



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

20

ANNUAL REPORT

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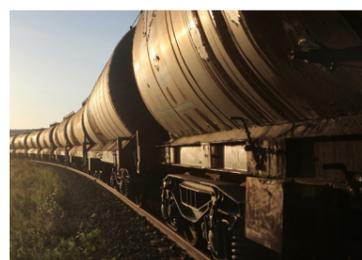
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INTRODUCTION

Between 2022 and 2023, the European Union faced a series of compounded crises. The lingering effects of the COVID-19 pandemic, the outbreak of the war in Ukraine, and the escalation of conflict in the Middle East in late 2023 strained global and European economies. These geopolitical tensions disrupted supply chains—particularly due to the partial blockade of Red Sea maritime routes—and hindered the recovery of key sectors, including rail freight. In this challenging environment, efforts to shift freight transport from road to rail, as promoted by the Rail Freight Corridors and the EU Green Deal, encountered additional obstacles.

Despite these headwinds, initiatives like the EU's Solidarity Lanes Action Plan helped maintain connectivity with Ukraine, and infrastructure development continued along key corridors such as the Mediterranean RFC, in alignment with the 2022–2025 Grant Agreement.

Milestones and Strategic Initiatives (2024)

In 2024, the rail freight and logistics sector witnessed several significant events, including major industry conferences, infrastructure developments, and strategic initiatives aimed at enhancing global connectivity and efficiency.

The most impactful developments:

- **The revised TEN-T Regulation, Regulation (EU) 2024/1679** of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913 /2010 and repealing Regulation (EU) No 1315/2013 entered into force on 18 July 2024, introducing the European Transport Corridors and reinforcing the EU's commitment to sustainability and modal shift. This new Regulation amended the existing Regulation (EU) No 913 /2010, as per the provisions set in Article 67. Among others the corridor alignment has changed according to Annex III to that Regulation, like this map



Main contents

The Annual Report 2024 is aiming at:

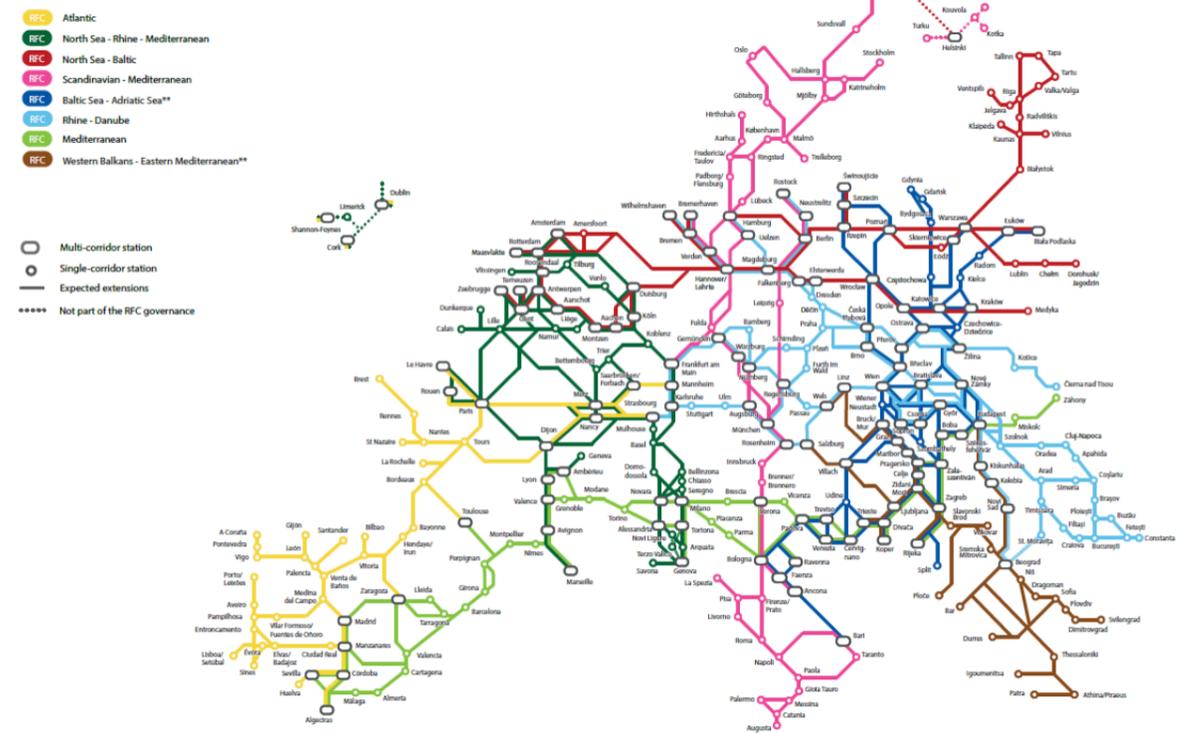
1 Providing Corridor stakeholders with general updates about the Mediterranean Rail Freight Corridor activities;

2 Providing an overview of the key figures related to the performance

- **International conferences** such as Connecting Europe Days in InnoTrans in Berlin and the inaugural Global Rail 2024 in Abu Dhabi brought together policymakers, operators, and innovators to accelerate collaboration.
- **State support for rail freight**, exemplified by the EU's approval of €1.9 billion in aid for DB Cargo, underscored the strategic role of rail in decarbonizing transport and ensuring resilience.

Overall, 2024 marked a turning point toward more integrated and sustainable logistics, despite the ongoing geopolitical and economic challenges inherited from previous years.

New alignment* of the Rail Freight Corridors (RFCs) - 2026



View from the new map, on the new alignment of the Corridors

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:
- The length of the Mediterranean RFC is over 7 thousand km, according to the table shown below.

	LENGHT
SPAIN	3,050
FRANCE	1,511
ITALY	1,311
SLOVENIA	461
CROATIA	378
HUNGARY	696
TOTAL	7,407

- More than 100 freight terminals
- 5 European Core Cargo Seaports and 2 important Riverports
- The most interconnected Rail Freight Corridor
- 3 main manufacturing areas: Catalonia, Auvergne-Rhone-Alpes and Piedmont-Lombardy
- Mediterranean RFC includes 18% of the European population and 17% of European GDP.



2.1 Executive Board

The Mediterranean RFC Executive Board met twice in 2024, 11th April and 17th October.

The activities carried out in 2024 are summarized in the following President’s message.

Message by the Exbo President:

The Executive Board (ExBo) is chaired by the Ministry in charge of Transport, represented by the President Delphine Chabalier. A salient feature of the year 2024 was the entry into force of Regulation (EU) 2024/1679 in July 2024, which demanded that the corridor started to engage in a process of reflection on Article 19 Operational priorities, defined to ensure by 31 December 2030 on the European Transport Corridor (ETC) : ► 25 minutes of dwelling time, when crossing an internal border ► 75% punctuality at final destination with a maximum delay under 30 minutes, when crossing an internal border ► On the freight transport lines, of the core network ▪ In case of double track lines, at least two train paths per hour and direction can be allocated to freight trains with a length of at least 740 m (including the locomotive or locomotives) ▪ on single track lines, at least one train path per two hours and direction can be allocated to freight trains with a length of at least 740 m (including the locomotive or locomotives) The corridor conjointly started to considerate how to cooperate effectively with the newly appointed ETC Med Coordinator. During the year 2024, the Mediterranean RFC also continued its involvement in Solidarity Lanes Action Plan for Ukraine by facilitating and stimulating the export of Ukraine’s agricultural products by rail. Additionnally, the Mediterranean RFC continued its work for seamless rail freight traffic with the border crossing points QCOs (quality circle operations) for Barcelona - Perpignan and for Villa Opicina - Sezana. For instance, the Villa Opicina - Sezana QCO aims at getting all the operators at the same table, at the same time, to try and alleviate the causes of the congestion between Italy and Slovenia. Two general meetings took place in 2024, with as a result, a day-by-day and train-by-train monitoring of the dwelling time at Villa Opicina since June 2024.

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. 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.

The corridor has also been in direct contact with the local authorities to obtain reliable and timely information regarding the resumption of operations.

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

Delphine Chabalier

Governance Chart table

MEMBERS OF THE MEDITERRANEAN RAIL FREIGHT CORRIDOR (GA members and working groups)



*Latest Update as of 2025

In autumn 2024, VPE underwent an internal reorganization and merged to become “KTI Magyar Közlekedéstudományi és Logisztikai Intézet Nonprofit Kft.”, serving as the relevant Allocation Body.

Meanwhile, MÁV underwent a split and reorganization, resulting in the establishment of “MÁV Pályaműködtetési Zártkörűen Működő Részvénytársaság” as the Rail Infrastructure Manager.

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 2024, 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.



István PÁKOZDI

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 MEDITERRANEAN 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.



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). Until the month of May 2024, 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 Mediterranean 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.

***Since October 2024 Jose Antonio Grau took over the position of Project Manager for the Mediterranean RFC**

2.4 Regulatory Body

In accordance with the Regulation and Directive 2012/34/EU, 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

Via Nizza 230, 10126 Torino

Telefono: +39 011.19212.500

E-mail: art@autorita-trasporti.it

PEC: pec@pec.autorita-trasporti.it

C.F.: 97772010019



CORRIDOR DOCUMENTATION

3.1 TRANSPORT MARKET STUDY

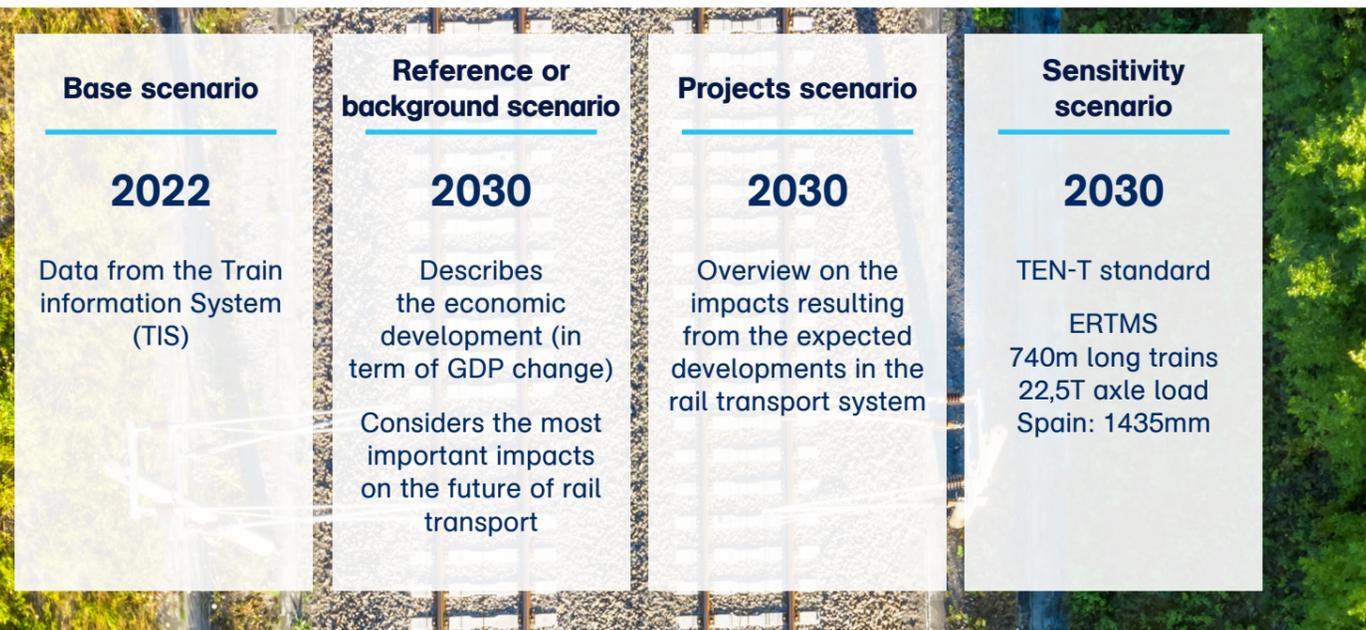
The MED RFC is one of the 11 RFCs currently in operation, established under the scope of Regulation (EU) 913/2010 concerning a European rail network for competitive freight. According to Article 9.3 of Regulation (EU) 913/2010, the Management Board of the RFC shall carry out and periodically update a Transport Market Study (TMS) related to the observed and expected changes in the traffic on the freight corridor as a consequence of the RFC being established.

Over the past decade, RFCs elaborated first TMSs and, in most cases, TMS updates. However, these studies were carried out without a common approach or a shared methodological framework. To support the RFCs in achieving compliance with the above requirement in a coordinated and harmonised manner, the Management Boards of the 11 RFCs decided to execute a Joint 2024 TMS Update under the coordination of RailNetEurope (RNE).



The model has been calibrated to the year 2022 (Model Base Year). Three future scenarios have been elaborated for the 2030 time horizon:

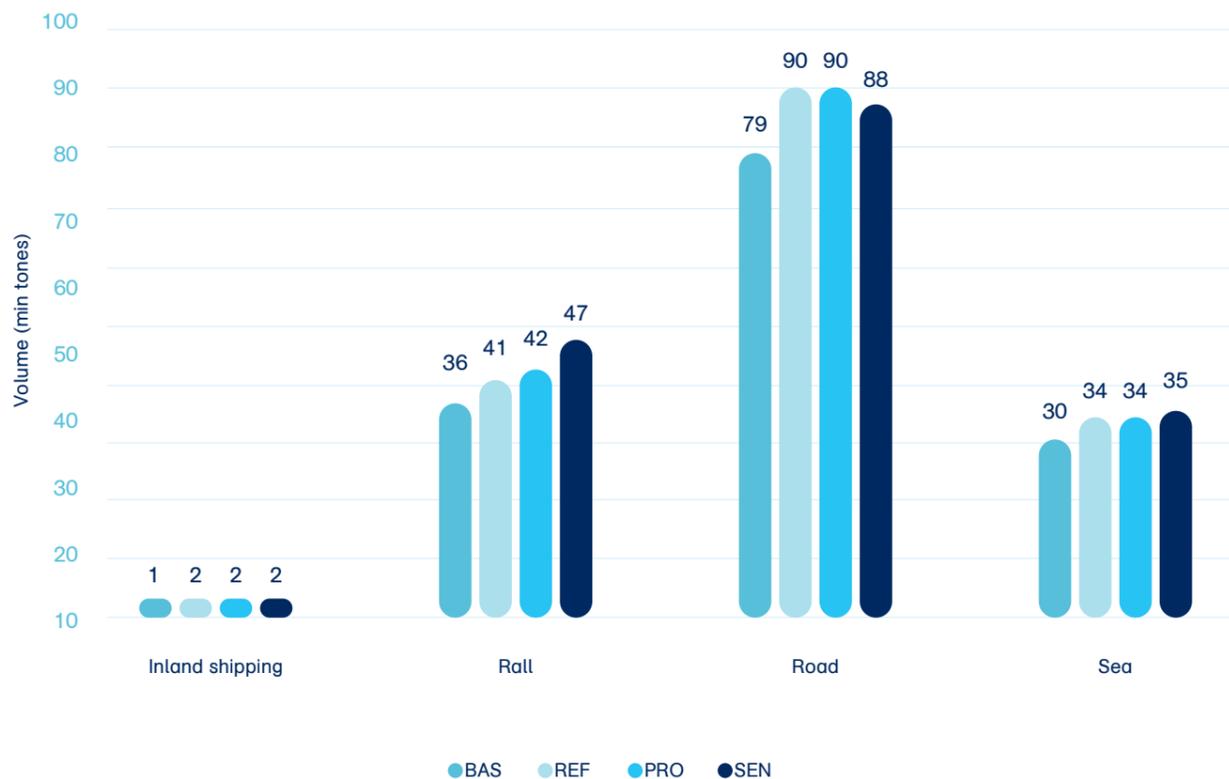
TRANSPORT MARKET STUDY



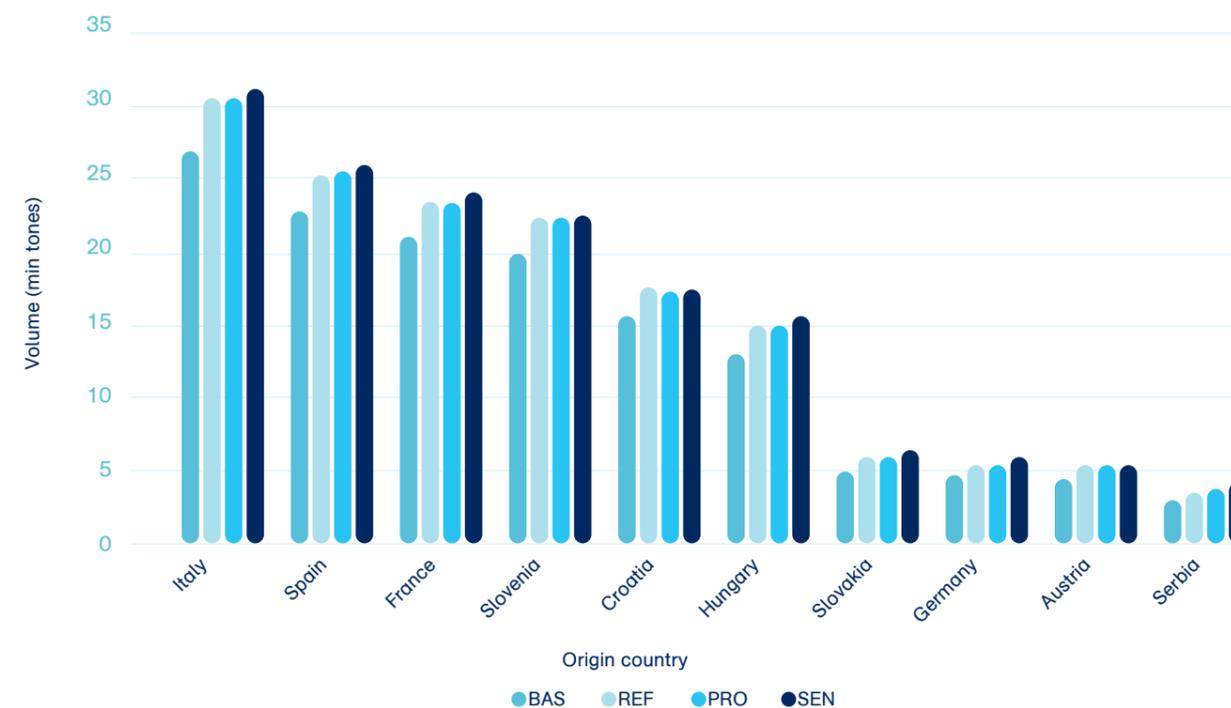
Results

The main results obtained in the study are summarised in the graphics below; perspectives are encouraging

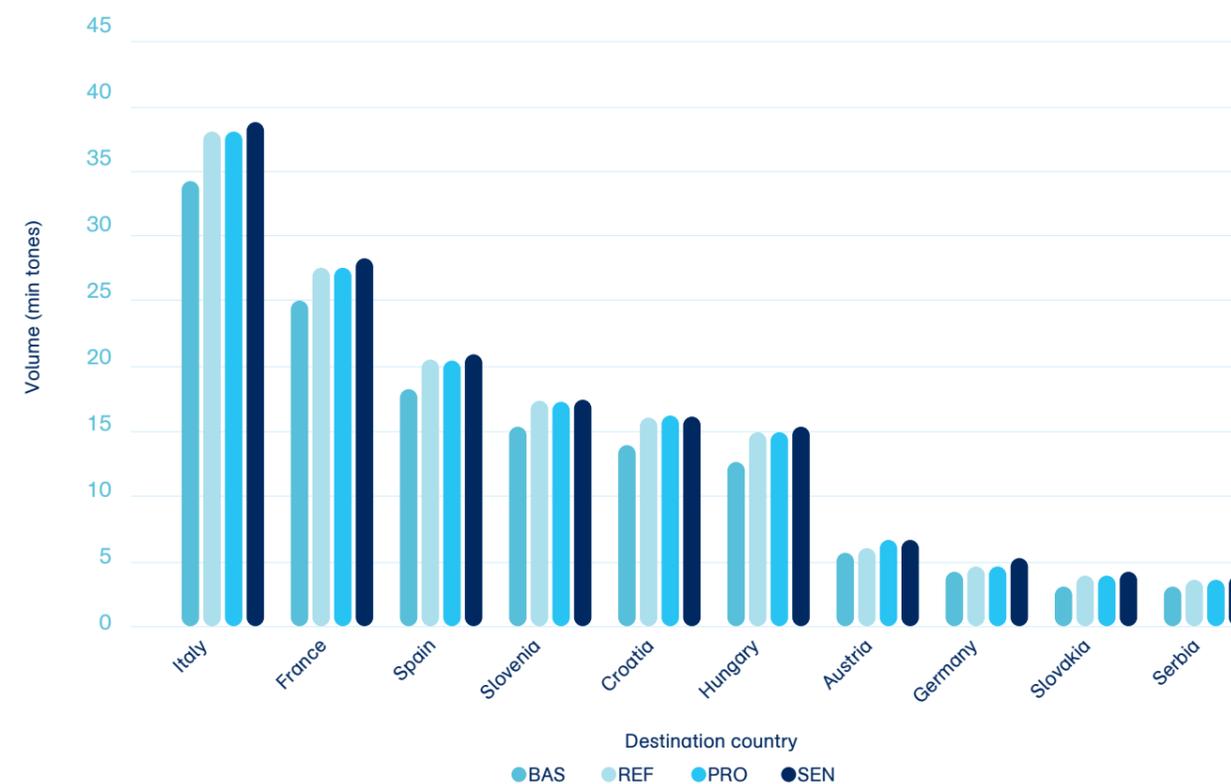
Development of volume (in million tonnes) by mode and scenario of the corridor area of RFC MED



Development of volume (in million tonnes) of all international freight transport by origin countries in the catchment area of the RFC MED



Development of volume (in million tonnes) of all international freight transport by the destination countries in the RFC MED



CORRIDOR ACTIVITIES 2024

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 2024 were:

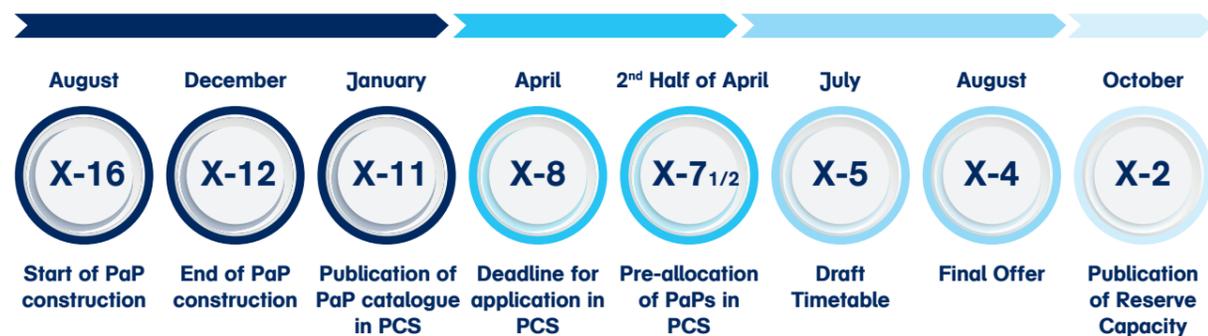
- RUs consultation for preparing Annual PaPs offer according the customer’s capacity wish lists;
- Construction and harmonisation of offers for all products (Offers, Annual Requests and Reserve Capacity Requests);
- Coordinating and supporting RUs and IMs during the paths ordering phase;
- Harmonizing 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 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



4.1.1 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 Mediterranean 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 part (38%) and a few less in the Center and Eastern.

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 restriction. All TCRs are published on the Mediterranean website and on CIP for the applicants at: <https://www.medrfc.eu/our-services/tcr/>

4.1.2 C-OSS WG MEETINGS

PCS Trainings

The 2024 PCS training was held on the 6 and 7/2/2024 in Brussels supported by RNE jointly organized with the Mediterranean RFC, RFC North Sea-Med and Atlantic. 48 registrants, including some 30 face-to-face attendees, took part in the 2024 training course. A strong presence from our Belgian colleagues, but also from Luxembourg, Italy, Spain, Switzerland and France.

Technical and commercial meetings 2024

- The Common RFCs C-OSS WG (5, 6, 10 and 11) with RNE support continued in 2024 with 2 meetings in Venezia (23/04 and 08/10) in Hybrid mode to present and construct the TT2025 offer, and then the treatment of the requests.
- The cooperation among the RFC Baltic-Adriatic, Med, Alpine-Western Balkan and Amber continued in the [OSS Capacity WG](#) with all the IMs more efficiently involved in preparing, allocating and constructing TT 2025.

FTE - Forum train europe 2024

During the FTE B (18-21/03), more than 30 meetings with applicants and IMs were organized to prepare the international requests. This was an opportunity to remind some of the main TCRs, especially in Slovenia and between Italy - France. There was an excellent result, and the request level increased fewer 3% (after 44% increased the previous TT) despite the total closure between France and Italy.

A technical meeting with all the IMs was held in Bratislava (10-13/06/2024) to coordinate and harmonize the offer construction at the borders.

For detailed information on the Final Bid TT2025-Western and Eastern section> visit PAP offer and Reserve Capacity offers TT2024 on Med RFC website:

<https://www.medrfc.eu/our-services/commercial-offer/>

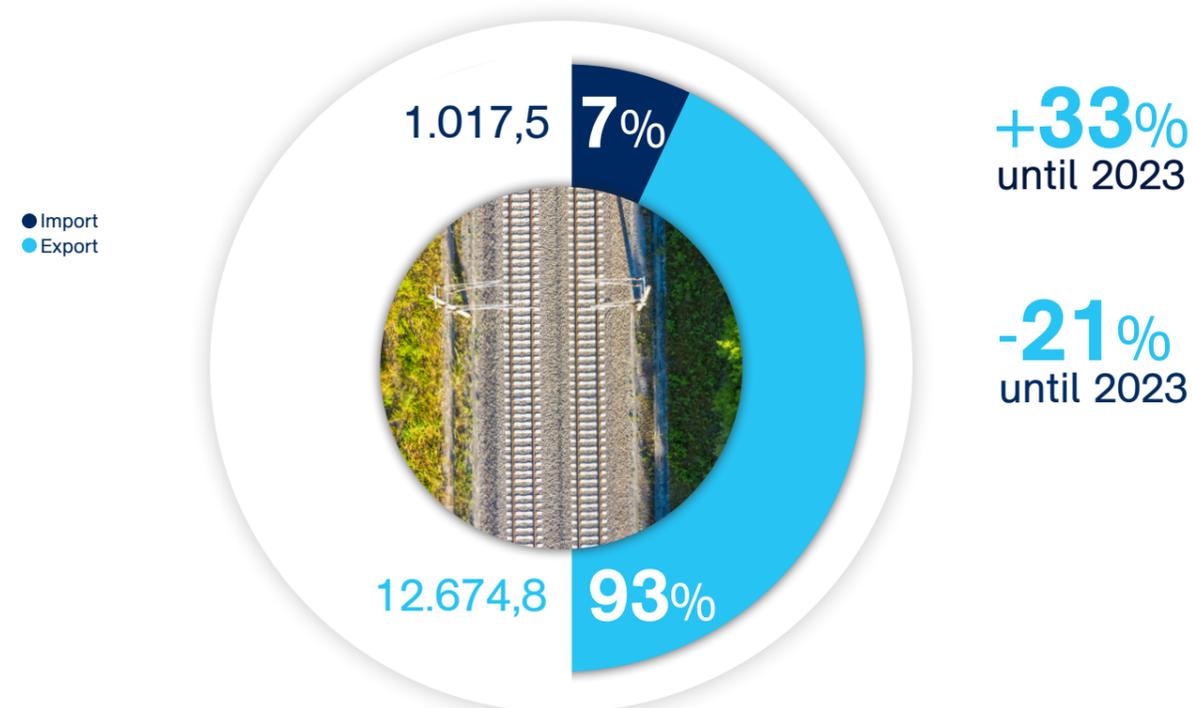


4.2 EU-Ukraine solidarity lanes

The plan **Ukraine's Solidarity Lanes** 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.

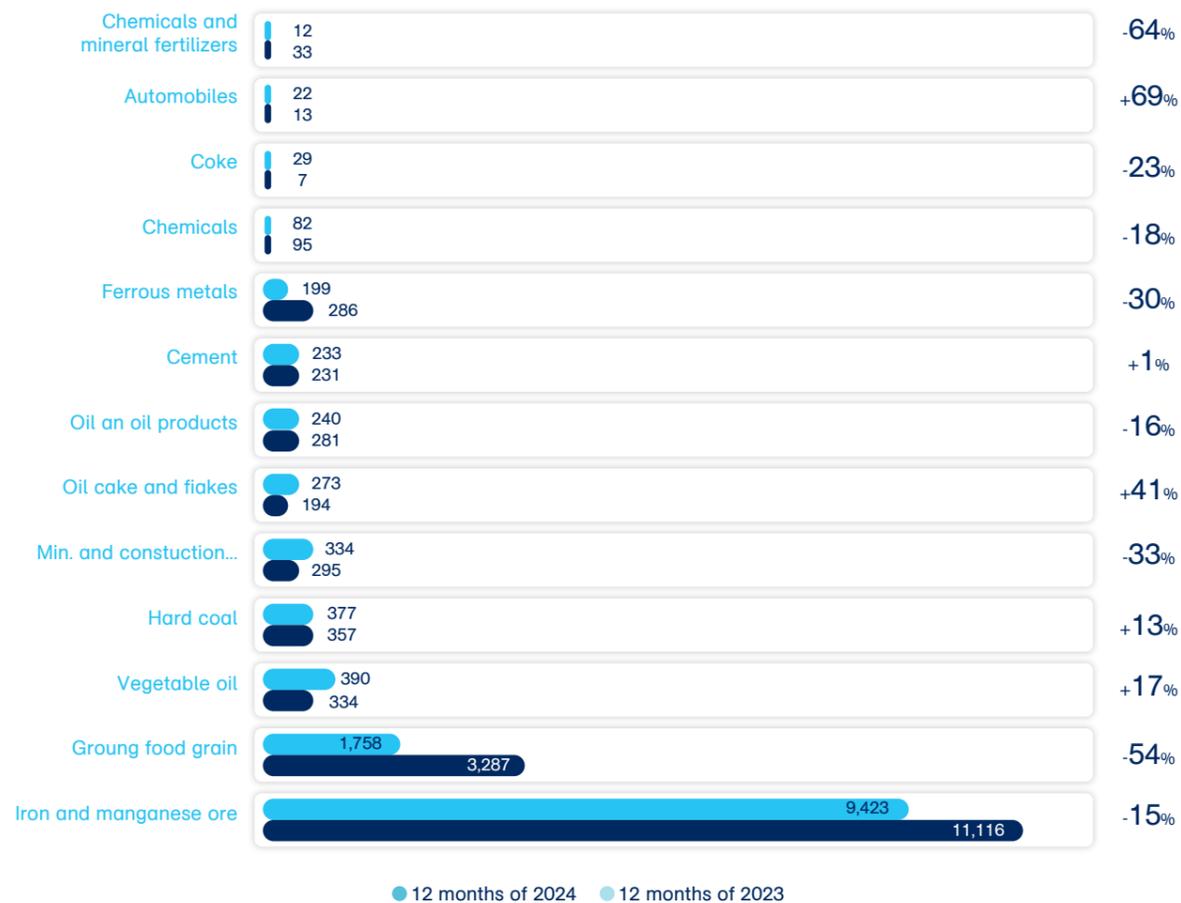
CEF(transport) call published on 22 June 2023 selected nine border crossing points projects for 250 Million euros so then the Mediterranean RFC has been involved in the Coordination Platform, led by DG MOVE, focusing on the "Adriatic Corridors" to ease rail transport toward Adriatic ports in Slovenia, Croatia and Italy, by rail aiming to strengthen connectivity between the EU and Ukraine.

Volumes of cargos transportation by country, ths ton

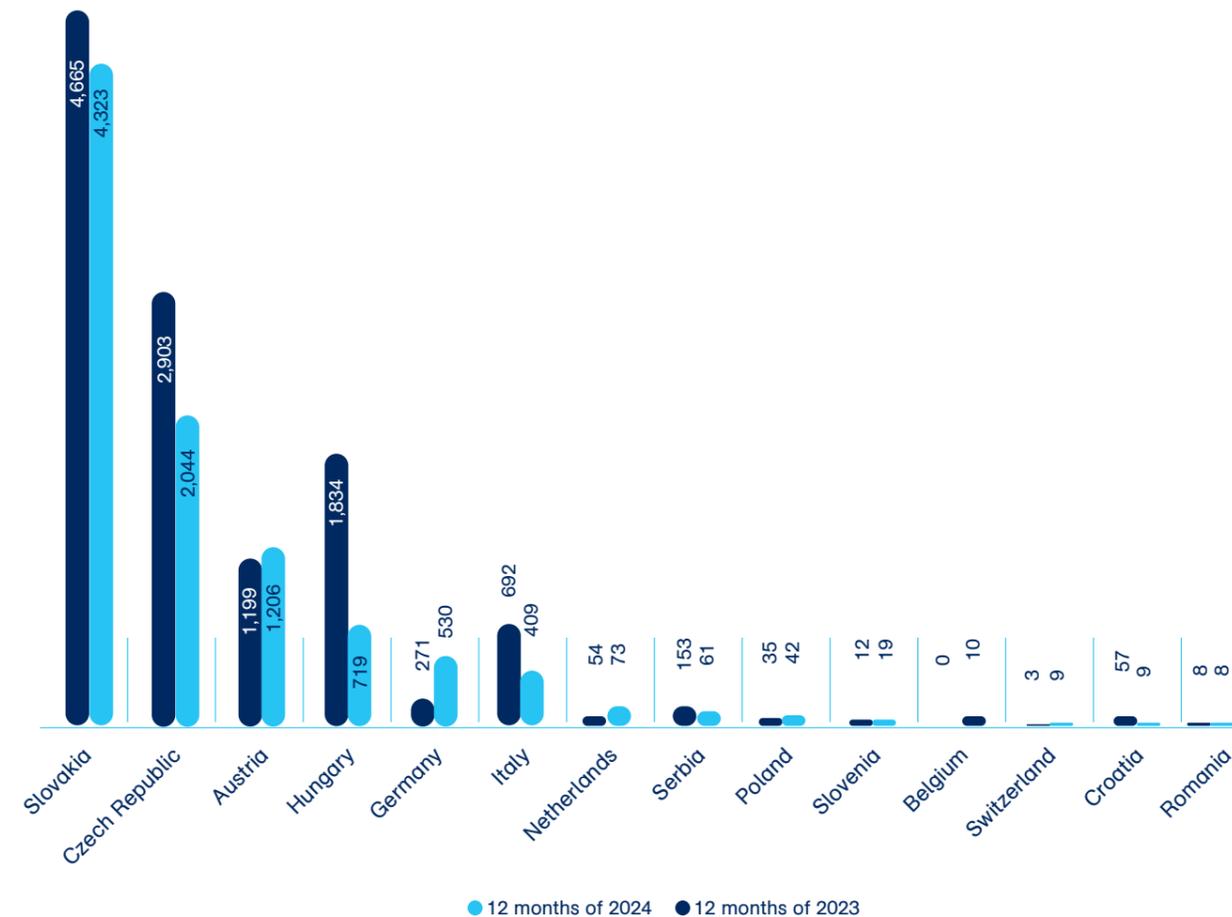


In 2024, the Mediterranean RFC continued intensively supporting **the Solidarity Lanes Action Plan**, launched by the EU Commission in May 2022; it aimed to alleviate the impact of the Ukrainian war on the traffic of agricultural goods as the export and import of other goods, towards final European and outside-European destinations. The Mediterranean RFC worked with other RFCs involved with collecting the traffic data, supporting the research for the necessary alternative routes and monitoring TCRs. During the meeting of the 8/3/2024 more information were provided as follow in these tables:

Volumes of transportation of the main cargoes, ths ton



Volumes of cargoes transportation by country, ths ton



Solidarity Lanes

Volumes of cargo transportation across Ukrainian-Slovak borders for January-December 2024/2023, ths.ton

Chop - Cierna nad Tisou

Uzhhorodo - Matovce

Import 725.6 ths.tons 12% +69%

Import 79,9 ths.tons 2% -42%

12 months of 2024

12 months of 2024

5,972.7 ths.tons

4,870.3 ths.tons

Iron and manganese ore, grains, vegetable oil, oil cake and flakes, mineral construction materials, ferrous metals other cargoes

Hard coal, mineral construction materials, oil products, hard coal, other cargoes

Czech Republic, Austria, Germany, Slovakia, Italy, Croatia, Netherlands, Belgium

Slovakia, Poland, Hungary

Export 5,247.1 ths.tons 88% -21%

Export 4,790.4 ths.tons 98% -14%

12 months of 2023

12 months of 2023

6,673.8 ths.tons

5,750.0 ths.tons

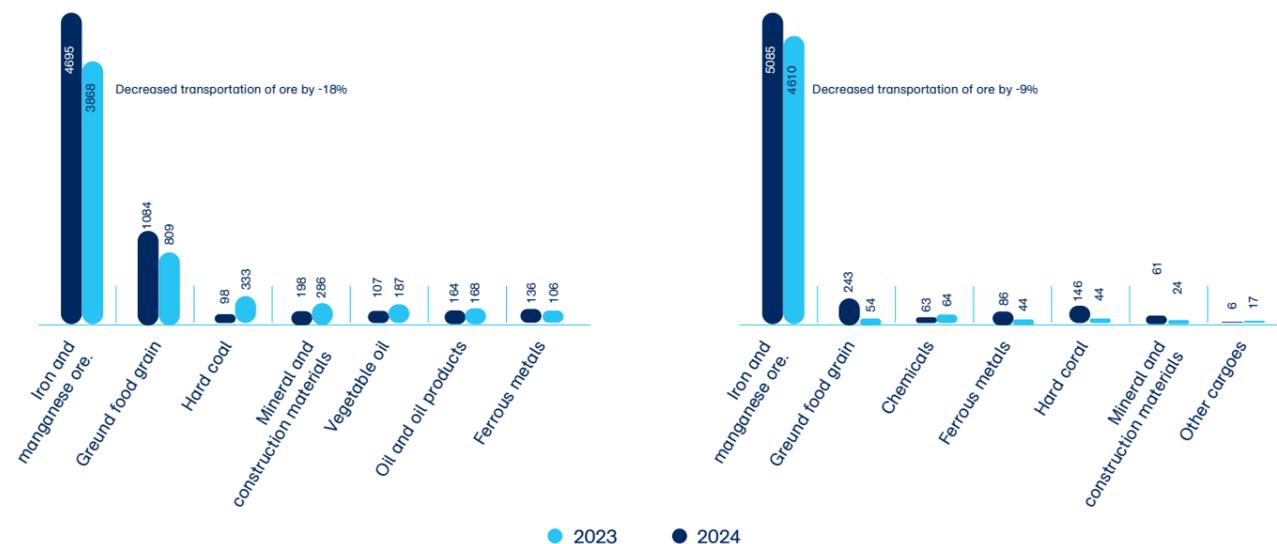
-11%

Hard coal, oil products, mineral construction materials, automobiles, coke, ferrous metals, other cargoes

Iron and manganese ore, grains, chemicals, hard coal, cement, ferrous metals, other cargoes

Slovakia, Poland, Czech Republic, Germany, Netherlands

Slovakia, Germany



Key Achievements in 2024:

- **Enhanced Rail Connectivity:** A new passenger train service was launched between **Kyiv and Bratislava**, with customs and passport checks moved to **Čierna nad Tisou**, improving efficiency.
- **Improved Road Border Operations:**
 - Agreement for the **passage of empty trucks** at **Luzhanka-Beregsurány**.
 - A **20% increase in truck throughput** at Slovakian-Ukrainian border crossings in January 2025.
- **eQueue System** in Ukraine now gives **priority to Authorised Economic Operators (AEOs)**.

Ongoing and Future Initiatives:

- **Slovakia** is working on **CEF projects** and engaging with rail freight operators at **Čierna nad Tisou**.
- **Hungary** plans to open a **new passenger border crossing point (BCP)** between **Nagyhódos and Velyka Palad'** in early 2025.
- **Ukraine Railways (UZ)** reported:
 - A rise in **imports of coal, minerals, and construction materials**.
 - A decrease in **exports by rail**.

Challenges Noted:

- Ongoing **repairs at Uzhhorod's passenger terminal** may affect capacity.
- Continued need to **optimize document exchange** at rail border points – potential interest in **digital/pilot solutions**.

Future Outlook:

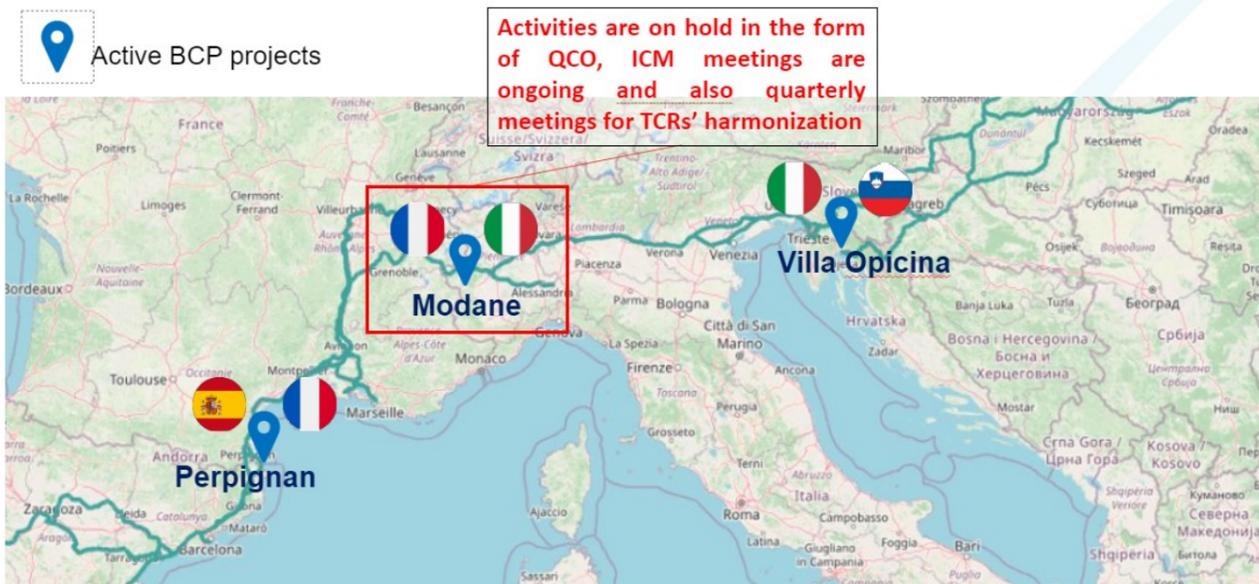
- DG MOVE emphasized the importance of maintaining momentum to fully unlock the **Adriatic corridor's potential**.
- Solidarity Lanes are key to long-term **connectivity with Ukraine and Moldova**.
- Some trains carrying **Ukrainian agricultural products** successfully reached **Italian Adriatic ports** in Q4 2024.



4.3 CROSS-BORDER ACTIVITIES AND PROJECTS

General view

Border Crossing Points QCO

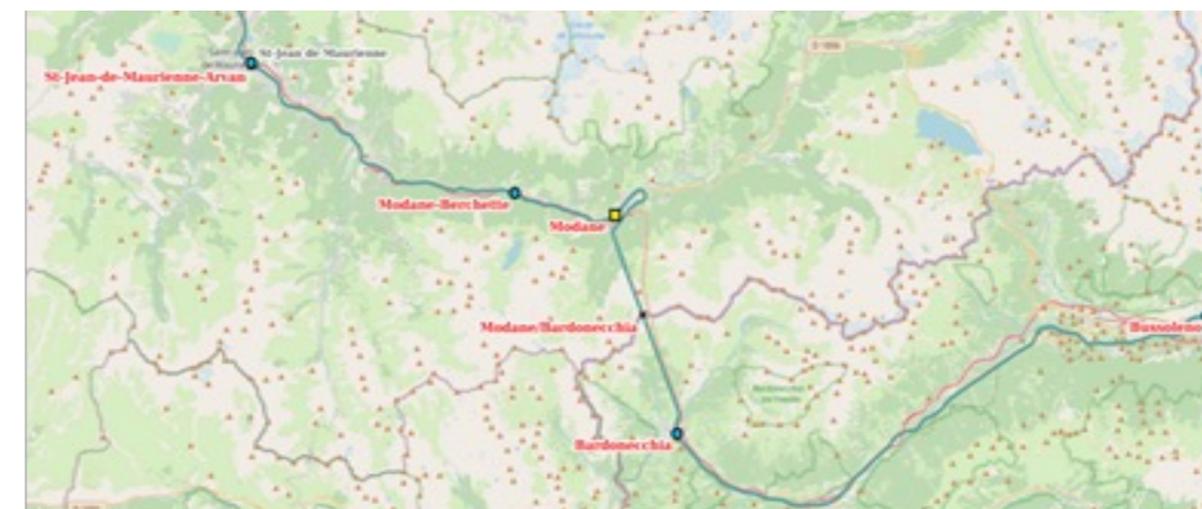


Modane-border point

In 2024, particular attention was given to border crossing coordination, starting with the difficult situation in Modane. Throughout the year, activities continued steadily, supported by strong bilateral collaboration between the Italian and French Infrastructure Managers. The focus was on improving harmonization and operational alignment, especially in light of ongoing infrastructure works and the need to revise planning schedules.

Management and coordination ICM cases: Maurienne Valley

In 2024 the Mediterranean RFC continued coordinating the activities aiming at alleviating the impact on the freight traffic between Italy and France, determined by the rockslide of an unprecedented scale that occurred in the Maurienne Valley (Savoie) on 27.8.2023: 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.



The section lies very close to the border station at Modane (border France – Italy), along the Mediterranean European Transport Corridor.

Throughout 2024, 1,1 million trucks crossed the road section of the Frejus Tunnel, which re-opened a few weeks after the rockslide. As a complementary solution road sector hosted 183,000 additional units more compared to 2023, an increase of almost 20 per cent.



3 gestionnaires concernés :

SNCF RESEAU pour la voie ferrée

CD 73 pour la route départementale

SFTRF pour l'autoroute



In addition, the Gotthard Rail Tunnel represents the next important railway connection quite close to the affected area near Modane. The Gotthard Rail Tunnel was also closed (completely and partially) due to a freight train derailment for about one year from 10 August 2023, overloading the capacity of an alternative route via Switzerland, the Lötschberg railway route.



Re-routing options



Option 1.

Crossing Switzerland, Domodossola via Lötschberg tunnel, via CH/FR border Bâle Saint-Louis, or via CH/FR/D border Hausbergen, crossing more countries and more kilometers, more locomotives and train drivers were required.

Option 2.

Via Genova-Ventimiglia-Marseille, IT/FR border along Côte d’Azur, the Mediterranean coast of southeastern France. For this option, gauge, train length (380 vs. 529 meters), and dangerous goods limitations were identified.

The line reopening date is March 31st, 2025.

Quality Circle Operations Barcelona - Perpignan.

In June 2023, the General Assembly acknowledged the establishment of the Barcelona-Perpignan QCO.

The main goal was to start working on the future of the Perpignan FI- with the local actors and to improve the coordination of rail and terminal capacity and operations.

Meetings were held the 2/4/ 2024 by Teams and in Cerbere - Port Bou -Perpignan physically the 12/9/2024, aiming at establishing and developing a more strict cooperation of all the operators involved in cross-border operations between France and Spain and a higher exploitation of the freight capacity available.

T4Rail project

Activities coordinated by RFI and started in 2023, for which the Mediterranean RFC submitted a project proposal as a supporting partner, (together with RFI, SZ-I, Baltic-Adriatic RFC and 4 RUs,) were successfully and significantly developed in 2024. The project regarded the translation supporting- communication-tool for RU and traffic controller.

Villa Opicina – Sezana Border bilateral meetings-state of play

The Mediterranean RFC paid attention and devote essential resources to analysing cross-border bottlenecks; the activities of the Villa Opicina Taskforce and a meeting took place online 14/06/2024.

Also, another plenary meeting of the QCO Villa Opicina-Sezana was held on 22/10/2024 in Trieste, when the circulating train data collected on field were deeply analysed and discussed with the IMs and the two RUs.

On the Slovenian / Italian Border the meeting followed a visit to the terminal in Trieste, to further look on the actual status of the lines and checking on the issues at the border Villa Opicina and Sezana lines.

Management and Coordinated works on infrastructure and equipments that would restrict available capacity on the freight corridor and prepare updated publications.

Regarding the work and related Temporary Capacity Restrictions (TCRs), two meetings were held with SZI, HZI and VPE to exchange and coordinate the main TCRs to limit their impact on the Corridor capacity.

Three meetings with RFI and SNCF R. were organized to find the best solutions to alleviate impacts between Lyon and Turin. The presentation to the Italian and French customers was done.

Two meetings were held with Adif and SNCF Réseau (May and November 2024) to optimize the coordination of TCRs between Spain and France.

Moreover, the Mediterranean RFC participated in the four rounds held by applicants and SNCF Réseau. to construct the 2025 timetable (TT2025).

The following slides show some TCRs planned for 2025 along the Mediterranean RFC.

4.4 TAG RAG/ADVISORY GROUP Meetings

In 2024, the Advisory Groups convened twice online on [the 12/03/2024 the 22nd](#); but the [23rd TAG-RAG](#) was held as an hybrid session on the [7/11/2024](#) Budapest and on [the 8/11/2024](#) was organized a side event, an interesting visits to the Záhony transshipment area, at Záhony-Port (a dedicated subsidiary of MÁV) and East-West Gate Intermodal Terminal, were organized, and the numerous participants greatly appreciated them. The meeting recorded a very good participation.

4.5 Communication Events and Partnerships

The Mediterranean RFC took part to RFCs events in 2024, and organized workshops, online conferences and visit to main terminals in order to meet and inform customers, working with the interested stakeholders such as :

- [Connecting Europe Days 2024 2-5/4/2024](#) in Brussels,
- [TELT meeting on 30/05/2024](#) in Modane.
- [ADIF meeting on 03/06/2024](#) in Madrid, focused on upcoming scenarios for Spanish-French cross-border connections.
- [Power systems training program and visit to the plants on 09-10/05/2024](#) (hybrid event in Milan)
- The Mediterranean RFC also participated in developing the European Transport Market Study, joining the RNE Team and working on the Feasibility Study for a European Transport Market Study (ETMS). It was carried out the update of the MEDITERRANEAN RFC Transport Market Study, jointly with the other RFCs, coordinated by RNE. The TMS update was performed on schedule and approved by the GA in October 2024, and the ExBo in November 2024.

All of these events fostered productive discussions with the RUs, facilitated information sharing, and provided a comprehensive view of the issues. They also offered a fresh perspective on matters important to the RFC management team defining new strategies.

Connecting Europe Days 2024

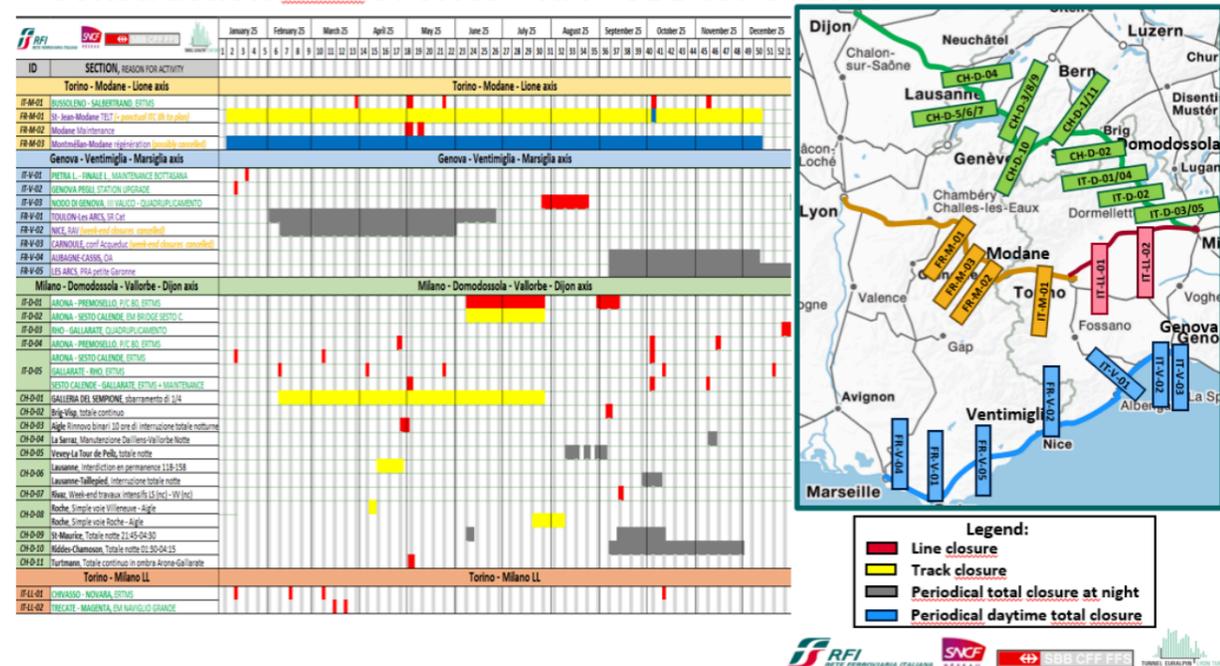
2-5 April in Brussels

The [Europe's mobility flagship event](#) brought together over 3,200 participants from 80+ countries, including EU officials, ministers, and transport stakeholders. Co-hosted by the European Commission and the Belgian Presidency, the event focused on building a smarter, greener, and more resilient transport network.

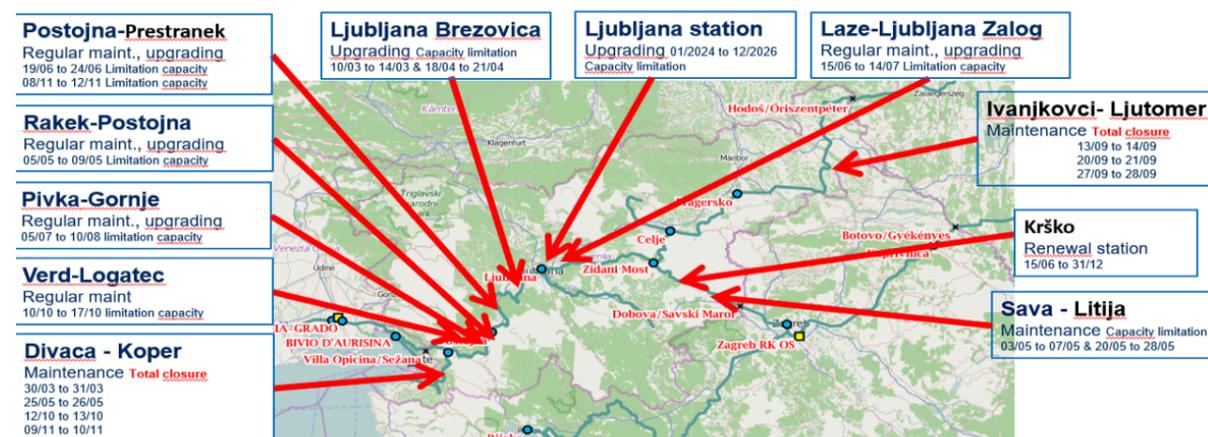
The Mediterranean RFC within the RFC Corridor Network attended with a common stand and participated to the panels and the discussions on the following topics:

- Launch of [nine new European Transport Corridors](#), extending TEN-T to Ukraine, Moldova, and the Western Balkans.
- Strategies to boost [climate resilience](#) and infrastructure [preparedness for external threats](#).

Construction sites of SNCF - RFI - SBB for TT2025



Main TCRs foreseen for 2025 in Slovenia (update 12/2024)



Exact dates of temporary capacity restrictions and other short-time planned capacity restrictions for the maintenance of the infrastructure will be published in monthly closure plans and will be available for the RUs two months prior to introducing the capacity restrictions, at the following website: <https://infrastruktura.sz.si/en/current-news/planned-works-on-the-network/>.

- Updates on the [Solidarity Lanes](#), military mobility, and cross-border connectivity.
- Discussions on [future funding opportunities](#) for sustainable mobility.
- An exhibition of [EU-funded projects](#) showcasing innovation in digital, decarbonized transport.

The event reinforced the EU's commitment to its Green Deal and the Sustainable and Smart Mobility Strategy.

Link to https://transport.ec.europa.eu/news-events/main-events/connecting-europe-days-2024_en



TELT 30/05/24-MODANE

Co-organised by the corridor and RFI, SNCF Réseau and the TELT From RFI's perspective, the Preliminary Project involves the development of railway infrastructure across 14 municipalities in the Province of Turin, with strategic interconnections to the historical rail line near Chiusa San Michele and Avigliana, as well as passage through the Orbassano freight yard. In alignment with the 2012 Italy-France agreement and Legislative Decree 71/2014, the national section is structured into three functional phases.

Stage 1a, compatible with the Base Tunnel, includes the upgrading of the existing Avigliana–Bussoleno line—featuring improvements in train spacing, the implementation of ACCM and ERTMS Level 2 systems, overhead line renewal, the construction of two new electrical substations in Avigliana and Borgone, and station adaptations for Persons with Reduced Mobility (PRM). This stage also entails the construction of a new Avigliana–Orbassano line and the modernization of the Orbassano Freight Station.

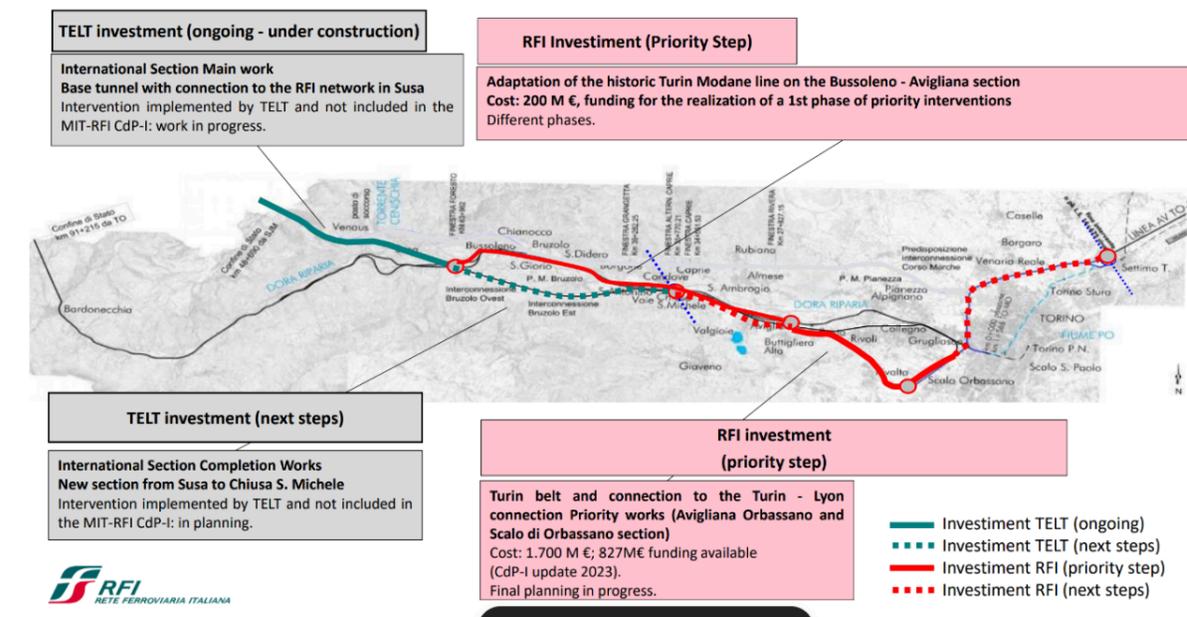
Stage 1b, to be implemented post–Base Tunnel, involves the development of a new freight line from Orbassano to Settimo Torinese (Gronda Merci di Torino).

Stage 2 foresees the construction of a new Avigliana–Bussoleno line.

Specific interventions on the Bussoleno–Avigliana section include the installation of ERTMS Level 2 with advanced traffic management systems, the removal of two level crossings in Borgone Susa, PRM upgrades at Sant’Ambrogio, Borgone, and Bruzolo stations, the construction of 750 m priority modules in Condove and Bruzolo, power supply improvements via two new substations, acoustic mitigation measures, and renewal of the overhead line. As of now, technological works are in progress, level crossing suppression is under authorization, PRM interventions are scheduled to begin in 2024, and environmental assessments for both substations and priority modules have been completed.

The preliminary project for noise mitigation is ongoing. Final design activities for the Avigliana–Orbassano section are expected to conclude by 2024, with construction works scheduled to begin by the end of 2025. Commissioning is currently estimated for 2032, in alignment with the activation timeline of the new Mont Cenis Base Tunnel.

Resources.



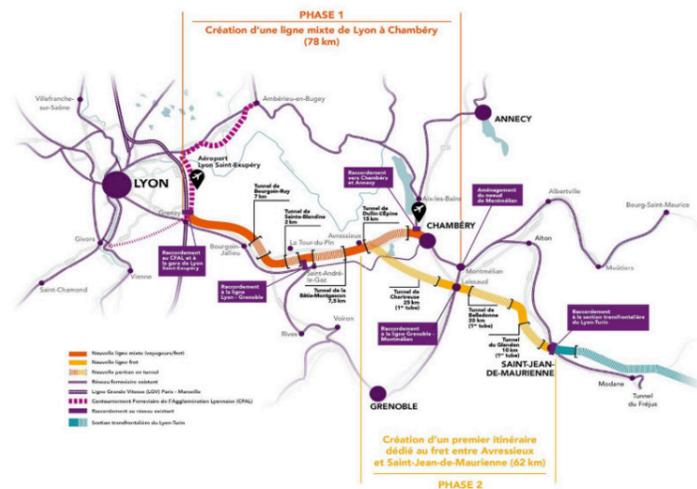
The national section of Turin-Lyon: phasing of interventions



SNCF Réseau “French Access to Lyon-Turin - Mediterranean Rail Freight Corridor” (May 30, 2024):

The French access segment of the Lyon–Turin rail link, integrated into the Mediterranean Rail Freight Corridor (RFC Med), is a strategic project targeting modal shift from road to rail for transalpine freight. Declared a public utility in 2013, the project is structured in two phases, with a total cost estimated at €9.3 billion (2022 values). It combines enhancements to existing rail infrastructure with the phased construction of a new freight-dedicated line between Grenay and Saint-Jean-de-Maurienne, including three monotube tunnels: Chartreuse (24.7 km), Belledonne (19.7 km), and Glandon. The technical objectives include achieving a combined line capacity exceeding 28 Mt/year, with 750 m train lengths, 25 t axle loads, and 1,600 t total train weight on the new infrastructure. Electrification standards shift from 1.5 kV DC on the existing line to 25 kV AC on the new line, with ERTMS Level 2 signaling planned throughout. In parallel, existing line upgrades are underway, including traction power reinforcement, level crossing safety, noise mitigation, and platform access improvements. Preliminary design studies (APD) for tunnel reconnaissance works are commencing in 2024, with construction targeted for the early 2030s. EU co-financing applications are in preparation to support this trans-European infrastructure investment.

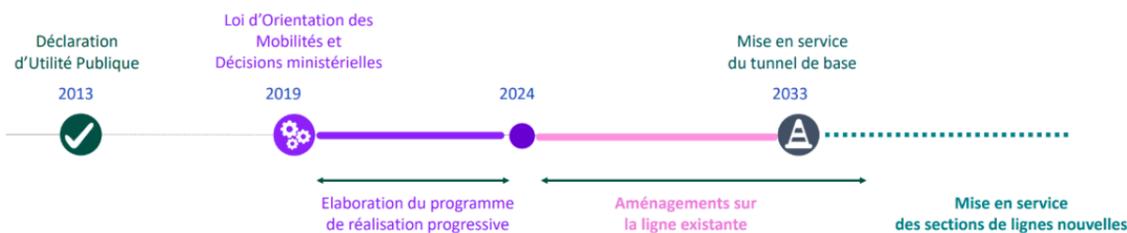
Resources:



€ Mds	Phase 1	Phase 2	Total
CE 2022	5,4	3,9	9,3

Direction Générale Clients et Territoires 23 mai 2024

Tous SNCF Ambition Réseau



Coming up Scenarios for Spanish-French Cross border connections

Organized with ADIF and CORREDOR MEDITERRANEO 03/06/2024

This meeting took place in Madrid at Atocha station (ADIF Traffic National Control Centre, see map in Annex).

COMING UP SCENARIOS FOR SPANISH - FRENCH CROSS-BORDER CONNECTIONS

IN-PERSON AND ONLINE TEAMS MEETING (Hybrid)
 ORGANIZED BY THE MEDITERRANEAN RAIL FREIGHT CORRIDOR (Med RFC)
NEW DATE: 03/06/2024 (12:00 to 15:30 with lunch break)
 VENUE: ATOCHA STATION (ADIF Traffic National Control Centre, see map in Annex)
 C/MÉNDEZ ÁLVARO nº2, 28045, MADRID

Language: the meeting will be in English.

Programme	Speaker	Time
Opening and Welcome from "Oficina del Comisionado del Gobierno para el Corredor Mediterráneo"	Josep Vicent BOIRA MAIQUES Coordinador del Corredor Mediterráneo	12:00 12:10
Part 1: Closest milestones about Infrastructures.		
Short term UIC gauge picture in ADIF lines (in the scope Figueres - Barcelona – Tarragona)	ADIF Dirección General de Construcción	12:10 12:25
Infrastructure developments towards UIC adaptation works inside Terminals:	HUPAC / ADIF	
a) La Llagosta (North of Barcelona)	Joint approach from Terminal Operator (Hupac Intermodal) and Terminal Works Master (ADIF)	12:25
b) SEAT Martorell (South of Barcelona)	SEAT (to be confirmed)	12:55
c) Tarragona Port	Tarragona Port (to be confirmed)	
New line Montpellier-Perpignan (LNMP), improving connection (FR with consecutive translation to EN)	Stéphane LUBRANO SNCF Réseau, Directeur de mission LNMP	12:55 13:10

Discussion on Part 1, moderated by Raffaele ZURLO Med RFC, Managing Director			All	13:10 13:30
Lunch Break				13:30 14:30
Part 2: Coming Exploitation Scenarios.				
The view of the operators			Jordi TORRENT Med RFC Terminals Advisory Group speaker Julián GARCIMARTÍN Transfesa Managing Director Fiorenzo AMBROGIO Ambrogio Intermodal Le Boulou	14:30 15:00
Discussion on Part 2, moderated by Raffaele ZURLO Med RFC, Managing Director			All	15:00 15:20
Wrap-up and closure of the meeting			Manuel BESTEIRO GALINDO ADIF, Dirección Internacional	15:20 15:30

REGISTRATION
 if you are interested in attending this meeting by Teams and you are not directly invited, please send an e-mail to mbesteiro@adif.es up to the 29th of May. Then a Teams link will be provided to you.

ANNEX: VENUE MAP FOR "ADIF NATIONAL CONTROL CENTRE AT ATOCHA STATION"
 C/MÉNDEZ ÁLVARO nº2
 28045 MADRID

On 3/6/2024, a meeting focused on Spanish rail freight developments was opened with a welcoming message by Mr. Josep Vicent Boira Maiques, the Spanish Government Commissioner for the Mediterranean Corridor. The first part of the session addressed key infrastructure milestones, particularly the short-term implementation of the UIC gauge on ADIF lines within the Figueres–Barcelona–Tarragona section, presented by ADIF’s Directorate General for Construction. Further updates included UIC adaptation works within key terminals: La Llagosta (north of Barcelona), SEAT Martorell (south of Barcelona), and Tarragona Port, showcasing joint efforts between terminal operator Hupac Intermodal and ADIF. Additionally, the upcoming Montpellier–Perpignan high-speed line (LNMP) was discussed by Stéphane Lubrano from SNCF Réseau, highlighting cross-border connectivity improvements. This section was moderated by the Corridor’s MD Raffaele Zurlo.

The second part of the meeting focused on future exploitation scenarios, featuring insights from rail freight operators including Jordi Torrent (Med RFC Terminals Advisory Group), Julián Garcimartín (Transfesa), and Fiorenzo Ambrogio (Ambrogio Intermodal Le Boulou).

This discussion, also moderated by Mr. Zurlo, emphasized operational perspectives and expectations for upcoming developments.

The meeting concluded with a wrap-up by Manuel Besteiro Galindo from ADIF’s International Directorate.

QUALITY OF SERVICE ON THE FREIGHT CORRIDOR

5.1 KEY PERFORMANCE INDICATORS OF THE MEDITERRANEAN RAIL FREIGHT CORRIDOR

5.1.1 CAPACITY RELATED KPIS <https://rne.eu/wp-content/uploads/RFC6-MAY-2025.pdf>

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.

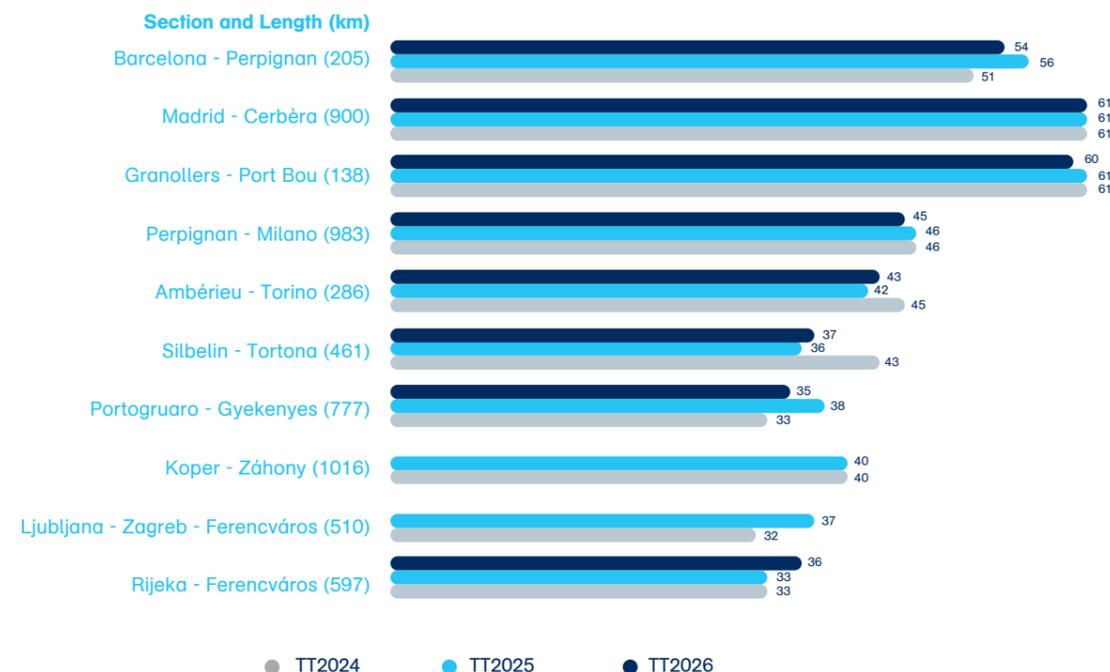
This chapter provides information about the evolution of the capacity offer in terms of Pre-arranged Paths (PaPs) and Reserve Capacity (RC) offered by Mediterranean RFC C-OSS.

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.



*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.

Average planned speed of PaPs (calculation per O/D pairs, km/h)

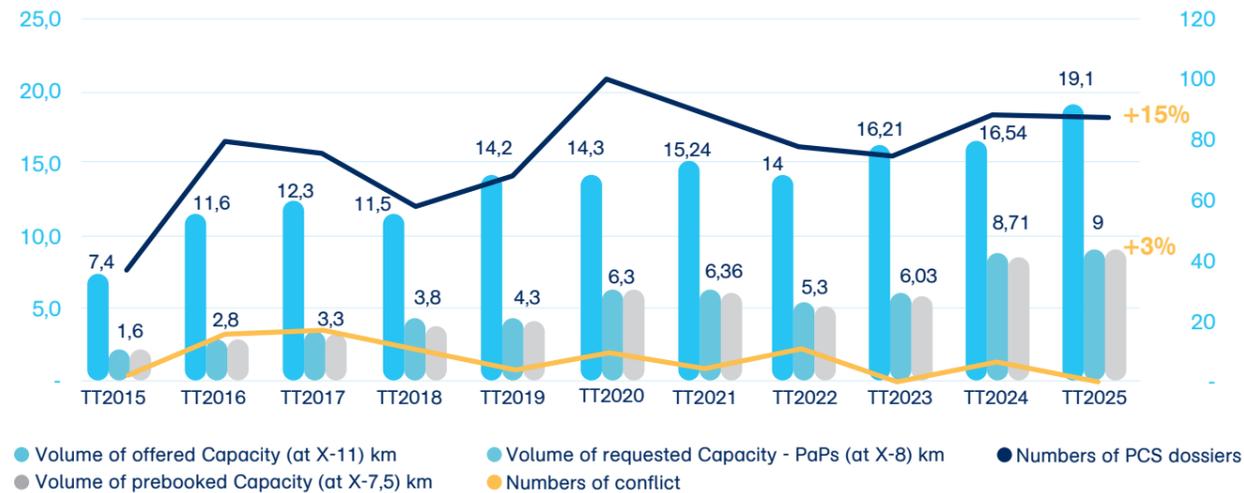


*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.



*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.

FCA KPIS evolution - MED RFC



For TT2025, the volume of offered capacity (Km*days offered) increased from 16.54 m PaP/km to 19.1 m PaP/km, a 15% increase compared to TT2024.

The volume of requested capacity at X-8 for TT2024 amounted to 9 m PaP/km, with a slight increase of 3% compared to TT2024. this is a good result because the increase in 2024 was significant (+44%) and there was no conflict during the request phase.

	TT2020	TT2021	TT2022	TT2023	TT2024	TT2025
Volume of PaP Capacity Offer	14.3	15.24	14	16.2	16.54	19.1
Volume of PaP Capacity Requested	6.31	6.36	5.3	6.03	8.71	9
Volume of pre-booked Capacity	4.2	6.2	5.2	5.9	8.5	9

Values are expressed in m Kms

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

For TT2025, the ratio is 48%, less than TT 2024 because more offers are provided, so there is capacity available in case of more demand.

Med RFC allocation offer/request%

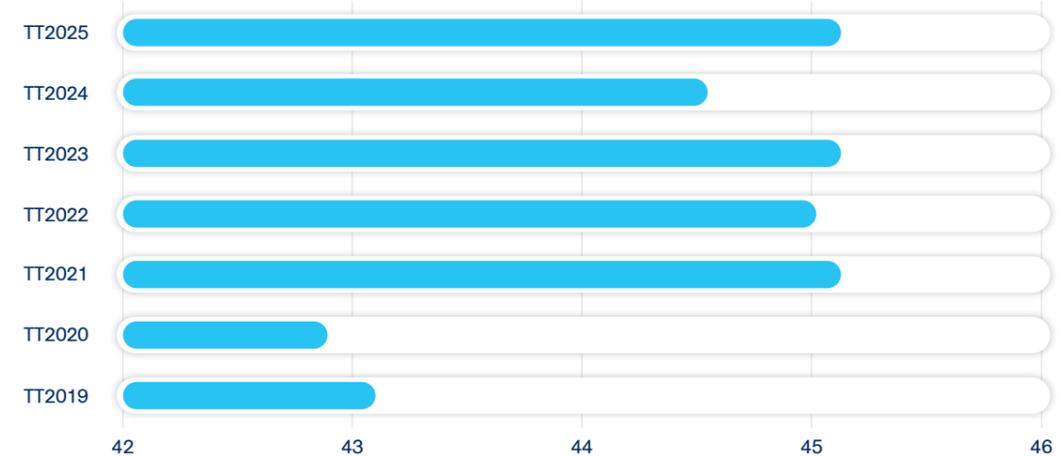


	TT2021	TT2022	TT2023	TT2024	TT2025
Number of PsP requests	86	78	75	88	87
Number of requests in conflict	4	10	1	6	0

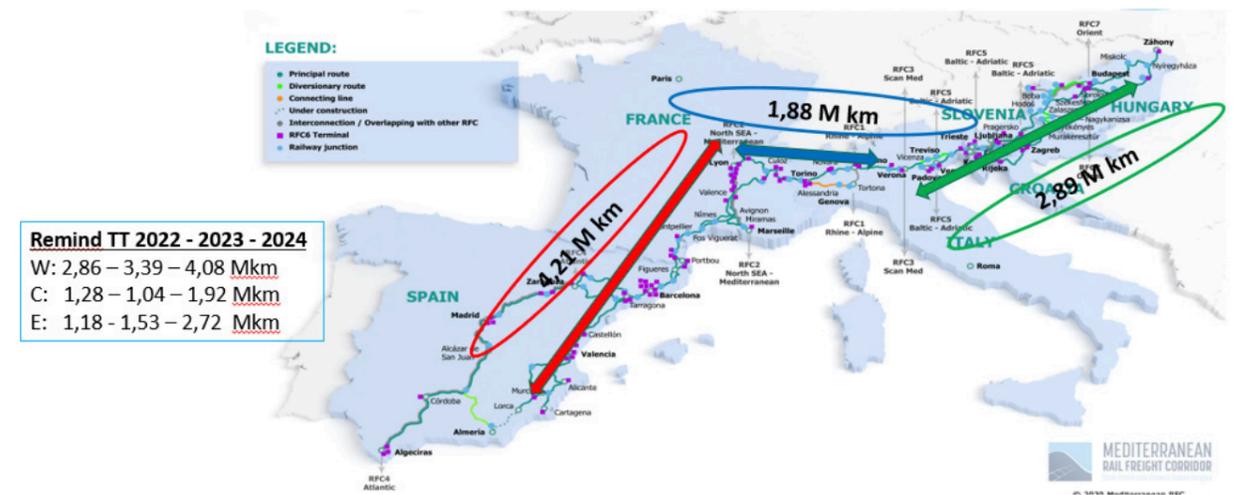
In TT 2025 at X-8, the C-OSS received 87 PaP requests, with no conflict.

There was no request for the RC during TT 2025 currently. For TT 2025, the offered Reserve Capacity is 2.23 m/path Kms. Still, final data regarding the request are not available because TT2025 was still running at the time of publication.

Average speed



Average planned speed of PaPs TT 2025: 45.1 KM/H with a slight increase.



In this graphic, we note the following elements: an increase of flows on the East and West sides and some decrease between France and Italy because the line was closed during 2024.

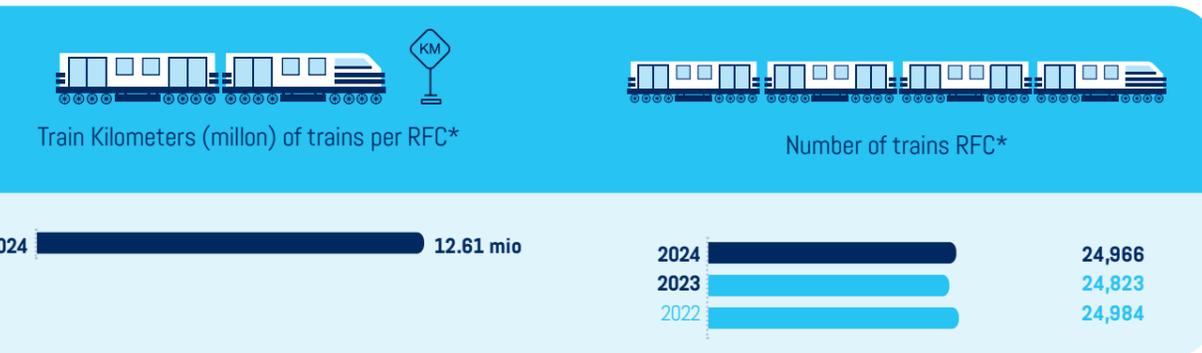
5.1.2 Operation KPIs

The KPIs related to punctuality are calculated using the Tarin 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.)



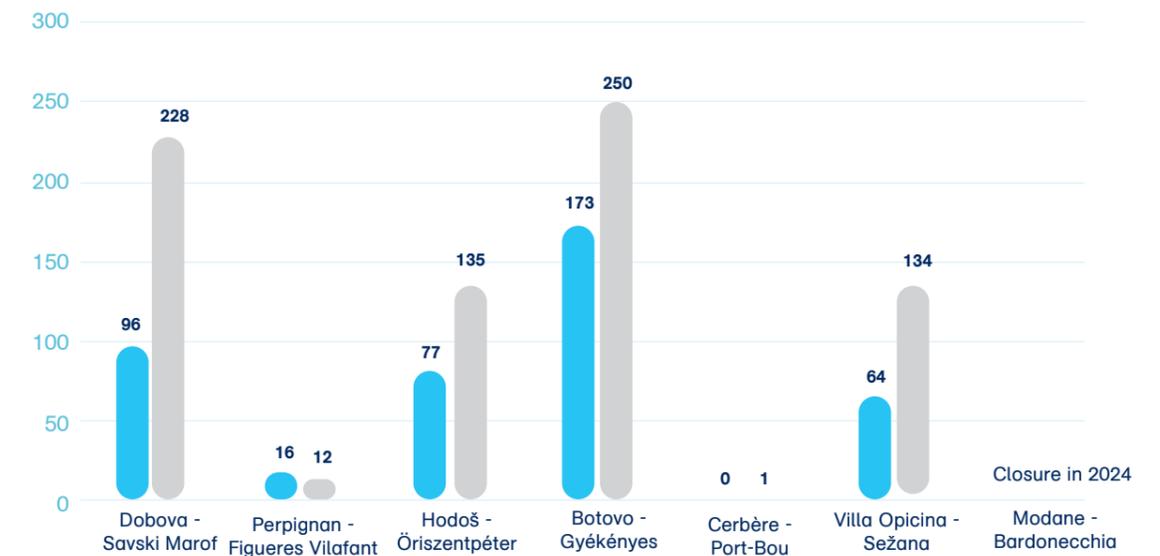
Overall number of trains



*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.



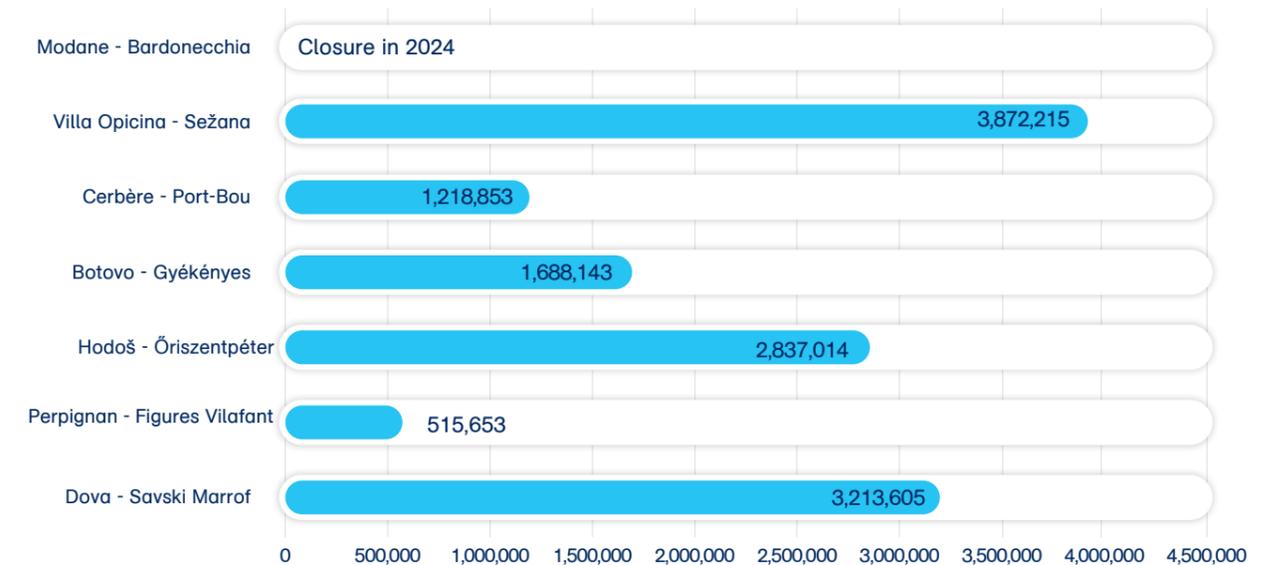
Dwell times in border sections (planned and real) 2024



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 IM at the borders of the RFC (at the start of TT)

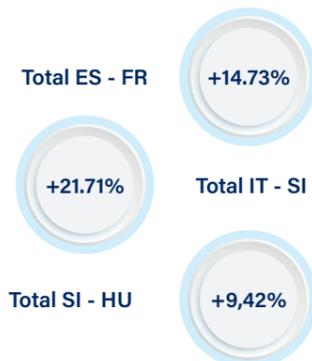
Train kilometers of trains per border 2024



*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.

Number of trains per border - Part 1*

	2022	2023	2024
Total ES - FR	4,682	3,678	4,223
Total FR - IT	8,546	3,352	CLOSURE OF THE BORDER IN 2024
Total IT - SI	7,522	7,612	9,265
Total SI - HU	6,297	6,492	7,104



Number of trains per border - Part 2*

	2022	2023	2024
Total SI - HR	7,058	8,009	8,404
Total HR - HU	6,008	6,741	6,054



Ratio of capacity allocated by the C-OSS and the total allocated capacity*

Location Code	Between member states		Between operational points		Allocated by C-OSS TT 2022 (TT2023)		Allocated by C-OSS TT 2023 (TT2024)		Allocated by C-OSS TT 2024 (TT2025)	
EU00120	France	Spain	Cerbère	PortBou	87%	84%				77%
EU00121	France	Spain	RFN/LFP	Limit ADIF-TPFerro	59%	77%				95%
EU00127	France	Italy	Modane	Bardonecchia	58%	0.0%**				65%***
EU00151	Italy	Slovenia	Villa Opicina	Sežana	13%	10%				14%
EU00185	Slovenia	Hungary	Hodoš	Örszentpéter	26%	65%				50.5%
EU00201	Croatia	Hungary	Botovo	Gyékényes	13%	10%				5.0%
EU00216	Slovenia	Croatia	Dobova	Savski Marof	15%	10.2%(RFC6) 1.6%(RFC10) Combined 11.6%				10.2%(RFC6) 2.4%(RFC10) Combined 12.6%

* In case of border points with more than one C-OSS responsible (in case of common offer or in case of overlapping sections), the KPI figure presents the combined number of all C-OSSs concerned.
 **Closure of the line.
 *** Due to the closure of the line until 31/03/2025 and the time needed to restart the traffics. KPI make on the 6 last months (from July to December)



The average for TT 2025 is 26,9 %. In slight increase.

Good values in Spanish - French border and between Slovenia - Hungary, good new with Modane again.

Between member states		Between operational points		Allocated by C-OSS TT 2020	Allocated by C-OSS TT 2021	Allocated by C-OSS TT 2022	Allocated by C-OSS TT 2023	Allocated by C-OSS TT 2024	Allocated by C-OSS TT 2025
France	Spain	Cerbère	PortBou	56%	66%	84%	87%	84%	77%
France	Spain	RFN/LFP	Limit ADIF-TPFerro	38%	53%	62%	59%	77%	95%
France	Italy	Modane	Bardonecchia	56%	66%	72%	58%	0%	65%
Italy	Slovenia	Villa Opicina	Sežana	9%	10%	11%	13%	10%	14%
Slovenia	Hungary	Hodoš	Örszentpéter	49%	42%	7,7%	26%	65%	50%
Croatia	Hungary	Botovo	Gyékényes	11%	13%	18%	13%	10%	5%
Slovenia	Croatia	Dobova	Savski Marof	6%	25%	22%	15%	10%	10%
Average				27,8%	30,5%	27,8%	27,7%	26,1%	26,9%

5.1.4 Operational priorities as per Article 19 and Quality of service on the freight corridor, as per 'Article 19 of Article 67 of Regulation (EU) 2024/1679

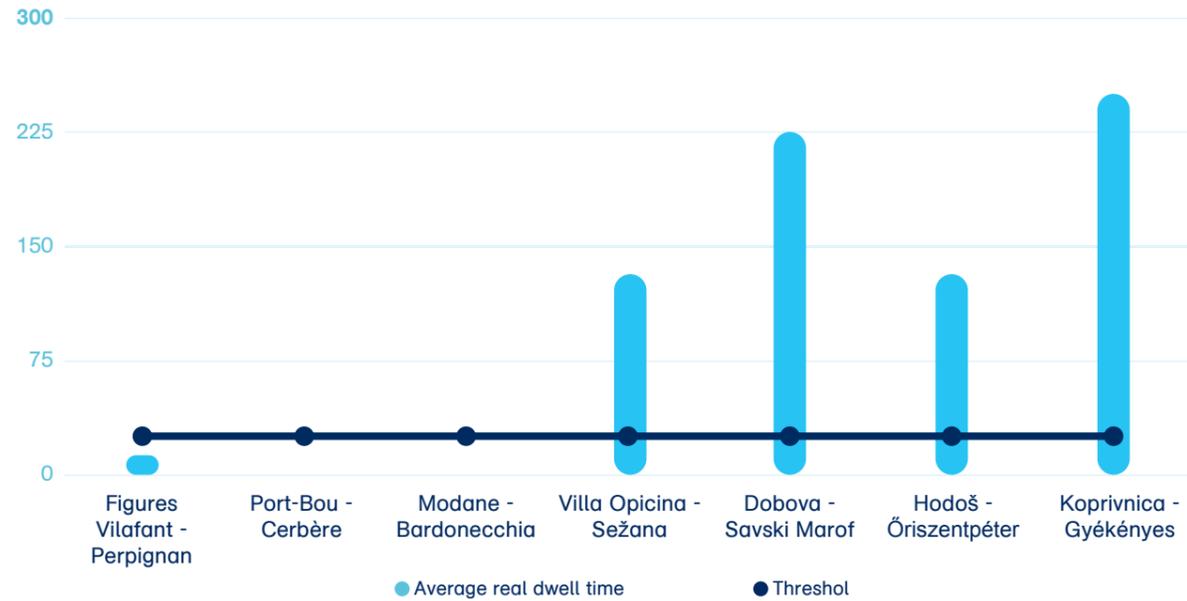
Regulation (EU) 2024/1679, Article 19, point 1 introduces 2030 objectives for operational performance management of international rail freight:

- a) Dwell time for each internal cross-border section can't exceed 25 minutes on average, attributed to the existence of border crossing. All reasons (50+) for dwelling time in the defined border section should be reported in the indicator. Real Dwell Time = Total time the train is stopped at measuring locations, (departure minus arrival time).
- b) Arrival punctuality at final destination of at least 75% for delays caused by IMs, crossing at least one border, along a European Transport Corridor. Considering only the delays of IMs in EU Member States for the calculation of arrival punctuality would lead to distorted, non-recognizable figures. The indicator should be complemented by an indication of the share of delay reasons per stakeholder/cause as per UIC leaflet 450-2 as additional information.

Quality of service on the freight corridor. Performance monitoring carried out in qualitative and quantitative terms.

Dwell time 2024

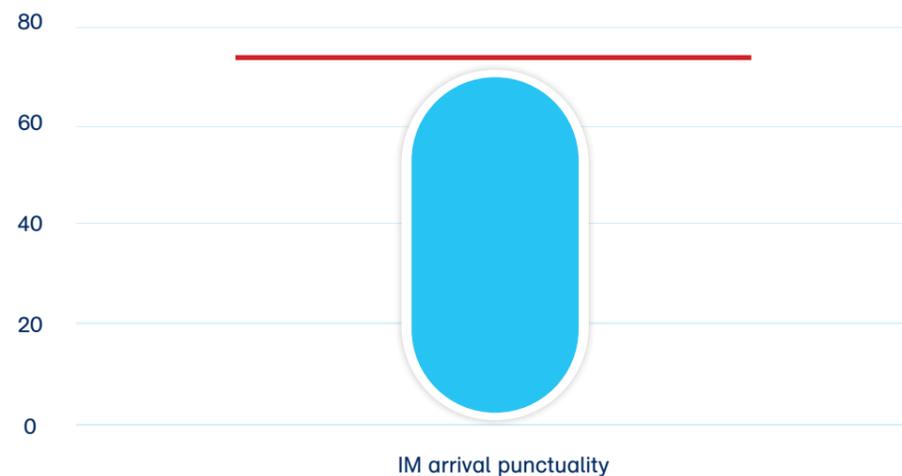
Real Dwell Time in border section 2024 (monutes) vs. 25 minutes Threshold



Arrival punctuality in 2024

Arrival Punctuality (JM-Attributable <30' for final delay)	Arrival Punctuality delay at destination (all causes <30' for final delay)	Complementary info Share of JM Reasons
69	40%	14%

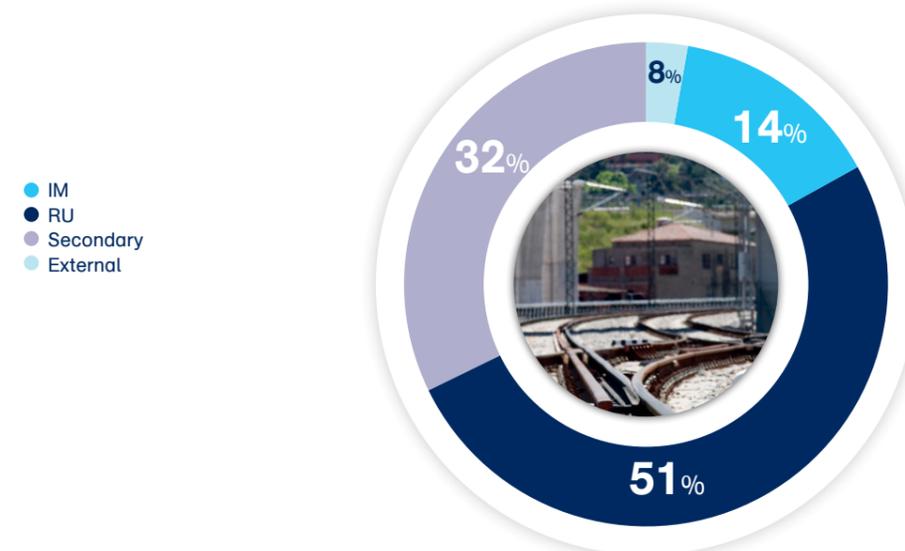
Actual Punctuality vs Threshold %



Leaflet UIC 450-2

	Infrastructure Manager				Railway undertaking				
	Operational/ planning Management	Infrastructure installations	Civil engineering causes	Causes of other IM	Commercial cause	Rolling stock	Causes of other Ru	External causes	Secondary causes
	1-	2-	3-		5-	6-		8-	9-
-0	Timetable compilation	Signalling installation	Planned construction work	Delay caused by next IM	Exceeding the stop time	Roster planning/ re-rostering	Delay causes by next RU	Strike	Dangerous incidents, accidents and hazards
-1	Formation of train by Infrastructure Manager	Signalling installation at level crossings	Irregularities in execution of construction work	Delay caused by previous IM	Request of the RU	Formation of train by Railway Undertaking	Delay causes by previous RU	Administrative formalities	Track occupation caused by the lateness of the same train
-2	Mistakes in operational procedures	Telecommunication installation	Speed restriction due to defective track		Loading operations	Problems affecting coaches (passenger transport)		Outside influence	Track occupation caused by the lateness of the same train
-3	Wrong application of priority rules	Power supply equipment			Loading irregularities	Problems affecting wagons (freight transport)		Effects of weather and natural cause	Turn round
-4		Track			Commercial preparation of train	Problems affecting power cars, locomotives and railcars		Delay caused by external reasons on the next network	Connection
-5		Structure							Further investigation needed
-6									
-7									
-8	Staff	Staff			Staff	Staff			
-9	Other causes	Other causes	Other causes		Other causes	Other reasons		Other causes	

Distribution of delay reasons in 2024



Based on the fact that overall delay depends substantially on the RU caused delay (51%), IMs (14%) are required to deal with the understanding of RU related delay behaviour and should behave accordingly.

Possible reasons for the performance in 2024.

Details

MED RFC has 7 Border Crossing Points (BCPs), along the corridor route, as follows:

Spain-France

- Figueres Vilafant – Perpignan > Administrador de Infraestructuras Ferroviarias - SNCF Réseau
- Port-Bou – Cerbère > Administrador de Infraestructuras Ferroviarias - SNCF Réseau

France-Italy

- Modane - Bardonecchia > SNCF Réseau - Rete Ferroviaria Italiana

Italy-Slovenia

- Villa Opicina - Sežana > Rete Ferroviaria Italiana - Slovenske železnice - Infrastruktura

Slovenia-Croatia

- Dobova - Savski Marof > Slovenske železnice – Infrastruktura - HŽ Infrastruktura

Slovenia-Hungary

- Hodoš - Óriszentpéter > Slovenske železnice – Infrastruktura - MÁV Infrastructure Manager

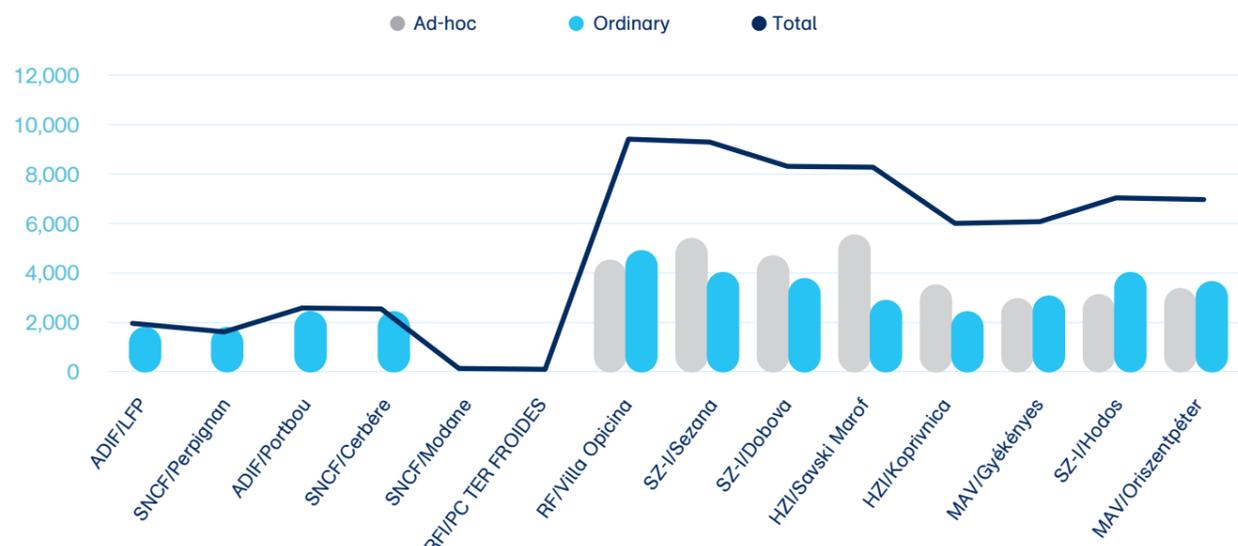
Croatia-Hungary

- Koprivnica - Gyékényes > HŽ Infrastruktura - MÁV Infrastructure Manager

The basic reasons behind are the subject to further analysis. This analysis is made first using RNE's relevant reports and then figures by our member IMs' national systems.

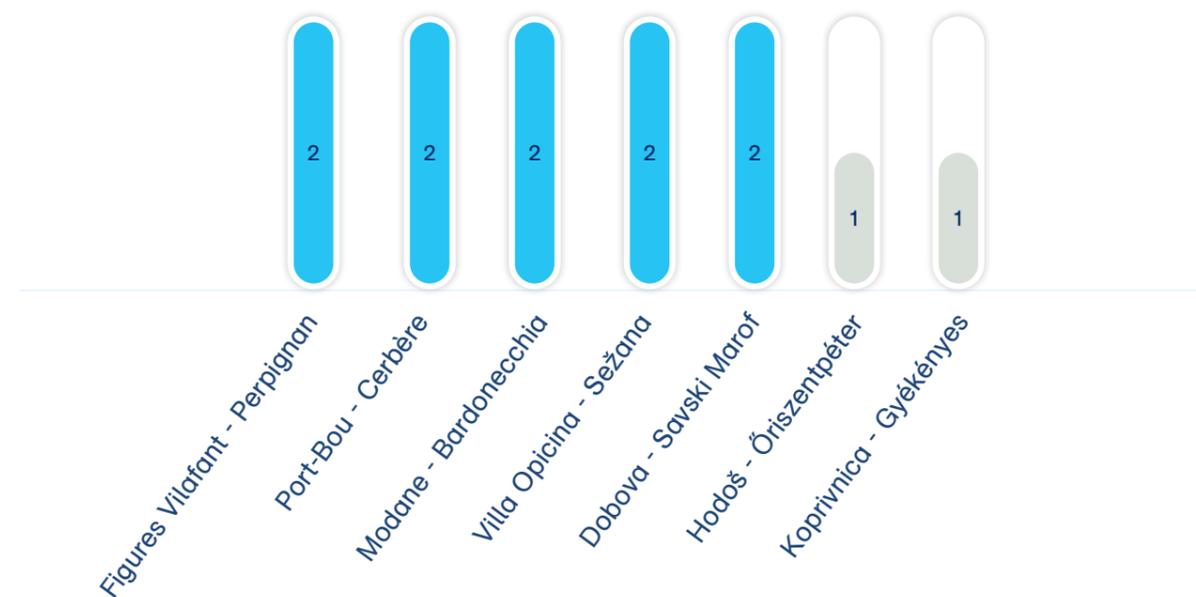
Composition of train runs, as per the specific features of WEST (ADIF, SNCF Réseau, RFI) and EAST (RFI, SZ-I, HZI and MAV) part of MED RFC, such as number of trains crossing the border (2 times more on the EAST), and type of trains.

Ad- hoc vs Ordinary Trains with traffic volumes



In case of track connections have been also checked due to its possible role causing/increasing delay and dwell time. It shows:

Border connection number of tracks



In Croatia the implementation of construction project to double track the line between Zagreb and the Hungarian border at Gyékényes in in progress, a new bypass (second track) track is planned to build with a direct connection to Koprivnica station via the new bridge (2 tracks) on the Drava River on the Hungarian part to be completed by 2026.

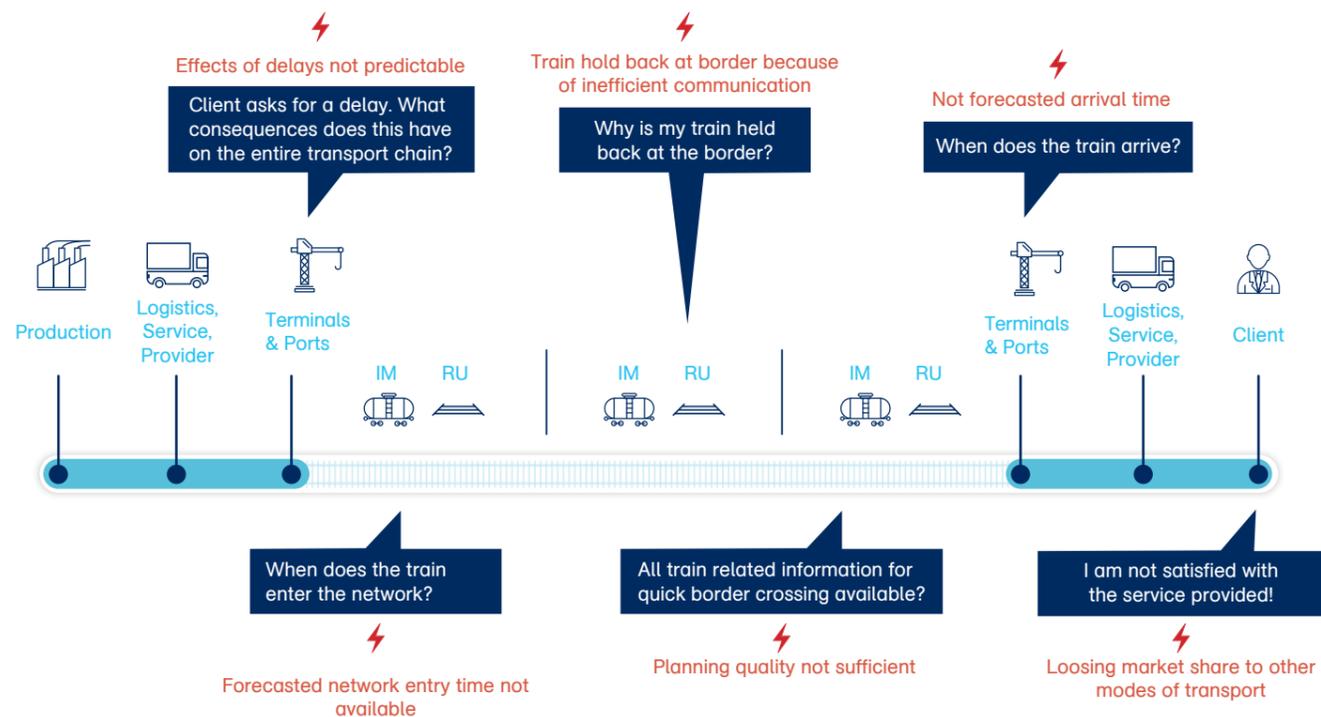
Recently, our European Coordinator initiated a consultation on the railway infrastructure development projects of his Work Plan up to 2030. The RU sector proposed to conduct a feasibility study in Hungary/Slovenia on a possible second track between Zalaszentiván, via Hodos and Pragersko, together with a possible increase of number of tracks on the handover station at Hodos border station.



Inadequate RU1-IM1-RU2-IM2 communication and coordination

More precisely lack of proper coordination, which makes the life of IMs difficult programming the train run. Especially in an environment where, the most dominant train path is ad-hoc request, making the traffic planning environment volatile. Normally, in this case an in-time information is required from the RUs for a more flexible IM border coordination, with an aim to optimise the behaviour of individual actors and avoiding the planning uncertainties, and saturation.

One of the main problems is the inefficient flow of information between the different actors



A real-time border communication will be available on an IT Platform, when the TAF TSI functions are implemented, hopefully by 2027.

Finally, some barriers have been identified by our IM members to improve the punctuality along our corridor and also decrease the dwell time at the borders, especially on the Eastern part of the corridor.



IM	Border Crossing	TOP 3 problems
ADIF	Figueres Vilafant	Safety facilities failure Planned construction work Speed restrictions
	Portbou	Safety facilities failure Planned construction work Speed restrictions
SNCF Réseau	Perpignan	Late train formation Technical defects of locos Late arrival of locos
	Cerbère	Late train formation Technical defects of locos Obstacles on the track
	Modane	Delay by another IM Installation breakdowns Other causes
RFI WEST	Bardonecchia	Delay at departure Accidental events by authorities Rail Tunnel Frejus crossing conflicts
RFI EAST	Villa Opicina	Unreasonable staying at the Italian side headed to Slovenia Non-compliance with VOPT program Insufficient flow of information between IMs
SZ-I	Sezana	Waiting for the locos of corresponding RU Occupancy of track capacity Causes by other IM
	Dobova	Waiting for the locos of corresponding RU Occupancy of track capacity Causes by other IM
	Hodos	Waiting for the locos of corresponding RU Occupancy of track capacity Causes by other IM
HZI	Savski Marof	Late loco arrivals Track occupancy in the neighbouring IM TCR related problems
	Koprivnica	Late loco arrivals Track occupancy in the neighbouring IM TCR related problems
MAV	Őrízseztépér	Track occupancy at Hodos Language barrier (IM-IM, IM-RU, RU-RU communication) Late loco and/or train driver arrivals
	Gyékényes	TCR related problems in border traffic coordination Language barrier (IM-IM, IM-RU, RU-RU communication) Late loco and/or train driver arrivals

5.2 User Satisfaction Survey Highlights

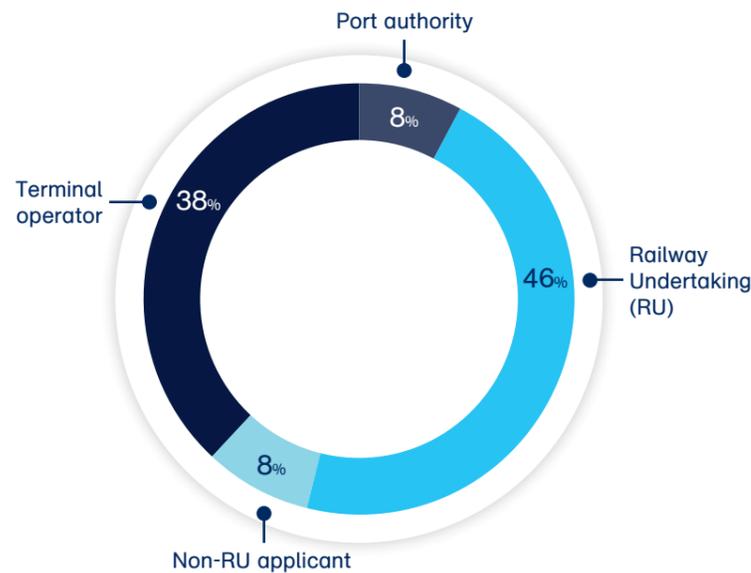
In line with Regulation 913/2010, our rail freight corridor performs a User Satisfaction Survey (USS) each year. Also, for the year 2024, the RFC Network prepared a common survey to collect answers from rail freight corridors' users. As per the provisions of Regulation (EU) 2024/1679, in 2024 there was the last User Satisfaction Survey conducted.

The Mediterranean RFC received a total of 13 evaluations

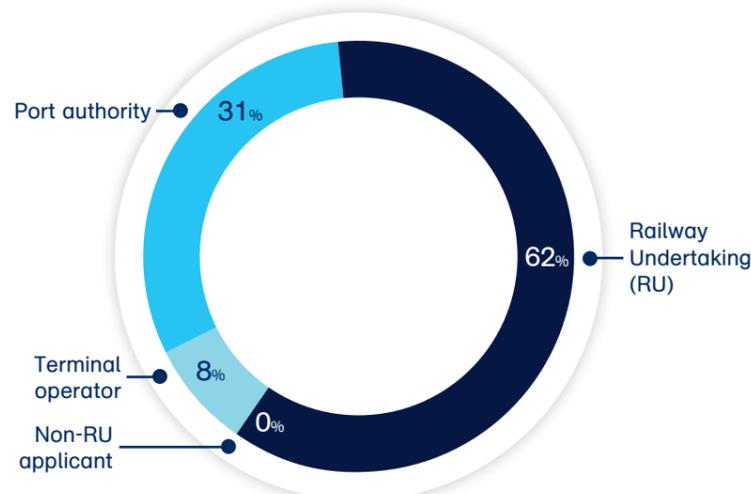
It was developed starting in April 2024. The field phase was carried out between 24th July and 16th October 2024. The results were summarized in a report and presented to the MEDITERRANEAN RFC Management Board in December 2024. The following graphics summarize the most relevant outputs of the survey.

SATISFACTION & PARTICIPATION

PARTICIPANT GROUPS IN % OF 2024



2023 PARTICIPANTS' GROUPS



CUSTOMER SATISFACTION



*Answers given were satisfied and slightly satisfied. Detailed info in slide 12.

13 Evaluations

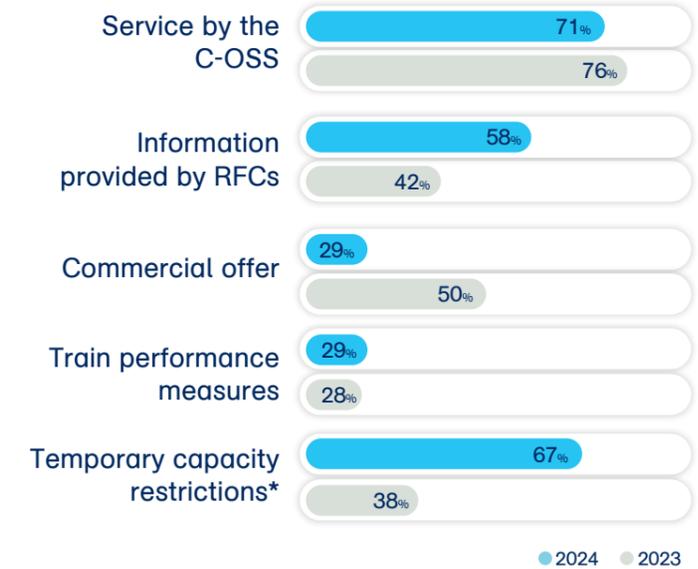
Stable number of evaluations
*Evaluations of uninvited participants included.

SUMMARY - SATISFACTION RATING

- Only fully satisfaction rates considered (not slightly satisfied).
- Answered by: RUs/non-RUs, Terminals/ Ports.
- Different sample size on some topics.

Most satisfactory topics

Service by the C-OSS
Information provided by RFCs

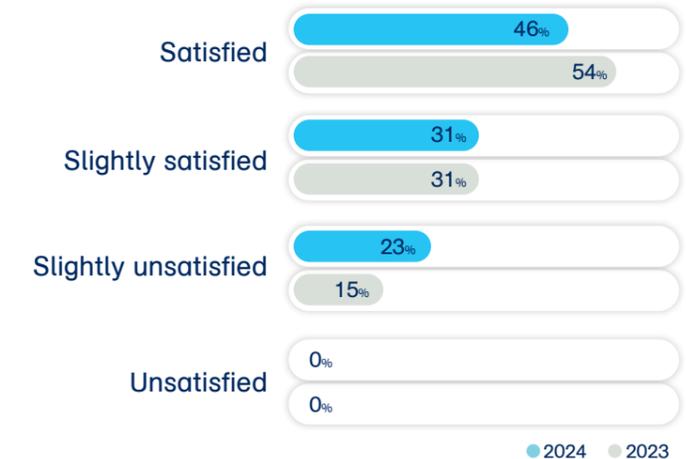


*67% is the slightly satisfied rate, the totally satisfied here is 0%

The overall satisfaction with Mediterranean RFC is growing up to **80%** of the users generally satisfied. Excluding the answer "slightly satisfied", the satisfaction would be:

OVERALL SATISFACTION WITH RFC NETWORK

- Overall, how satisfied are you as a user of the RFC?
- Answered by: RUs/non-RUs, Terminals/ Ports.
- Sample size = 13



77%
Generally satisfied

*Answers given were satisfied and slightly satisfied.

8%
Decrease of satisfaction



**The Members of Mediterranean Rail
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