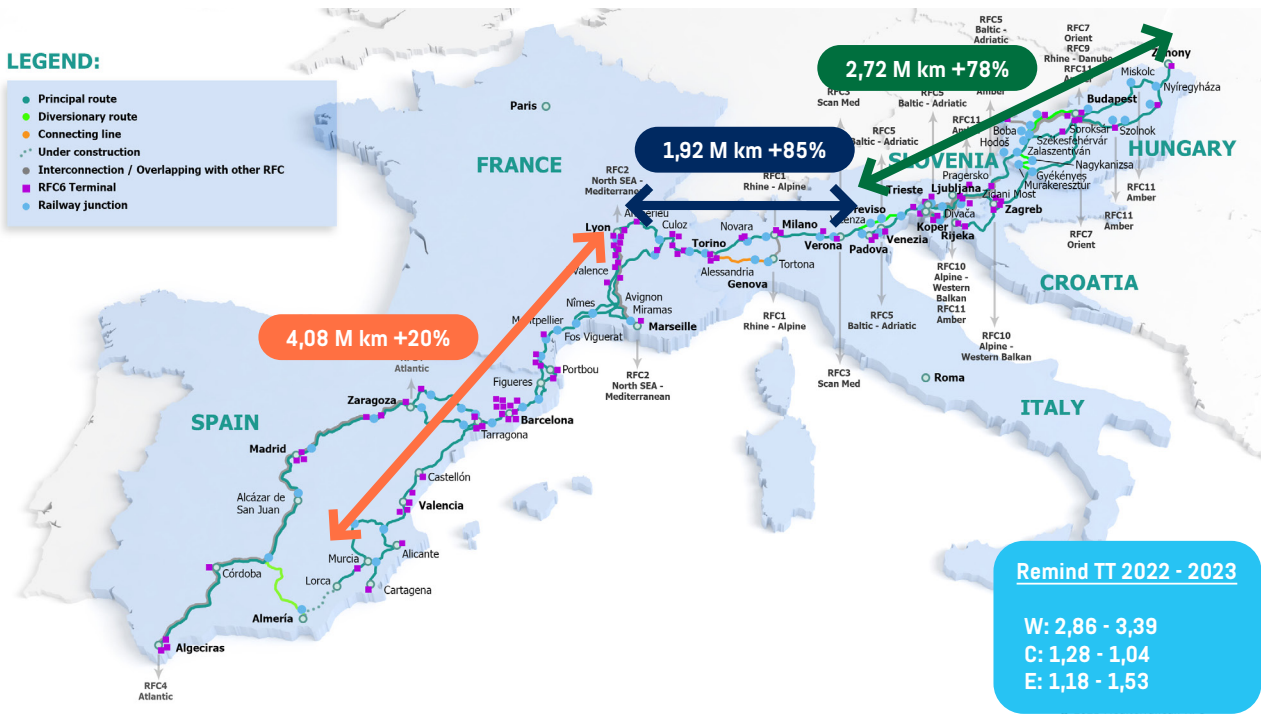


Average planned speed of PaPs TT 2023: 44.5 KM/H with a slight decrease.

AVERAGE PLANNED SPEED OF PAPS (CALCULATION PER O/D PAIRS, KM/H)



*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.



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

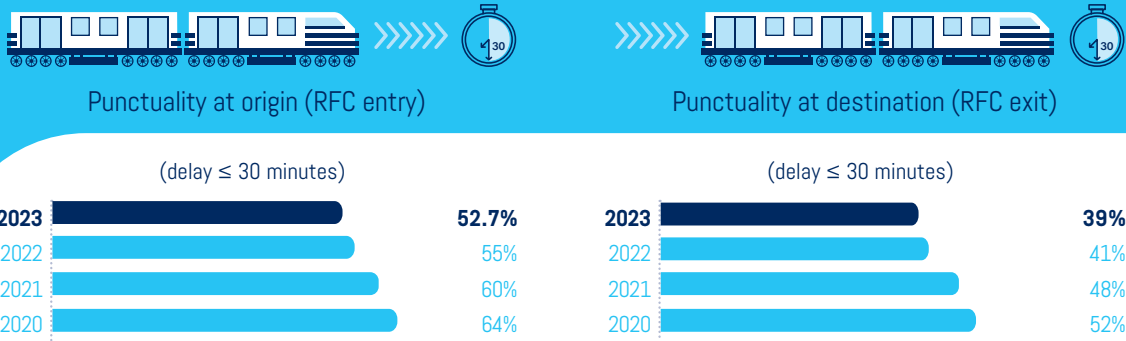
High demand in Center for combined traffic and also to or from Koper. TT 2024 provided an excellent offer and request.



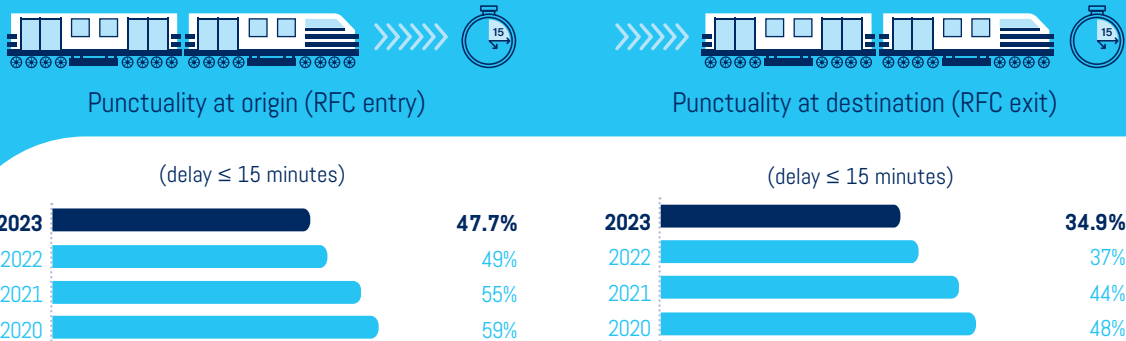
5.1.2 OPERATION RELATED KPIs

The KPIs related to punctuality are calculated using the Train Information System (TIS). The data are calculated by comparing the TT information delivered to TIS and the running data measured at defined points along the RFC. In the calculation, the international freight trains cross a border of the RFC. The 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 - RATIO OF ALLOCATED CAPACITY

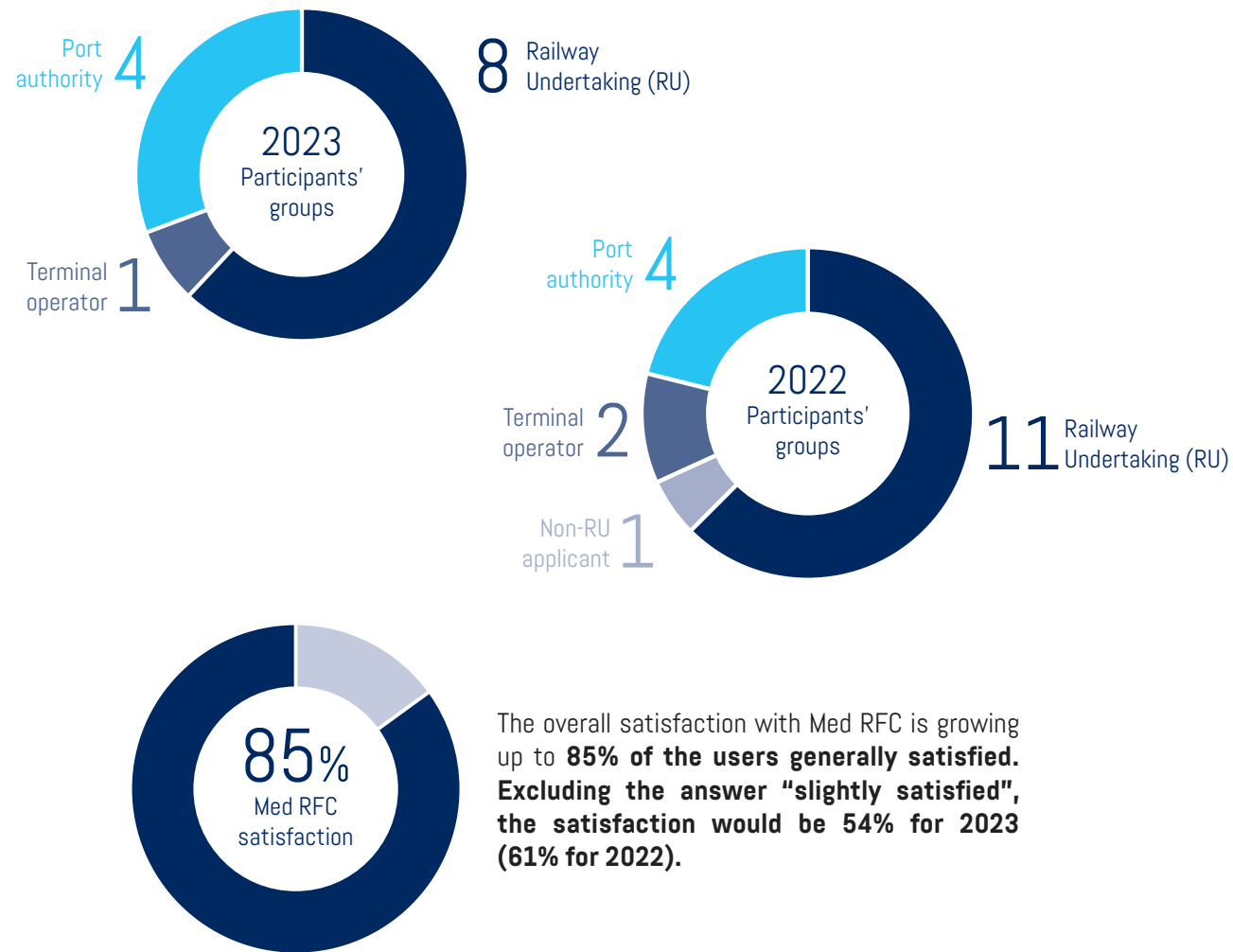
Here it is compared the ratio of allocated capacity by the corridor (final offer), versus global capacity allocated by the IMs at the borders of the RFC (at the start of TT).

The average for **TT 2024 is 26.1 %**. No data for Modane Bardonecchia due to the closure of the line since 08/2023. Good values in Spanish-French border and between Slovenia and Hungary.

Between member states		Between operational points		Allocated TT 2020	Allocated TT 2021	Allocated TT 2022	Allocated TT 2023	Allocated TT 2024
France	Spain	Cerbère	PortBou	56%	66%	84%	87%	84%
France	Spain	SNCF R/ LFP	Límit LFP/ ADIF	38%	53%	62%	59%	77%
France	Italy	Modane	Bardonecchia	56%	66%	72%	58%	0%
Italy	Slovenia	Villa Opicina	Sežana	9%	10%	11%	13%	10%
Slovenia	Hungary	Hodoš	Öriszentpéter	49%	42%	7,7%	26%	65%
Croatia	Hungary	Botovo	Gyékényes	11%	13%	18%	13%	10%
Slovenia	Croatia	Dobova	Savski Marof	6%	25%	22%	15%	10%
Med RFC Average				27,8%	30,5%	27,8%	27,7%	26,1%

5.2. USER SATISFACTION SURVEY HIGHLIGHTS

In line with the Regulation (EU) 913/2010, our rail freight corridor performs a User Satisfaction Survey (USS) each year. Also, for the year 2023, the RFC Network prepared a common survey to collect answers from rail freight corridors' users. The Med RFC received a total of 13 evaluations, of which 3 were performed in personal interviews, which was a possibility introduced in 2023 and will be kept for the future.



OPERATIONS: NUMBER OF TRAINS AND KILOMETERS CROSSING A BORDER ALONG THE RFC





SUMMARY – STRENGTHS AND AREAS OF IMPROVEMENT



Strengths

- Good communication and cooperation with the corridor staff
- Good information sharing
- Gives a European scope and a corridor vision to the national perspectives
- C-OSS is a good support in the process
- Appreciation for work done at BCP: these are going in the right direction, but actions take too long.



Areas for improvement

- Complaints about track closures and short-time communication (even if the question about satisfaction in the management of TCRs is quite positive, 75% of the respondents are satisfied);
- Request for better follow-up during TAG-RAG meetings and better scheduling of Cross border point activities and meetings
- about future infrastructure: start discussing more operational issues, run political influence and bring fresh information
- The wish list is respected, but the timeline is too advanced.



Proposals

- Proposal to have a newsletter to inform on activities performed
- Besides the usual RAG/TAG meetings, the proposal is to organise about 2 meetings a year (one-hour discussion) so that the RFC can get closer to the Rus's activities and needs. With the aim of understanding its users.

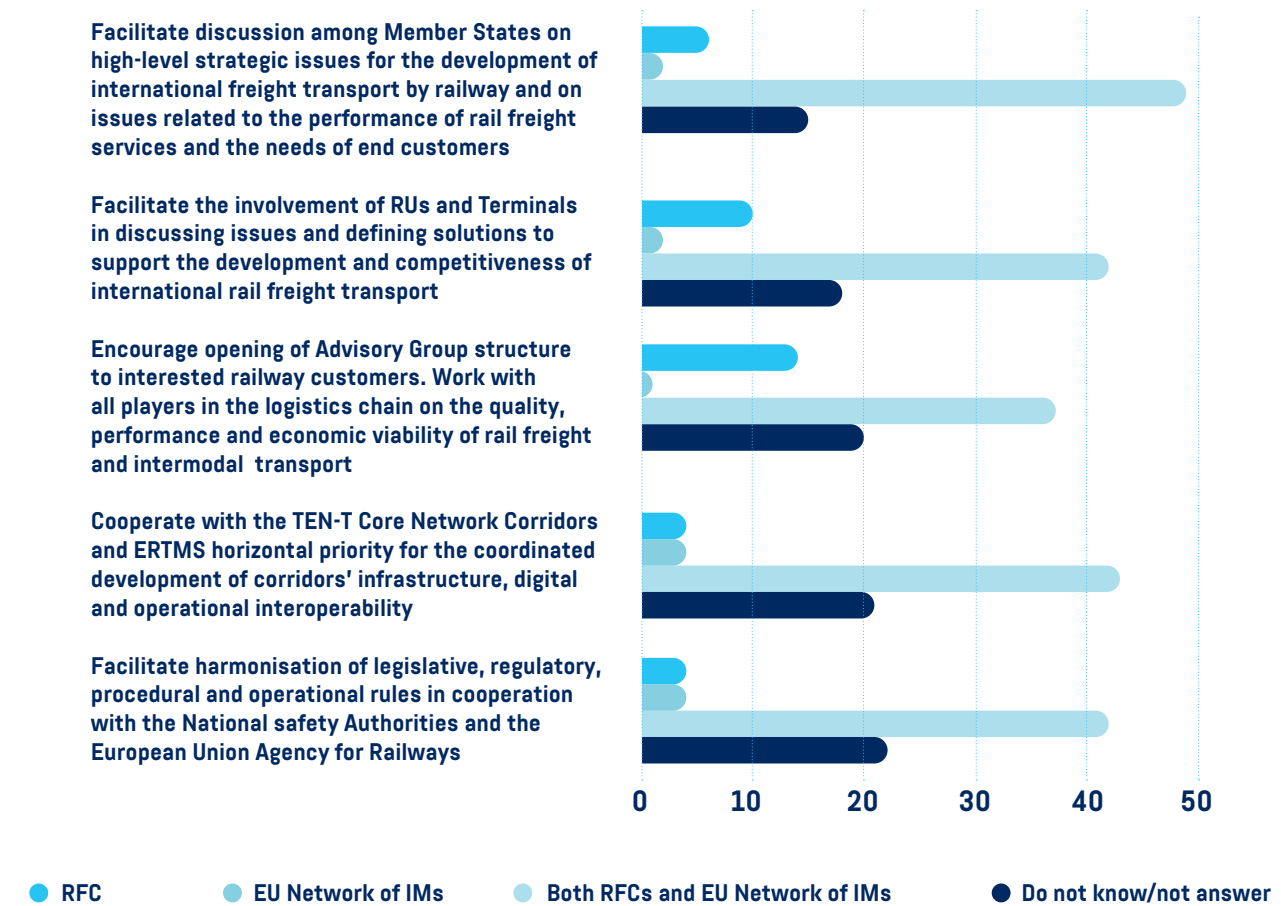
The full report with results has been published on the Mediterranean RFC website and CIP and this is always presented and commented during the Advisory Groups meetings.

Other than the RFCs' USS, this year, the consultants in charge of preparing the transport market study (2023 11 RFCs Joint TMS Update) prepared a survey to collect relevant information on the past and future short-term market trends concerning international rail freight transport in Europe and assess past and expected changes potentially associated with the establishment of the RFCs. This survey (72 respondents for all 11 RFCs) allows the following conclusions to be drawn.

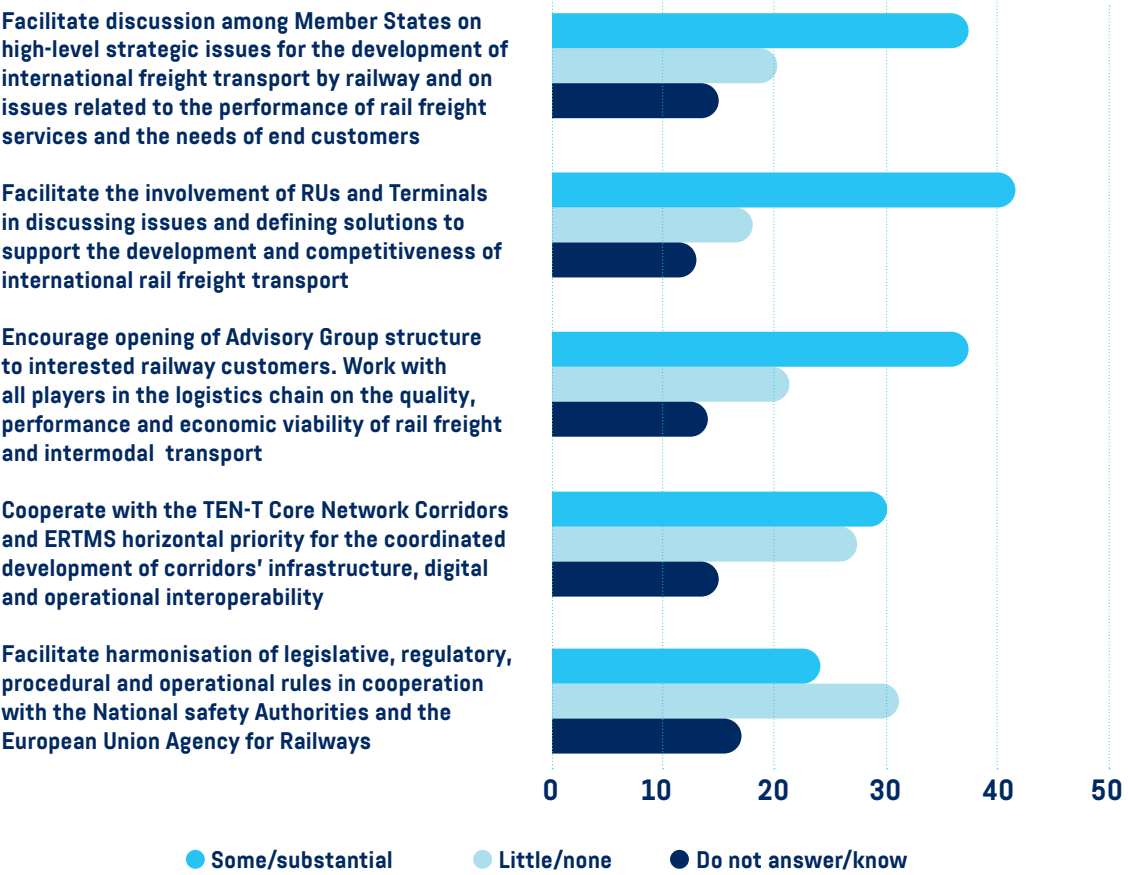
- The areas where the users would have expected more results in governance issues after the RFCs establishments are:
 1. The opening of an Advisory group structure for interested railway customers. Work with all players in the logistic hain on the quality, viability of rail freight and intermodal transport;
 2. Cooperate with TEN-T corridors and ERTMS horizontal structures for the coordinated development of corridors' infrastructure, digital and operational interoperability;
 3. Facilitate harmonization of legislative, regulatory, procedural and operational rules in cooperation with National Safety Authorities and the EU Agency for Railways.

Nonetheless, most of the users recognized that the best fitting governance to progress on governance issues would be to keep both Rail Freight Corridors and the EU Network of IMs dealing with governance issues.

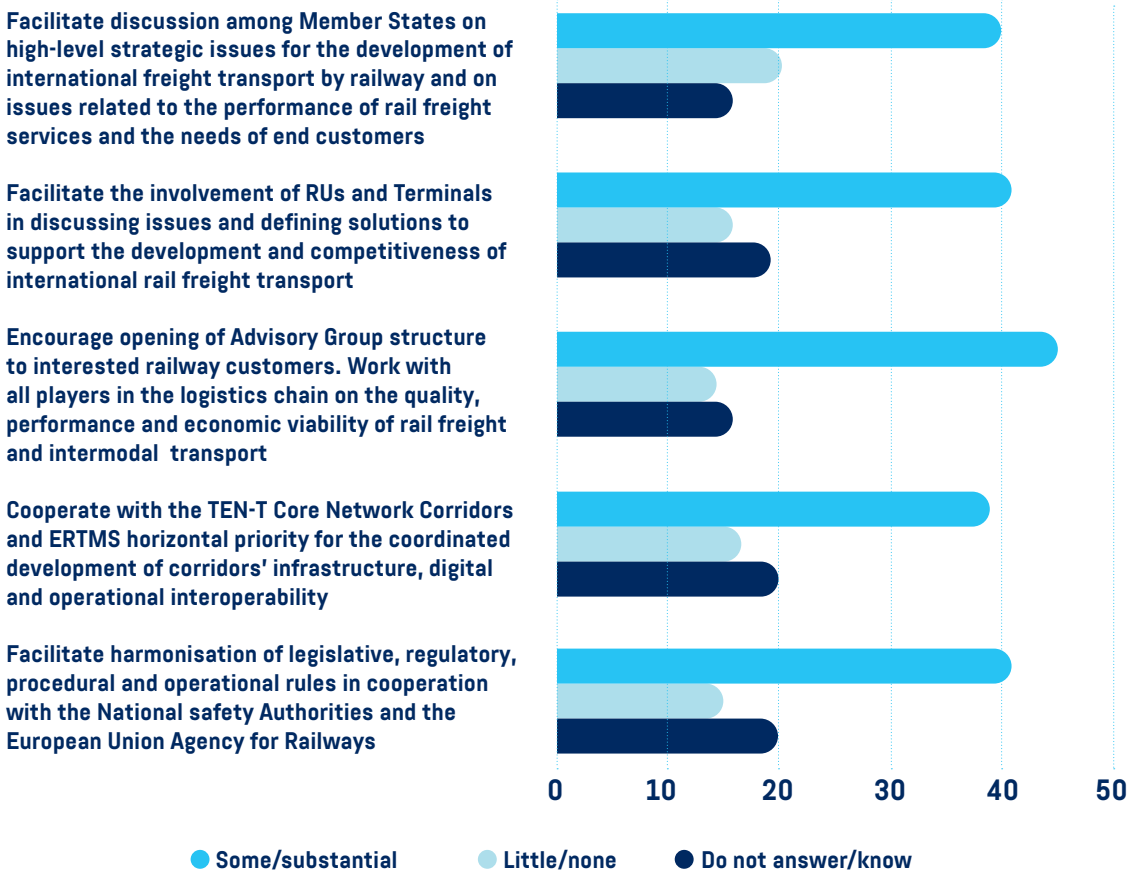
BEST FITTING GOVERNANCE TO BRING ISSUE FORWARD - GOVERNANCE ISSUES



PROGRESS MADE TO DATE, SINCE THE ESTABLISHMENT OF THE RFCS -GOVERNANCE ISSUES



EXPECTED CHANGES BASED ON CURRENT PROGRAMMES / INITIATIVES -GOVERNANCE ISSUES





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