



Mediterranean RFC 24th Advisory Group TAG & RAG meeting

Modane, TELT

Date: 15/05/2025

Time: 14:30h - 18:00h



AGENDA



24th Advisory Group TAG RAG meeting Agenda

Date: 15/05/2025 - h: 14.30-18:00

Location: La Riziere - La maison du Lyon-Turin - Place du 17 septembre 1G43 - Modane (France)

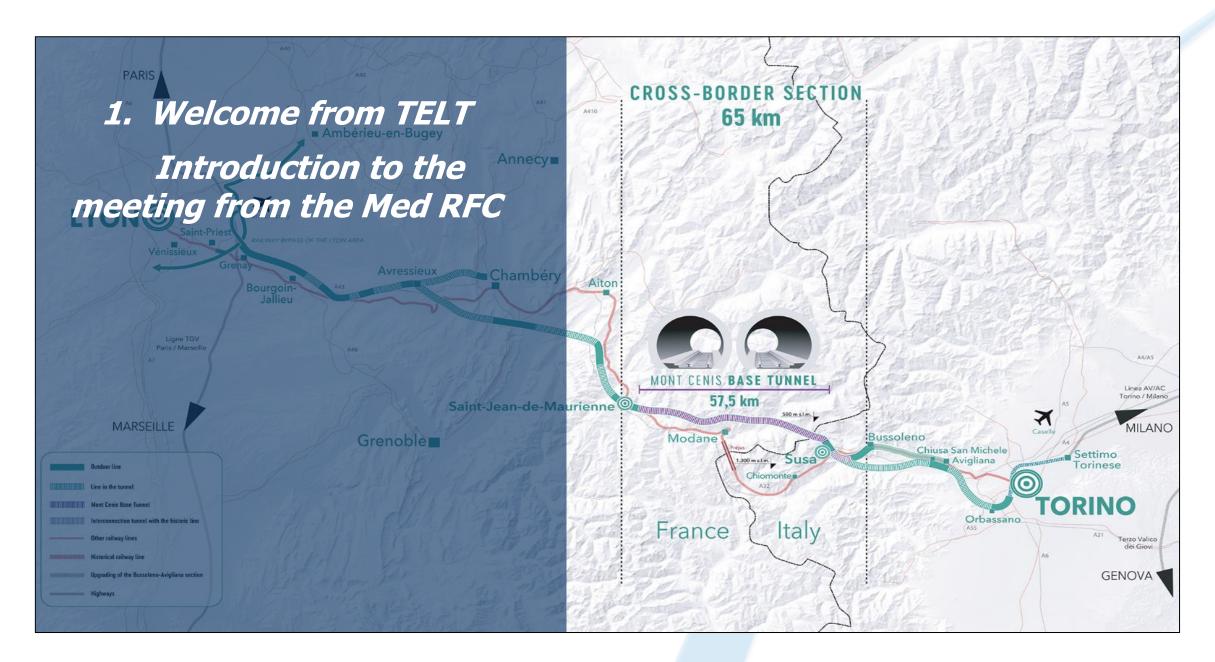
	Торіс	Speaker	Time
1	Welcome - Opening of the meeting	MD	14:30 14:45
2	RAG pre-meetings outcomes and new topics	RAG Spokesperson	14:45 15:15
3	TAG pre-meetings outcomes and new topics	TAG Spokesperson	15:15 15.35
4	Outcomes and developments Maurienne Valley ICM - state of play Villa Opicina - Sezana BCP – Latest analyses and developments Barcelona-Perpignan QCO development Language Programmes developments TIS Developments	MD Simona Garbuglia- RFI Juri Maliachek- RNE	15:35 16:25
5	Major Temporary Capacity Restrictions (TCRs) impacting on RFC lines State of play and 2025 planning and beyond TCR tool Comments and requests from participants	C-OSS Leader	16:25 16:40

	Coffee break			
6	C-OSS state of play Final Offer TT 2026 insights Comments and requests from participants	C-OSS Leader	16:55 17:10	
7	Regulation 1679/2024 impacts on RFC and TAG/RAG cooperation 1. 'Article 11/Investment planning to consult the advisory groups on infrastructure development and investment needs; 2. 'Article 19 Quality of service on the freight corridor to consult the advisory groups on the Performance Monitoring Report, including the new KIPs.	DD	17:10 17:35	
8	AOB - Farewell		17:35 17:50	
9	Wrap-up of the meeting and main conclusions	MD	17:50 18:00	
End of the meeting				

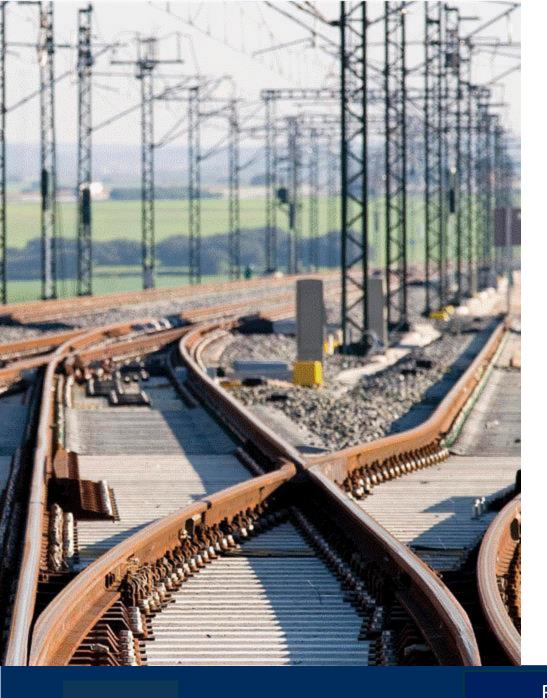


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RUs main issues of common interest

RAG-TAG meeting

Nadia Vittorini RAG RUs speaker May 15, 2025

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Capacity restrictions and economical compensation scheme request

□ ISSUES

- Huge impact of the capacity restrictions registered on the infrastructures due to works for development and adaptation to European' standards.
- RUs, in this scenario, suffer for reducing their operational activity with losses in revenues as first consequence.
- Having a fixed costs model (locomotives, personnel), a loss in revenues becomes an immediate loss on the economic result
 of the RUs.
- Moreover, even if the trains have been performed on the alternative paths, often RUs must bear **the additional costs** of the longer routes (tolls, hours of personnel and locomotives).
- No possibility to charge clients for these additional costs.



Risk of market disaffection to the rail modality

reverse modal shift is becoming a serious risk

Capacity restrictions and economical compensation scheme request

□ REQUESTS

- A compensation scheme for temporary capacity restrictions should be provided in all the Countries on the Corridor, to support RUs and grant the development of the freight rail market.
- We welcome the recent approval of the Spanish scheme: could it be an example to implement in other European countries?
- NB: to be effective subsidies must be certain, reliable, temporally aligned and commensurate with the real damages suffered by RUs.
- Warning about capacity reg.: while RUs demand for economical support, the Council would like to limit the application of penalties to IMs only in specific cases (commercial conditions). This would significantly discourage infrastructure managers from planning their available capacity properly and efficiently (especially in case of TCR) and would not represent a solution for the extra costs (rolling stock, staff, loss of clients) suffered by freight Rus due to TCRs and cancellation of pre-allocated capacity.

Just remember..19 months of Frejus closure:

- almost no trains operated through Modane border
- few rerouted trains via Ventimiglia or Switzerland
- millions of economic losses suffered by involved RUs
- no subsidies received by RUs



How can RUs survive in these situations?

SLOVENIA (1/2)

Any update from last EXBO..?

1. Ljubljana Station: under total reconstruction

- Changes in reconstruction plan
- •Additional negative impact on freight traffic going through Ljubljana station
- No info about the start of "phase C": is it confirmed for September 2025?
- •Curve called "Tivolski lok" has been included into Ljubljana node reconstruction plan (it supposed to be completed in 2030): this means that travelling times will increase (additional costs to all RUs), until "Tivolski lok" will not be in full operation, after that a significant positive impact is expected.
- ➤In the short term put "Ljubljana Cargo station" back on railway switches to turn around trains in Ljubljana UNTIL the "Tivolski lok" curve is built after that trains will avoid city center.

2. Divača – Koper (2nd track)

- •Will be open for traffic in Q4 2026.
- No improvement expected after opening because Koper station is not adequate (no tracks for trains longer then 500 m).
- >Koper station re-building must begin immediately, so that renovation will be finished with 2nd track opening in 2026!

3. Renovation of Jesenice station

- Renovation of Jesenice station is confirmed, but no precise info about the works' scheduling
- Expected re-routing traffic from RFC 10 onto RFC 6 Med: necessary to be planned in advance
- >Renovation should start after rerouting is agreed between IMs with clear timetables and compensation fees for additional costs of RU's.

SLOVENIA (2/2)

New topics

- 4. Exchanging trains between RUs not only in predefined stations based on bilateral agreement between two countries For example, between Slovenia and Italy we have Villa Opicina and Sežana as border stations. Bilateral agreement between ITA and SLO is that Villa Opicina is that station. We have discussed several times the proposal, specially from Italian RU's, to exchange the trains also at Sežana. There has been no positive approach from IM's on the topic, but we've registered a more opened position from the Ministries.
- > asking for support by EXBO to understand the need to be open to suggestion and evaluate the request to exchange trains between RUs not only in predefined stations

In general

- better operational communication with IM is visible
- a lot of construction works ongoing/a lot of changes in planned closures
- more coordination required between ITA-SLO IMs for works and line closures
- restrictions in operational level because of lack of capacity (paths and parking tracks)
- priority to less important stations when planning the reconstruction
- transit times are often doubled while all costs are increased (resources, locomotives, wagons, IM's fee, electricity ...)
- improve a more common approach to promote the rail sector

example: many works in Slovenia between Lubjana and Villa Opicina are planned in July 2025, why not plan them in parallel with the closure of the line Verona Vicenza in Italy that will cause capacity reduction in August 2025?

ITALY (1/2)

- 1. **Disruptions emergency:** in 2025 there will be a peak of 345 thousand interruptions (highest number from the starting of PNRR) with more than 1.200 worksites on the lines (+20% compared to the previous three years).
 - ➤ Increasingly necessary an economical compensation scheme (even retroactive).

- 2. Better planning of TCRs: even if TCRs are planned according to Annex VII most of the time we don't know the impact until a few days before the traffic starts.
 - > for known disruptions It's important that IMs already work out the deviations in paths in the annual timetable.

- 3. Interference from high-speed work to the detriment of traditional lines: in 2024 a particular event occurred -> the traditional Bologna Piacenza line was closed to the freight traffic for 7 days in August to ensure the forwarding of high-speed trains, to compensate the high-speed line closure between Fidenza and Castelfranco.
 - > Dangerous precedent, considering that in the coming years the interruptions on the high-speed lines will increase.

ITALY (2/2)

- 4. **Villa Opicina situation**: congestion at the border continues and there are difficulties in getting trains to arrive due to empty trains stopped at the border.
 - Request for updates and outcomes about the working groups established

- 5. Appreciation for the toll reduction approved from 2026, but in 2025 the same toll levels and increases in the costs of some services of around 150% (freight terminals for example) are recorded.
 - > It would be necessary to anticipate the effects of the new tariff period as early as 2025.

SPAIN (1/2)

- 1. We welcome the recent **approval of the Spanish economical compensation scheme**: important first step in supporting RUs and freight market overall, **but the compensation is limited**, for instance:
 - only trains re-routed more than 10% of the original route (minimum 25km) are candidates to be compensated. There are TCRs where the deviation doesn't fulfill this requirement, but additional resources are needed as transit time increases by several hours.
 - Some diesel locomotives are excluded from this aid for environmental reasons. This penalizes some RUs experiencing
 cost overruns due to the TCRs.
 - ➤ RUs fear that high-impact works may not be compensated in the end as time passes and the System of Aid hasn't been published yet.
- 2. Lack of capacity at Perpignan border: due to the lack of coordination and optimization of existing resources the expected potential growth of freight trains won't be guaranteed.
 - > great commitment from cross-border RUs to solve the situation: a detailed summary about the main operational measures proposed has been sent to RFC Med to ask IMs to give improvements/solutions. The summary is focused on 13 operational measures, 10 to be adopted in the short term and the others in the medium one.

SPAIN (2/2)

- 3. ADIF trackworks: Some of these big TCRs are over, so we think that it's a good moment to recap.
 - ➤RUs want to know when trains will be able to reach and operate at Spanish terminals (La Llagosta, Tarragona, Valencia, etc.) on standard track gauge (not just when the ADIF TCR ends).
- 4. **Driver language competences** in the border points (Perpignan, Cerbere/Portbou, Irun/Hendaye): evaluation of automatic translator tool to be tested in coming months.
 - ➤ RUs are asking for information about it: what will be the cost of the translation tools for the RUs? When will they be ready for testing? How many translation tools are being developed? Are they compatible?





Terminal Advisory Group 24th Advisory Group TAG RAG meeting

Modane. May 15th, 2025

Jordi Torrent TAG spokesperson

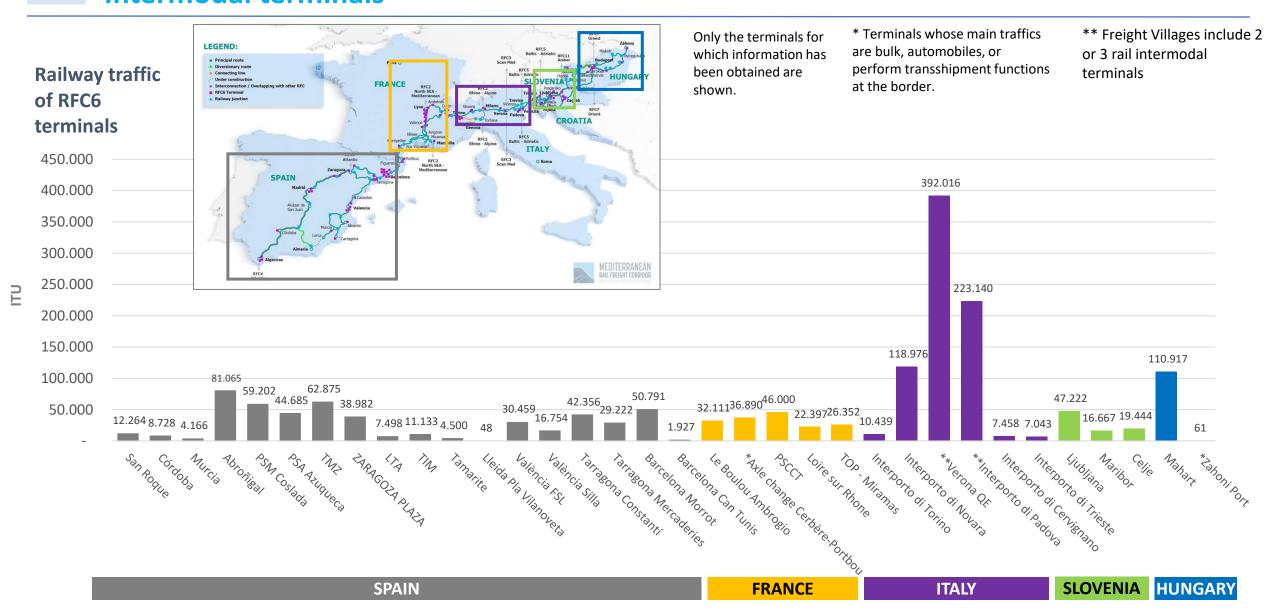
Agenda

- 1. Update of Ports and Terminals Traffic: 2024 and evolution.
- 2. Requests, Complaints, or Challenges from Ports and Terminals
- 3. New Role of the TAG under the Revised TEN-T Regulation. Feedback received.

1

ITU handled in 2024 Intermodal terminals

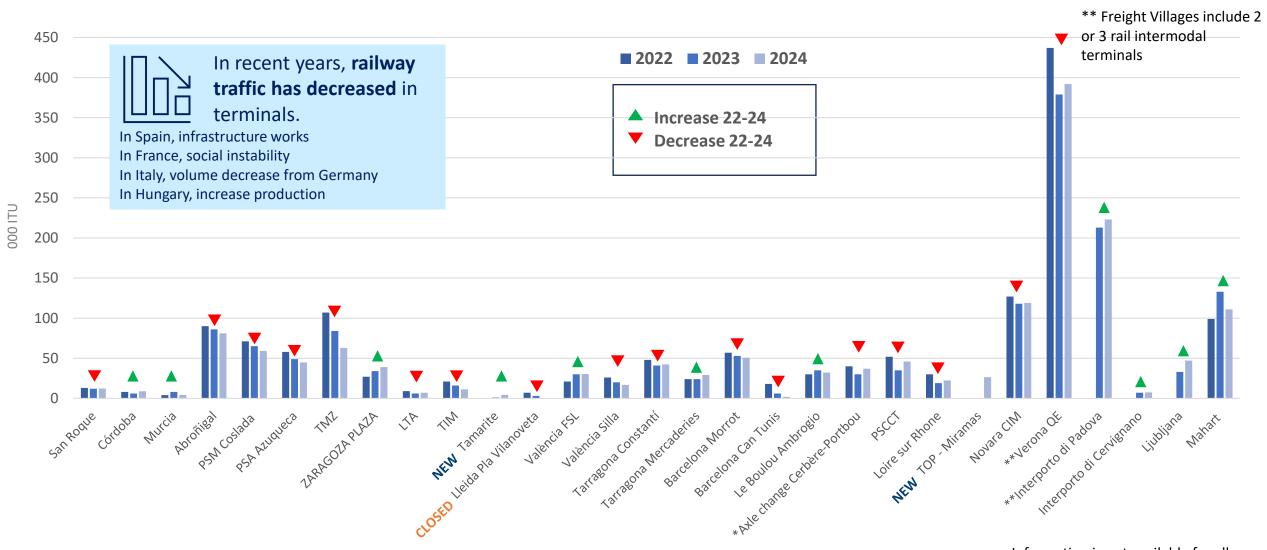




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Evolution of ITU handled Intermodal terminals

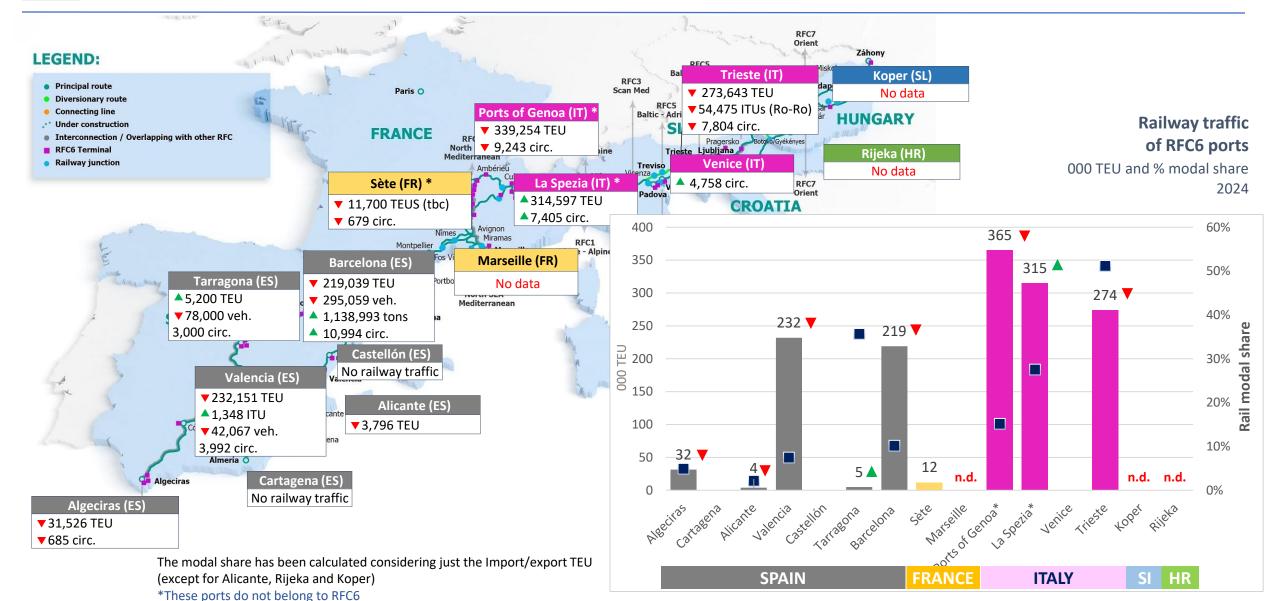




Information is not available for all terminals for all three years.

Rail freight handled in 2024 Ports

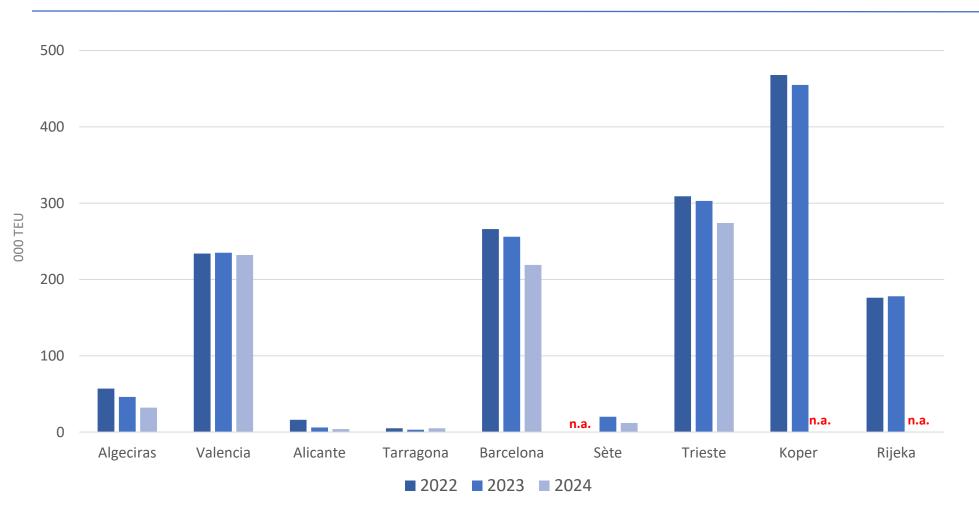




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Evolution of rail freight handled Ports



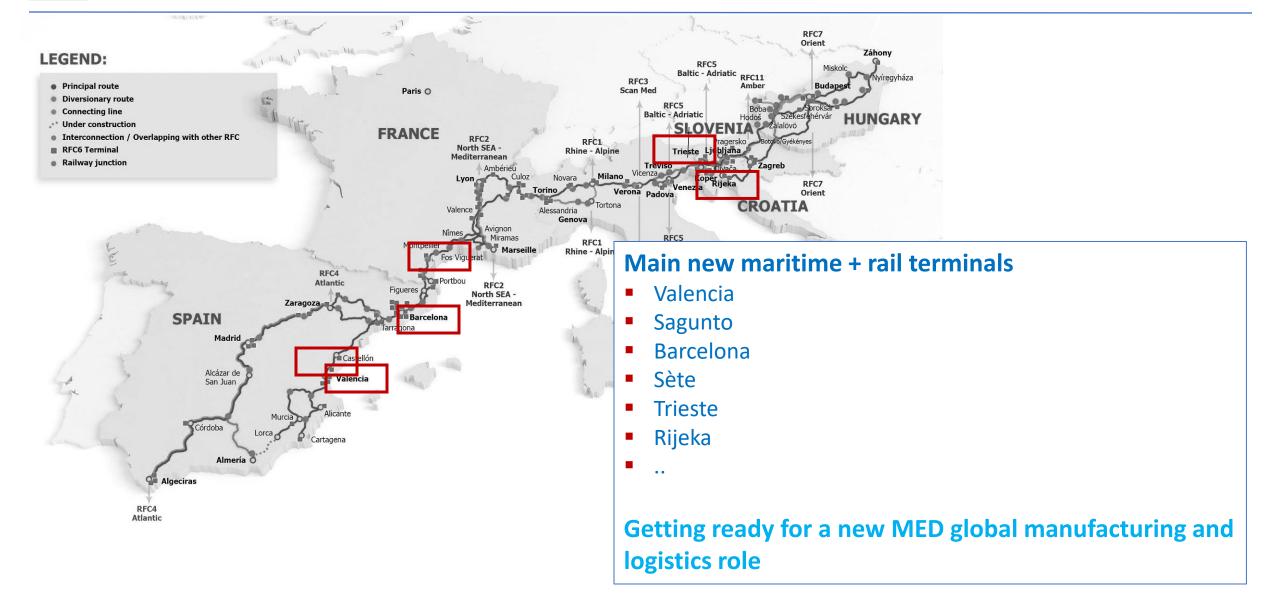


- The **Port of Venice** does not handle intermodal traffic, only conventional trains.
- Traffic information for the Port of Marseille is not available.

In recent years, railway traffic has decreased in almost all ports.

Rail freight handled in 2024 Ports







Main issues affecting ports and terminals

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

Requests, complaints, or challenges to be reported

Country	Port/terminal	Comment
HUNGARY	Gysev	New terminal in Debrecen
SLOVENIA	Port of Koper	 The second rail track from Koper to Divača is proceeding quite well/about on time. The rail links throughout Slovenia are being refurbished – slowly increasing the corridor capacity. The shunting/train station in Koper remains a bottleneck and there is no firm plan to expand it yet. Full centralization of decision-making of co-funding in a dynamic world of decentralized information does not look good to us.
ITALY	Interporto di Padova	 Enhance rail connections between Italy, France, and Spain (e.g., no current route from Padua). Accelerate progress on the Turin-Lyon route after Fréjus tunnel opens.
FRANCE	PSCCT Perpignan	Financial support to terminals such as PSCCT affected by social unstability
FRANCE - SPAIN	Portbou	 Importance of maintaining, revitalising and exploiting the terminals and rail complexes of Portbou and Cerbère.
SPAIN	Port of Cartagena	 Request: Electrification in Murcia and infrastructure for 750-meter trains (sidings and turnarounds).
	Port of Barcelona	 Improve competitiveness of the standard-gauge connection Barcelona–French border.

New role of the TAG: contribution to the 2026 Working Plan Regulation (EU) 2024/1679. Art 67



Article 11 Investment planning

Advisory groups must be consulted on infrastructure development and investment needs supporting the preparation of the Work Plan of MED ETC Coordinator

- 1. The project list receive has been shared among TAG members for feedback. **Deadline 7th May**
- 2. The feedback received will be forwarded to the CNC team through the RFC6 technical office

Article 19 Quality of service on the freight corridor

Advisory groups must be consulted on the Performance Monitoring Report, including the new KIPs. Corridors must prepare a performance monitoring report including the new KPIs and others

How are we going to do it?

- Corridors must prepare a performance monitoring report including the new KPIs and others.
- To be determined how and when it will be done.



On going

Feedback received from TAG members About projects included in the list (1/3)



Some members have not responded because they had already participated in the list creation process, led by the CNC team

TAG member proposing and project name	T1 Do you agree with the project (project by project) to be implemented on the section? yes/no/abstention	T2 Once agreed, do you consider the project is helpful for your business? yes/no/abstention	T3 Do you feel something is not correct/missing in the project description? Your comment
TMZ (Spain) Upgrade of Zaragoza's terminal rail facilities Upgrade of TmZ terminal rail facilities for 750 m trains and new North rail connection to become a through terminal and avoid bottlenecks in the accesses.	Yes, with corrections	Yes	Short description Removing operational constrains in the TmZ through an extension of 3 main tracks which would allow 3 trains of 750 m to be managed at same time including construction of a concrete slab for loading/unloading containers. Moreover, in the north of the terminal a connection with the General Interest Railway Network (RFIG) will be implemented. The main benefit of the project will be the optimisation of the intermodal and cross-border traffic between France-Spain. Project start date 01/2023 Project end date 02/2026
PSM - PUERTO SECO DE MADRID (Spain) Madrid Coslada RRT	No		There is no forecast or request for upgrading the terminal. This project can be removed from the list.

Feedback received from TAG members About projects included in the list (2/3)



TAG member proposing and project name	T1 Do you agree with the project (project by project) to be implemented on the section? yes/no/abstention	T2 Once agreed, do you consider the project is helpful for your business? yes/no/abstention	T3 Do you feel something is not correct/missing in the project description? Your comment
PORTBOU (Spain) Madrid - Zaragoza - Barcelona - Portbou (IB): Implementation of polyvalent sleepers. Change from 1,668 mm to 1,435 mm gauge.	Yes	Yes	The installation of the mixed sleepers for the implementation of the third rail is essential to ensure the European targets of doubling international freight traffic by 2030. It will ensure the coexistence of the two track gauges (Iberian 1.668mm. and standard UIC 1.435 mm.) since 65% of the Iberian Peninsula (Spain and Portugal) will remain in Iberian gauge for the next decades. The third standard UIC wide rail will allow to secure alternative transport plans in case of substantial traffic growth and in case of incidents and/or works on the other Franco-Spanish border sections. The first phase should be between Portbou and Barcelona.
PORTBOU (Spain) Madrid - Zaragoza - Barcelona - Portbou (IB): Enlargement of train length to 740 m and upgrade of the line.	Yes	Yes	It will allow to optimize and harmonize the length of trains in Iberian gauge as already exists for decades in standard UIC gauge in Cerbère (France) connecting gauge Portbou (Spain). The first phase should be between Portbou and Barcelona.

Feedback received from TAG members About projects included in the list (2/3)



TAG member proposing and project name	T1 Do you agree with the project (project by project) to be implemented on the section? yes/no/abstention	T2 Once agreed, do you consider the project is helpful for your business? yes/no/abstention	T3 Do you feel something is not correct/missing in the project description? Your comment
PORT OF CASTELLÓN (Spain) Mediterranean Corridor. Section Valencia-Sagunto- Castellón. Implementation of UIC gauge. Phase 2.	Yes	Yes	Section or node must include Castellon
PORT OF CASTELLÓN (Spain) Railway line Sagunto-Teruel-Zaragoza	Yes	Yes	In two phases
PORT OF CASTELLÓN (Spain) Implementation of UIC gauge in Mediterraean Corridor. Section Castellbisbal- NudoVilaseca	Yes	Yes	Section or node must include Castellon (Comment to be confirmed)
PORT OF CASTELLÓN (Spain) Castellón - Valencia - Almussafes: Adaptation to TEN-T requirements (standard gauge, 750 m)	Yes	Yes	Section or node must include Castellon
PORT OF CASTELLÓN (Spain) Calafat branch - Castellón: Adaptation to TEN-T requirements (standard gauge, 750 m)	Yes	Yes	Section or node must include Castellon
PORT OF CASTELLÓN (Spain) Fuente San Luis Multimodal logistic platform (phase 1 &2)	Yes	Yes	It's not only for Valencia port

Feedback received from TAG members About projects included in the list (3/3)



TAG member proposing and project name	T1 Do you agree with the project (project by project) to be implemented on the section? yes/no/abstention	T2 Once agreed, do you consider the project is helpful for your business? yes/no/abstention	T3 Do you feel something is not correct/missing in the project description? Your comment
PORT OF CASTELLÓN (Spain) Rail Freight Terminal in Platea –Teruel	Yes	Yes	Only two ways
PORT OF CASTELLÓN (Spain) Valencia Node railway connection. Pass-through station, north access by-pass tunnel and completion of the south access tunnel	Yes	Yes	Section must include Castellon
PORT OF CASTELLÓN (Spain) New line, double track UIC gauge in Mediterranean Corridor. Section Castellon – Valencia	Yes	Yes	Section must be Castellon-Valencia instead of Tarragona- Valencia
PORT OF BARCELONA (Spain) New railway line between Montpellier and Perpignan (LNMP) - 1st phase between Montpellier and Beziers	Yes, with and additional consideration	Yes	"Creation of a new high-speed line, both passenger and freight between Montpellier and Beziers, Resolution of physical bottlenecks. Actions enhancing Rail interoperability Actions concerning Rail cross-border sections" Add that the current conventional line should be allowed to be used for freight traffic in the future.

Feedback received from TAG members Proposals for new projects not considered in the list (1/3)



TAG member proposing	Project title	Short description (200 characters max)
PORT OF TRIESTE Italy	2022 - Public-private partnership for the design, construction, maintenance and operation of Phase 1 of Pier VIII in the Port of Trieste. Phase 1.	The project envisages the construction of the basic infrastructure for a new container terminal with rail connection
PORT OF SÈTE France	Sète – Rail Motorway terminal	Rail motorway terminal under construction (End of 2025)
PORT OF CASTELLÓN Spain	New rail access of Castellon Port: "Construction project of the Castellón intermodal station" and "Construction project of the electrical substation of the new southern railway access to the Port of Castellon". This project is part of a global project which is the New Southern Railway Access, connecting the Port of Castellón with the Mediterranean Corridor.	New rail access: intermodal terminal: 750 m trains, electrified and mixed gauge tracks The Action consists in the construction works of the Intermodal Terminal of Castellon Port (Core Port on Mediterranean Corridor), with an area of 30 hectares, in Castellon (Spain). It's part of the new Southern railway which includes several works, one of them being the substation. It is laid on rail and road Core Network, specifically in the section Valencia-Barcelona of the Mediterranean Corridr. This intermodal terminal is integrated into the new south rail access, which is connected with the Mediterranean Corridor and with the roads: N-225, CS-22 and A-7. Due to its strategic location (industrial park of Serrallo and connected to great freight corridors), the platform can become an important international hub. The Action is included in the "Recovery, Transformation and Resilience Plan" (MRR).

Feedback received from TAG members Proposals for new projects not considered in the list (2/3)



TAG member proposing	Project title	Short description (200 characters max)
PORT OF BARCELONA Spain	Penedès Intermodal Terminal- Design, construction and public tender for operation	Development of a new terminal in Penedès, between the ports of Barcelona and Tarragona.
PORT OF BARCELONA Spain	Lleida Torreblanca 4P Intermodal Terminal- Design, construction and public tender for operation	Development of a new terminal in Lleida (Torreblanca-4 Pilans).
PORT OF BARCELONA Spain	Vicálvaro Intermodal Terminal	New rail hub with a marshalling yard and two loading and unloading terminals. First loading terminal to be into operation in 2026.
PORT OF BARCELONA Spain	Not a new project proposal but an alert about duplication of terminals	In Tamarite (Huesca, Spain), European funds are financing the construction of a new terminal (Ponentia group), while an existing terminal, Litera TIM (owned by ADIF and operated by TIM), is already in operation less than 1 km away

Feedback received from TAG members Proposals for new projects not considered in the list (3/3)



TAG member proposing	Project title	Short description (200 characters max)
TIM – Litera TIM Spain	New road accesses	New road access to the terminal
PSCCT Perpignan France	Amélioration des capacités de la gare marchandises de Perpignan	Amélioration des capacités de la gare marchandises de Perpignan Saint-Charles pour accompagner le développement : - Une meilleure gestion des infrastructures existantes, en particulier la voie mère, actuellement utilisée « par blocs » O Plus de moyens humains O Plus de moyens techniques et modernes (à financer) - Une augmentation du nombre de voies de stationnement (à financer)
PORTBOU Spain	Developing and upgrading freight railroad terminal in Portbou*	Transhipment terminals at Portbou should be maintained to ensure that the existing reality is that more than 65% of the railway network in the Iberian Peninsula will remain in Iberian gauge for many years. Build a road access directly to the terminal to increase the intramodality of rail-road transport in compliance with sustainable, safe and environmentally friendly transport standards.
PORTBOU Spain	Developing and upgrading freight railroad terminal in Cerbère*	Axle change terminals at Cerbère should be maintained to ensure that the existing reality is that more than 65% of the railway network in the Iberian Peninsula will remain in Iberian gauge for many years. To convert and diversify the activity at the Cerbère railway complex towards the conservation and maintenance of rolling stock which is perfectly compatible with the axle change activity Increase traffic in the two gauges (standard UIC and Iberian) of freight trains by connecting the two blind tunnels between Cerbère and Portbou.
		*These two projects should be part of a single international project: Spain + France = Europe Document Border Section of Cerbère & Portbou Preparatory meeting - TAG Mediterranean Rail Freight Corridor Tuesday, October 22, 2024



4. Outcomes and Developments







Maurienne valley

RNE ICM Handbook version 2.0 adopted 16.4.2021





International disruption > 3 days International traffic impact > 50% of planned traffic (passenger/freight)





The RFC has the role of Task force coordinator for the management of the emergency



IMs involved + local and central public authorities + RUs(if necessary)

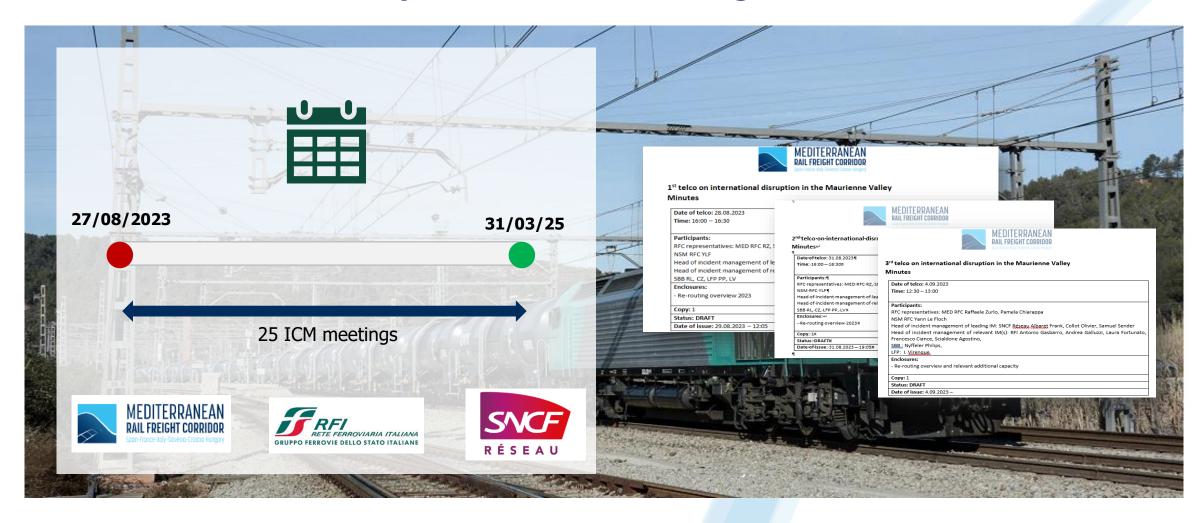


- 25 Meetings
 - Identification of alternative routings and capacity availability
 - 1 High-Level meeting with MoTs and DG Move

International traffic is interrupted to and from Italy



Maurienne valley: Coordination & meetings on ICM



Maurienne valley: Redeployment and current situation

Situation of the MCI in Modane - Redeployment and current situation



- 1) Via Switzerland, Domodossola via the Lötschberg tunnel, crossing the CH/FR border at Basel Saint-Louis. According to the timetable, on the Italian section (Milano-Domodossola), TCR operations between Arona-Sesto Calende ended on 11.9.2023.
- 2) Via Genoa-Ventimiglia-Marseille, along the Mediterranean coast, residual capacity is as follows:

On the RFI side: up to 2 pairs of train paths with a maximum length of 380 m, except at night between 11 p.m. and 5 a.m. SNCF Réseau side: From Italy to France, six train paths/day, and from France to Italy, ten train paths/day, with a length of

maximum train length of 529 m;

- No rerouting request for passenger trains
- SNCF R has prepared a list of requests on the papers that RFI will complete at the

4.1 ICM events along Med RFC

Maurienne valley: Re-routing outcomes

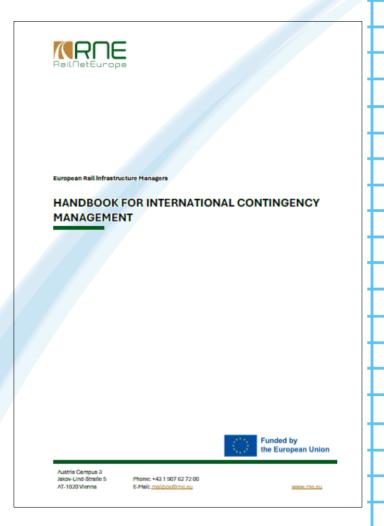


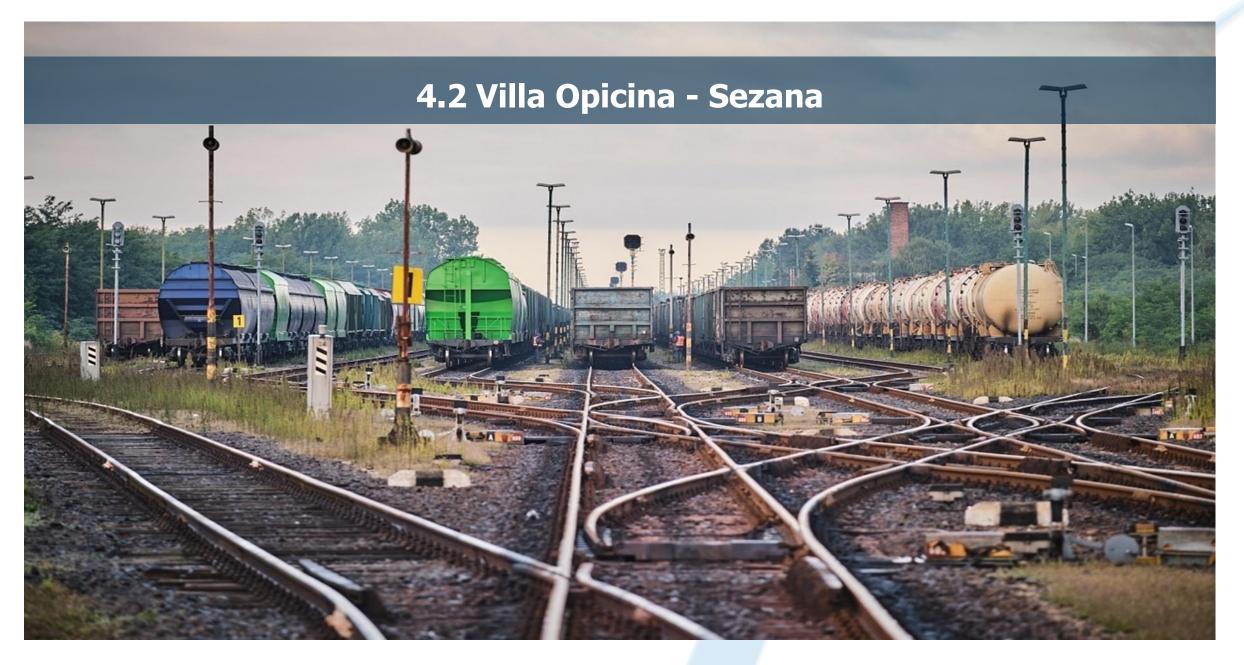
4.1 ICM events along Med RFC

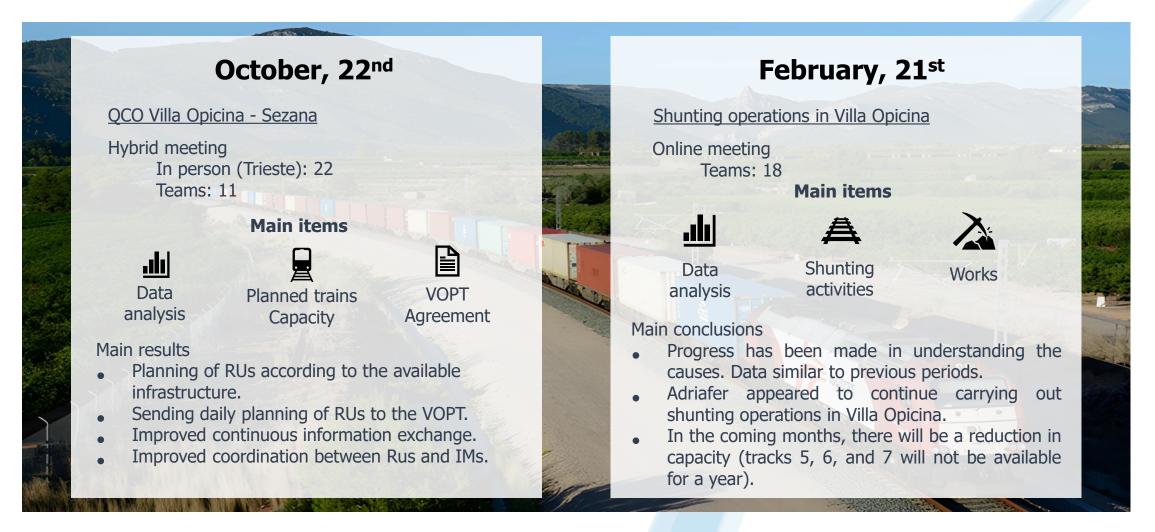
- Maurienne valley: Next steps
- Compillation of Evaluation report for Disruptions
 - Data gathering 1-15 April
 - Evaluation report drafting 15-30 April
 - Evaluation report endorsement 1 May -15 May
 - SNCF Réseau, RFI, RAG speaker, TAG speaker

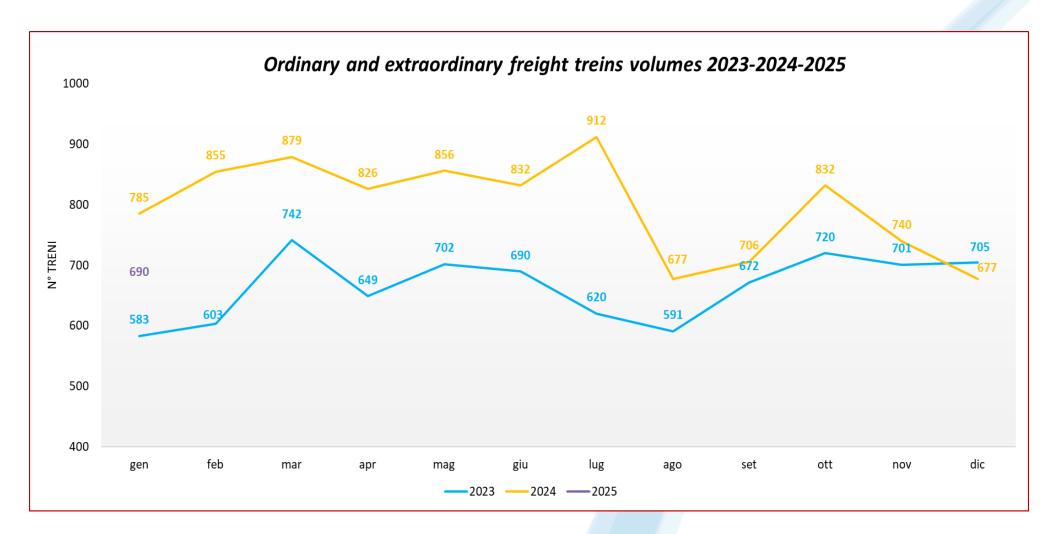
Evaluation report for Disruptions

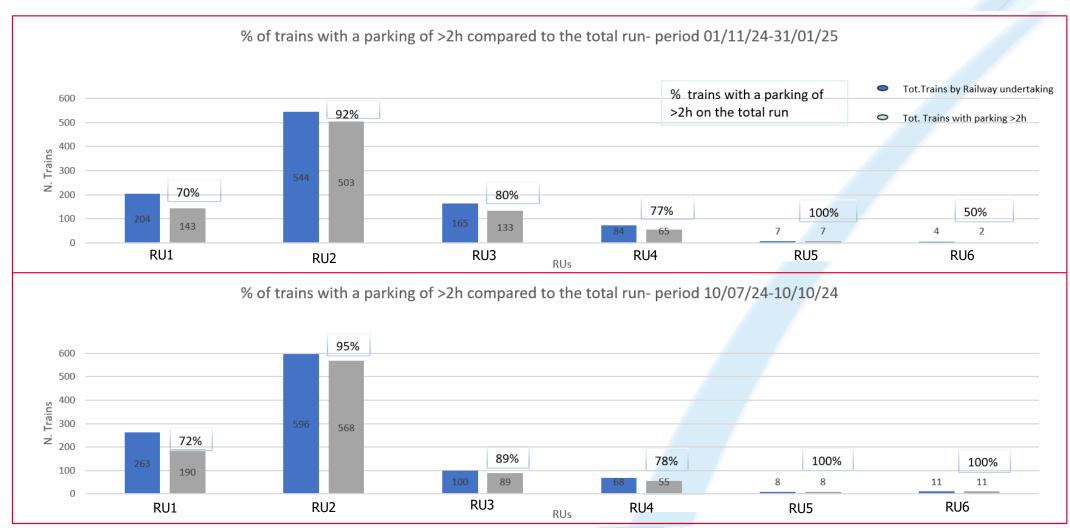
"International disruption in the Maurienne Valley"

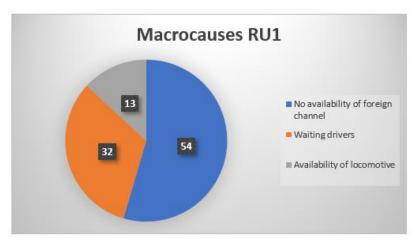


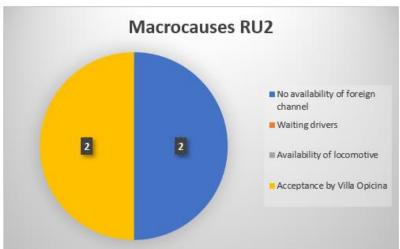


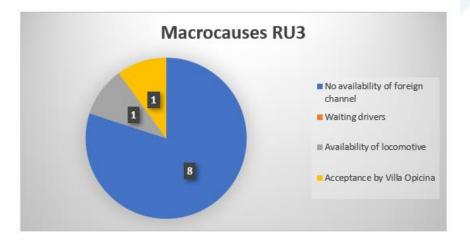


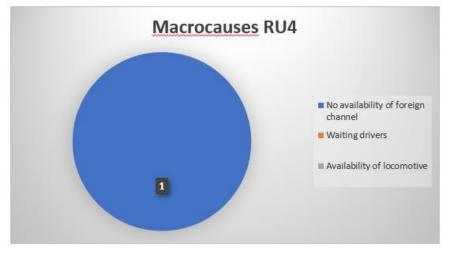






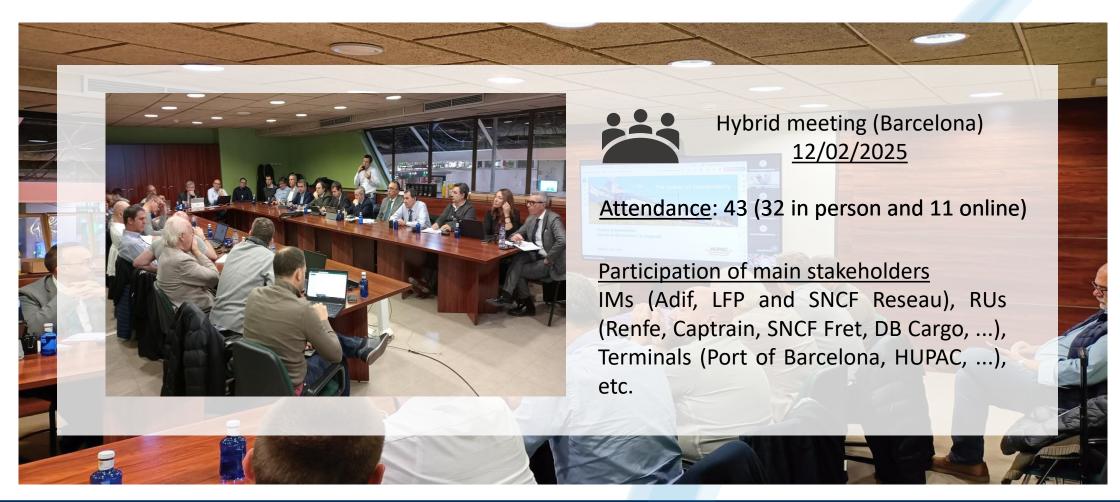




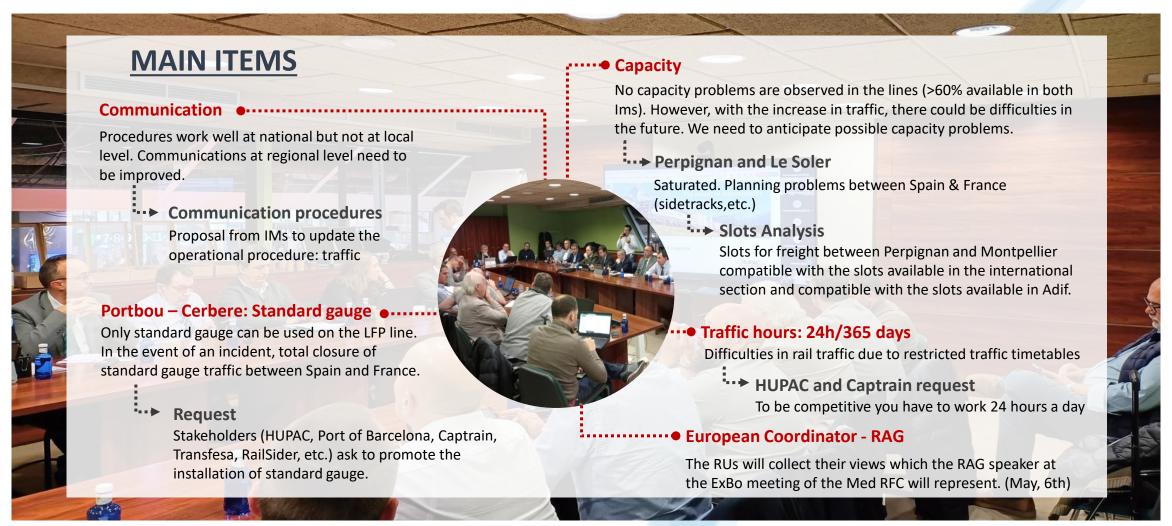




Barcelona – Perpignan QCO development



Barcelona – Perpignan QCO development







T4RAIL IT-SI

Digitalisation of rail transport communication at border crossing Interreg VI-A Italy-Slovenia

RAG/TAG RFC MED meeting 15 May 2025 Modane





Project features



SCOPE

The project T4RAIL IT-SI aims at promoting technological innovation and digitalisation for supporting the communication in the railway sector to improve seamless railway connections between Italy and Slovenia



DURATION

24 months - from 18.04.2024 to 17.04.2026



BUDGET

€ 1.124.981,00



LEAD PARTNER

Rete Ferroviaria Italiana



PROJECT PARTNERS

SŽ-Infrastruktura, d.o.o.; Rail Cargo Carrier Italy Srl; Rail Cargo Slovenia, d.o.o.; InRail S.p.A.; SŽ-Tovorni promet, d.o.o; University of Ljubljana and University of Trieste.



ASSOCIATED PARTNERS

RFC Mediterranean; RFC Baltico-Adriatic; RailNetEurope; UIC; Regione Friuli Venezia Giulia; Ferrovie dello Stato Italiane Holding.



DIGITAL TOOL

Translate4Rail developed by Synvance with the financing of Shift2Rail programme awarded by the consortium of RNE and UIC



Overview of project scope and activities



The objective of the **Project T4RAIL IT-SI** is the experimentation in operation of T4RAIL translator tool for effective and safe communication between signallers and train drives through the Italian – Slovenian cross border points











- Preparation analysis of the national rail operational rules IT-SI and check of Predefined Messages -PDMs
- Adaptation of the station equipment in order to enable the connection with the Language Tool
- Risk assessment to carry out the tests and for further implementation of the tool in operation
- Realization of laboratory trials and tests on field by simulation of planned scenarios
- Communication of project outcomes





- Train staff education on the use of Language Tool
- Adaptation of loco equipment (cab radio) in order to enable the connection with the Language Tool
- Evaluation of impacts on the Safety Management System
- Realization of laboratory trials and tests on field by simulation of planned scenarios





- Analysis of cross border job opportunities enabled by the Language Tool in the concerned regions
- Possible extension of the use of Language Tool to other applications (road transport, health sector)
- Scenarios of potential workers in the rail sector and other sectors with A2 knowledge of foreign language





- Workshops on alternative train crossing points enabled by the Language Tool in case of temporary disruptions along the MED and BAC corridors (**RFCs**)
- Support to the other partners for survey on potential passengers/freight companies to shift their trips to trains in case of reduced disruptions and delays at borders (**FVG**)
- Input about further development of the language tool "free speech" and results from other projects (RNE & UIC)
- Support to the Lead Partner for financial reporting and administrative management



Activities completed



Test preparation

- Analysis of European and national (Italy/Slovenia) regulations with reference to the specific regulations for communications between the driver and the railway traffic controller.
- Codification of the communications into predefined messages (PDMs)
- Validation of predefined messages and integration with specific local messages
- Adaptation of the T4RAIL tool to the different partner systems
- Development of training curricula for drivers and signalers on the functioning of T4RAIL and communication in the testing phase during border crossing procedures
- Training sessions for drivers and signalers





Work in progress

Ongoing activities

- Pre-testing 'not in operation' of the communications with trained personnel
- Definition of in-operation testing scenarios
- Start of risk assessment activities







Next steps

Field test

- Execution of field tests in the Villa Opicina –
 Sezana station and Gorizia Nova Gorica section
- Verification of the correct functioning of the translation tool through the analysis of its functionalities applied to operational scenarios and with the use of exercise prescriptions



Villa Opicina – Sežana station



Gorizia – Nova Gorica section



Thank you for your attention!

FOLLOW US:



<u>www.ita-slo.eu/en/t4rail-it-s</u>

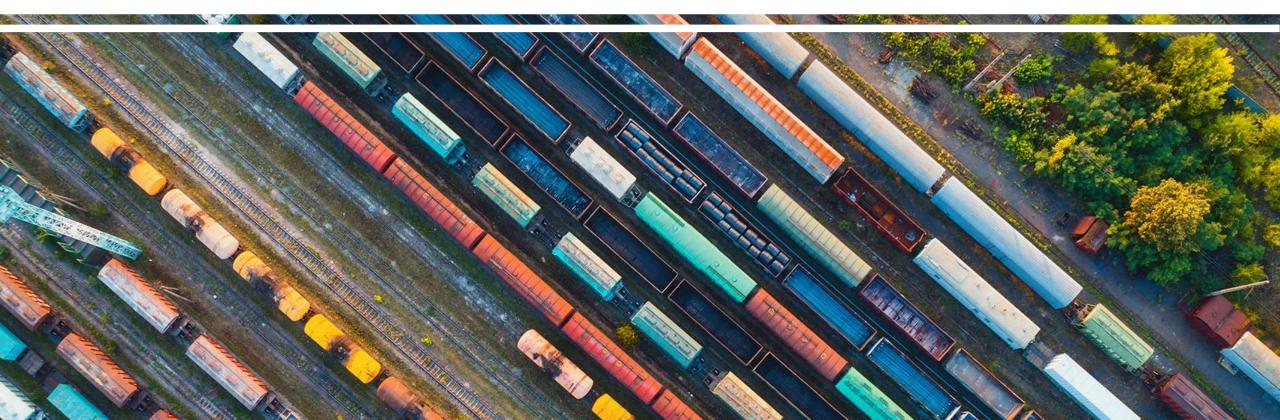




Language Programme

TRAFFIC MANAGEMENT

30 APRIL 2025



Language Programme

Objective:

Find a **common and international solution** suitable for all environments in the sector to **overcome the language barrier.**

4 main areas of interest











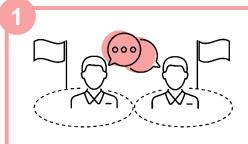








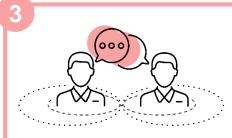
Language Programme



IM-IM communication at national level

IM-RU operational communication

Language Tool(s)



IM-IM communication at regional level



RU-RU operational communication

English-Speaking Dispatchers

A2+

24/7

One in every shift at NTCC

T4R LT free speech

atchers PDMs

- RNE RECOMI project
- Regional communicationPDMs

PDMs (UIC XBORDER project)

T4R LT

T4R LT PDMs





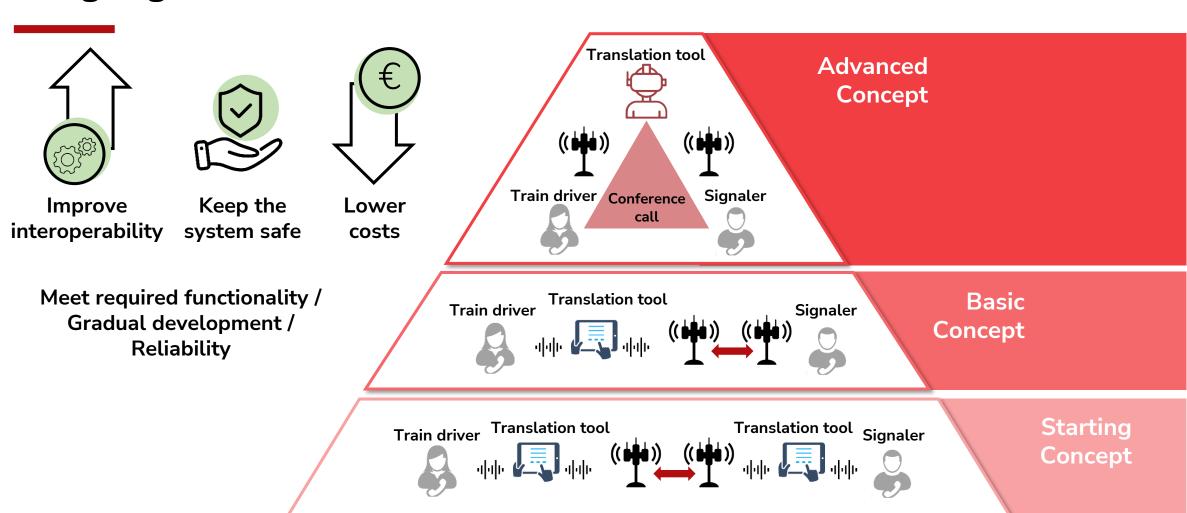








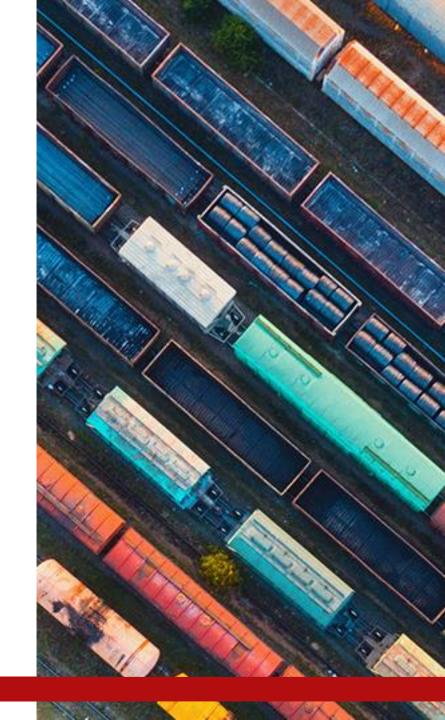
Language Tool





TRAFFIC MANAGEMENT

Language Tool Tablet









LT Tablet: Translate4Rail LT journey so far...

Enabling operational communication in the field between a train driver and a traffic controller

Pilot Italy - Austria T4R LT tested



Pilot Italy - Slovenia T4R LT tested Italy – Switzerland technical achievements

T4RAIL IT - SI

High interest and support from the sector



2019 - 2021 2022 - 2023 2024 - 2025



Operational communication in the field (including railway jargon, variables, and constants)

Enhancing TSI OPE messages

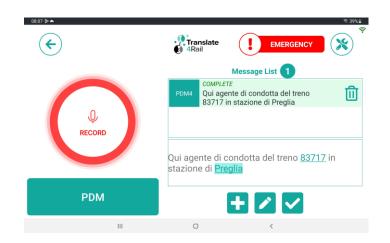


RNE and UIC are actively seeking for EU funding to scale up

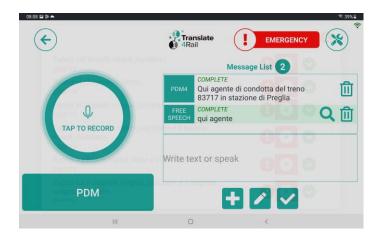


LT Tablet: T4R Language Tool













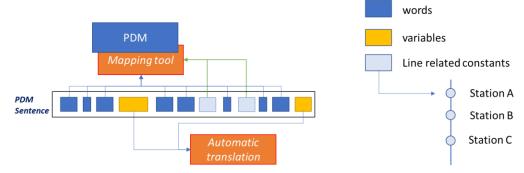
Types of PDMs in the T4R LT

PDMs structure

- PDMs with fixed structure (fixed words only; without variables and constants);
- PDMs with variable(s) (e.g. train number, switch number, track number, etc.). For the need of an LT, the configuration of variables
 must be defined;
- PDMs with constant(s) (e.g. station names, issue reports, signal function, call help, etc.). For the needs of an LT, these constants should be defined in a specific database. Their configuration must also be defined;
- PDMs with variable(s) and constant(s) (PDMs with combination of one or several variables/constants).

PDMs with "variables" and "constants"

- the enhancement of functionalities for variables is identified;
- also recommended from the previous testing of the T4R LT.



This is train train_number between station_name and at kilometerkm



LT Tablet: T4R LT connection to Dispatcher console and Cab-radio

- The connection used in the first tests: Dispatcher console – "Black Box" – T4R LT on tablet;
- Using audio/microphone split;
- Additional amplifiers could be used to adjust the audio output.
- The tablet was connected to the X3 connector:
 - This connector is normally used for loudspeaker only;
 - In rare cases a microphone can be connected with a push-totalk button.



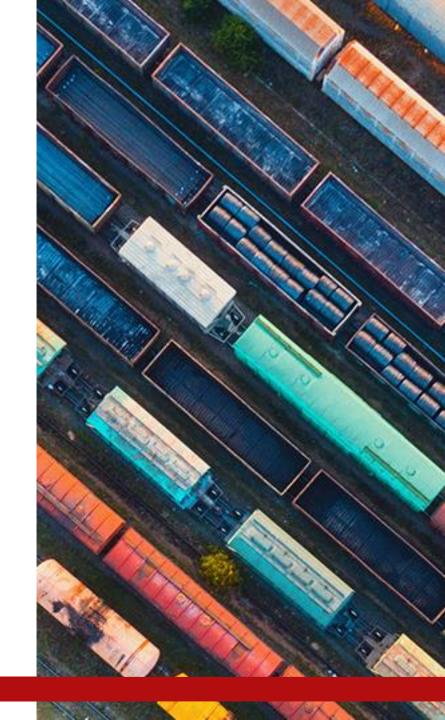






TRAFFIC MANAGEMENT

Further development





Language Tools Strategy

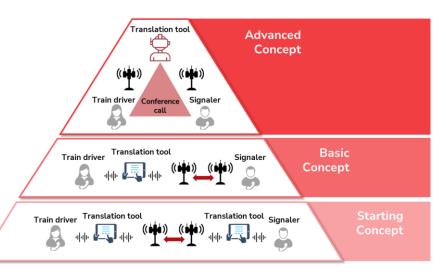
Detailed solution for IMs and RUs communication developed

- Strategy approved by the RNE GA in May 2022
- Elaborated under the "Action No.: 2018-EU-TM-0063-S"

Defined recommendations for:

- Language Pilots, including the Pilot Checklist and Pilot Passport;
- PDMs for Language Tools;
- Requirements on the LT for safety check;
- LT development.







T4R Language Tool further development – Project Proposal

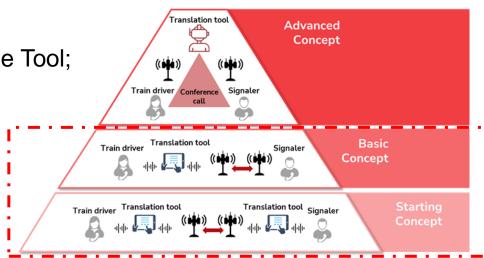
Goals

Develop a Tablet language tool for application in the operation (pilot project)

Via

Enhanced recognition of variables in the Translate4Rail Language Tool;

- Higher accuracy of recognition and translation;
- Development of a free speech algorithm;
- Transformation of state of the art of existing language tools
- Enhanced list of predefined messages for traffic managers;
- Implementation of new user functionalities;
- Supporting Guidelines and Training videos.





LT User Training Guideline – Framework summary

Language Tool "User Training Guideline"

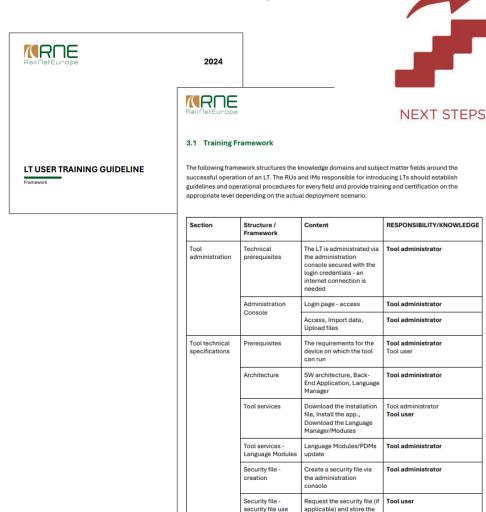
- General approach to training the relevant staff independently of the "language tool" version or type, which is used in operation communication and can be applied in training processes by any IM or RU;
- The training guideline "FRAMEWORK" can then be used to detail a series of lessons to teach the skills and knowledge for the following activities:

Tool administration and technical specification

Maintenance and Operational Procedures

Installation and User guide

Training Programme









Juraj Maliaček

Senior Traffic Management Manager +43 664 884 248 16 juraj.maliacek@rne.eu

RailNetEurope

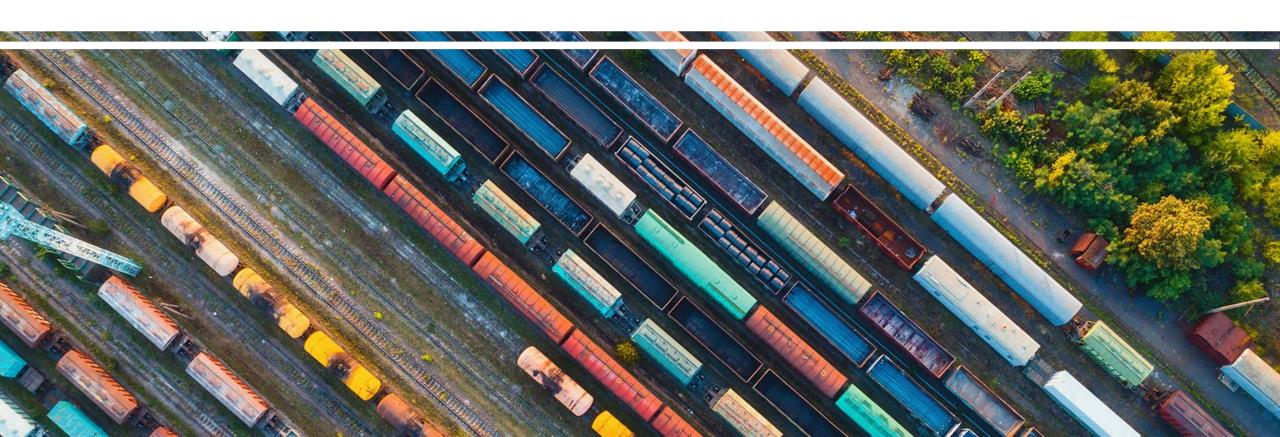
Austria Campus 3 Jakov-Lind-Straße 5 1020 Vienna, Austria

www.rne.eu



RNE TIS – TCR Message Implementation for Incident Management

TRAFFIC MANAGEMENT



TIS Country Coverage

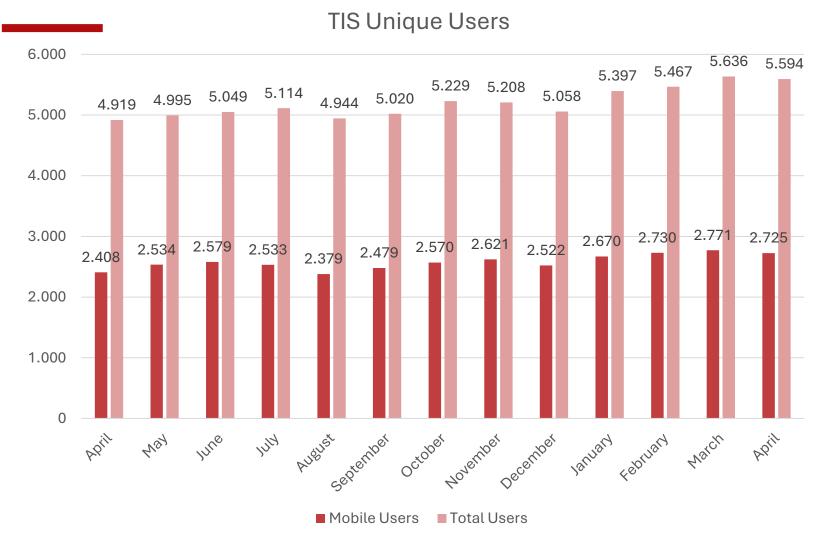


Countries already in TIS

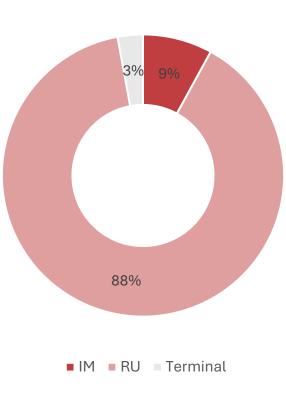
Coming Soon



TIS User Statistics

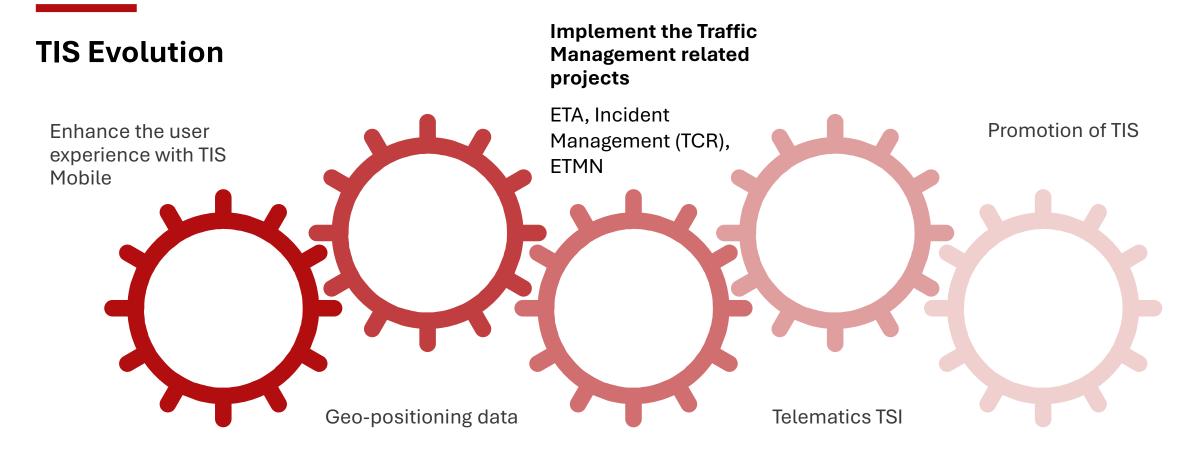


Users April





TIS Overview 2025 – Further developments





TIS Incident Management Tool (IMT)

- Part of the Train Information System
- Designated for recording and sharing information about incidents
- Notifications for all affected companies, such as Infrastructure Managers and Railway Undertakings
- Handling of affected trains (parking, restarting)
- Tool for International Contingency Management cases





TIS IMT – results of the project from 2023 – 2024





- Automatic data exchange on incidents:
 - TCRMessage agreed as information carrier
 - Contains all necessary input information → exchange of IMT module-related data between the national system and RNE TIS
 - The revised and corrected change requests regarding the TCRMessage were presented at the TEG meetings in January 2025.



TIS IMT – Incident exchange Implementation project

 TIS IMT – TCRM Implementation project proposal – Approved by the RNE MB in 02/2025

Goal

Implement the updated TCR
 Message in order to establish
 the incident-related
 communication between RNE
 TIS and domestic tools.

Project details

- Small project (MB approval)
- March 2025 June 2026
- Ongoing cooperation with interested IMs
- Financial contribution via the CEF Transport Call TC 2021
- TM HLG supports the implementation project









TIS IMT – TCRM implementation project



Deliverables:

- RNE TIS application adaptation for broad incident data exchange with stakeholders
- Exchange with CFR, RFI and Trafikverket
- Report of the pilot testing (pdf)

Main milestones

- Project proposal approval by MB in February 2025
- Kick-off meeting of the project team in March 2025
- Project results approval by MB in February 2026

Related Projects/Topics/Items:

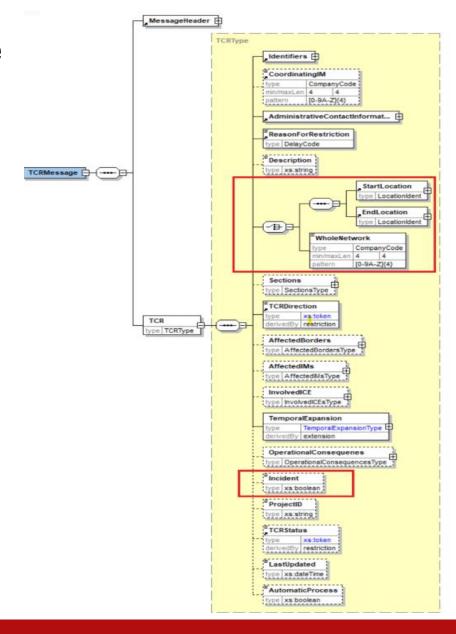
 TIS Incident Management tool – Automatic Data Exchange – as next step in the development

Financial effects:

Financial contribution via CEF Transport Call
 2021

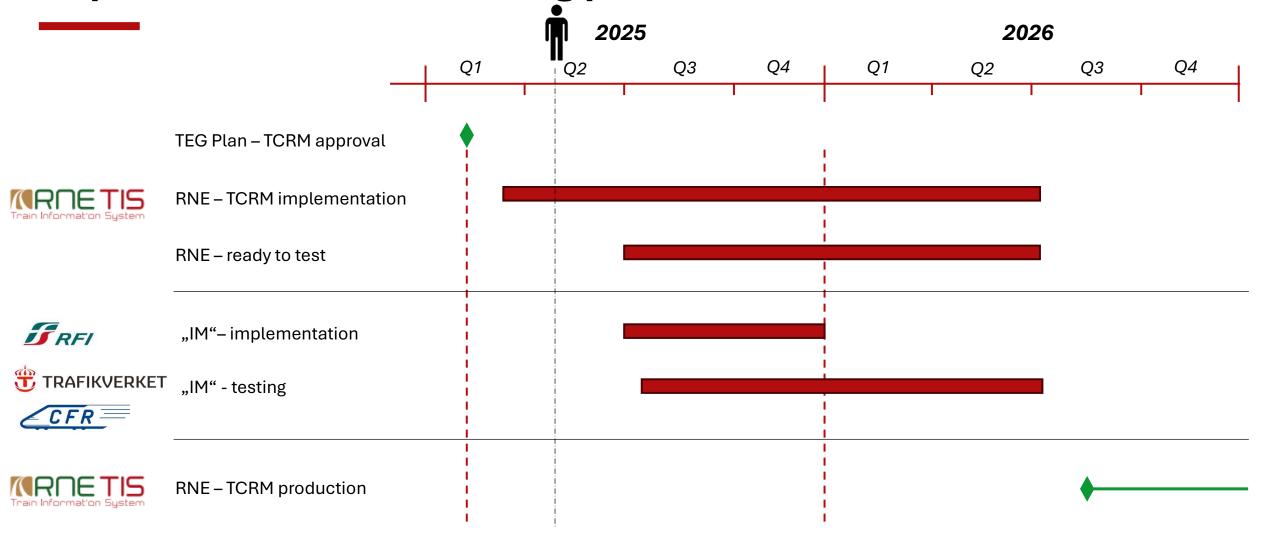


TIS IMT – TCR Message





Implementation and testing phases







TIS related



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Traffic Management related



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5. Major Temporary Capacity Restrictions (TCRs) impacting on RFC lines

- ➤ State of play and 2025 planning and beyond
- >TCR tool

Comments and requests from participants

Main TCRs in Spain

LINE 270 (Classic Line) BARCELONA – FRENCH BORDER

Route Figueres - Portbou (yellow highlighted in the map below)

- ✓ Complete catenary renovation (in particular, replacement flexible catenary to rigid catenary in <u>Cañellas</u>, <u>Grifeu</u> and San Antonio tunnels).
- ✓ Track closures at alternate weekends, on two sections (see calendar below):
 - 1) Figueres Llancà (4 weekends).
 - 2) Llancà Portbou (5 weekends).
- ✓ Figueres, Llancà and Portbou stations will remain under voltage except some night-time without affecting traffic.
- ✓ Affected: Middle-distance trains on Barcelona lines (R11 and RG1) and Freight traffic.



May '25									
M	Т	w	Т	F	S	S			
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5	6	7	8	9	10	11			
				16					
19	20	21	22	23	24	25			
26	27	28	29	30	31				

April '25									
M	Т	w	Т	F	S	S			
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7	8	9	10	11	12				
14	15	16	17	18	19	20			
21	22	23	24	25	26	27			
28	29	30							

		Ju	ne '	25		
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9	10	11	12	13	14	15
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23	24	25	26	27	28	29
30						



26

Main TCRs in Spain

Rail Motorway Algeciras - Zaragoza Route Guadalajara - Plasencia de Jalón

- ✓ Adaptation in installations and tunnel gauging for the Algeciras -Zaragoza rail motorway project.
- √ Total clousure from April 1th to December 15th (2025).
- ✓ Affectation: Road transfer for passenger traffic. Freight traffic with diversions on lines 100/700 or 300/600 (see following slide).

April 25											
L	M	M	J	٧	S	D					
	1	2	3	4							
7	8	9	10	11							
14	15	16	17	18							
21	22	23	24	25							
28	29	30									

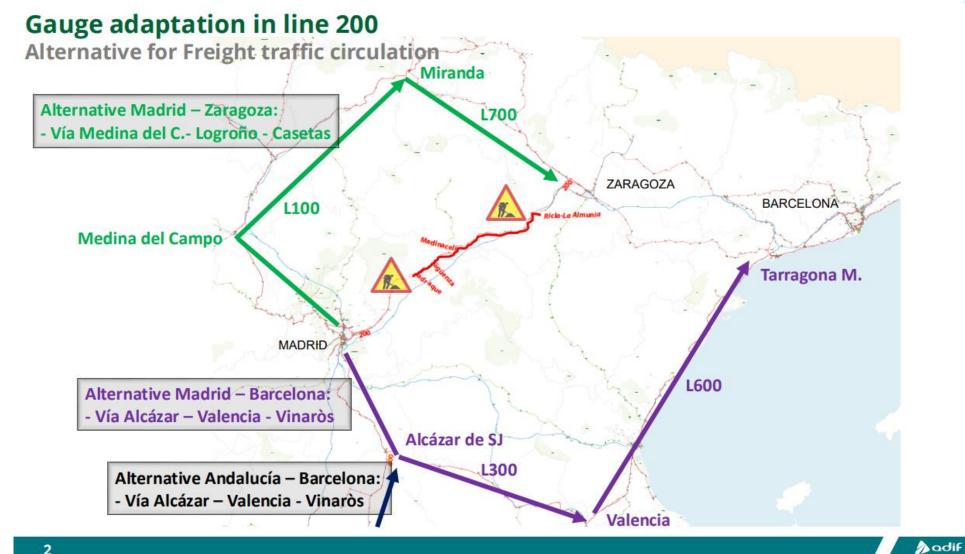
	December 25									
L	M	M	J	٧	S	D				
1	2	3	4	5						
8	9	10	11	12						
15	16	17	18	19	20	21				
22	23	24	25	26	27	28				
29	30	31								

ZARAGOZA



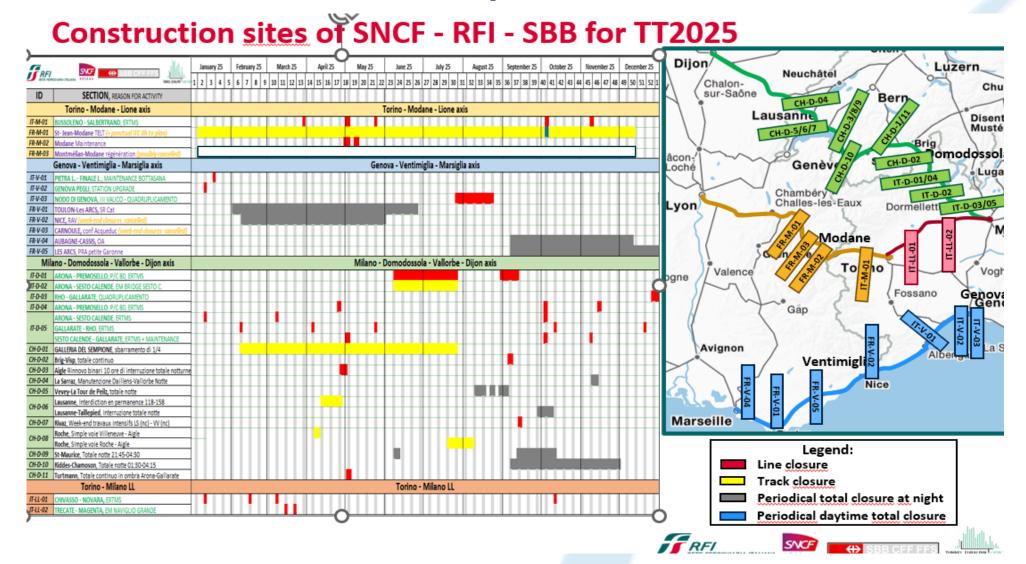
MADRID

Main TCRs in Spain

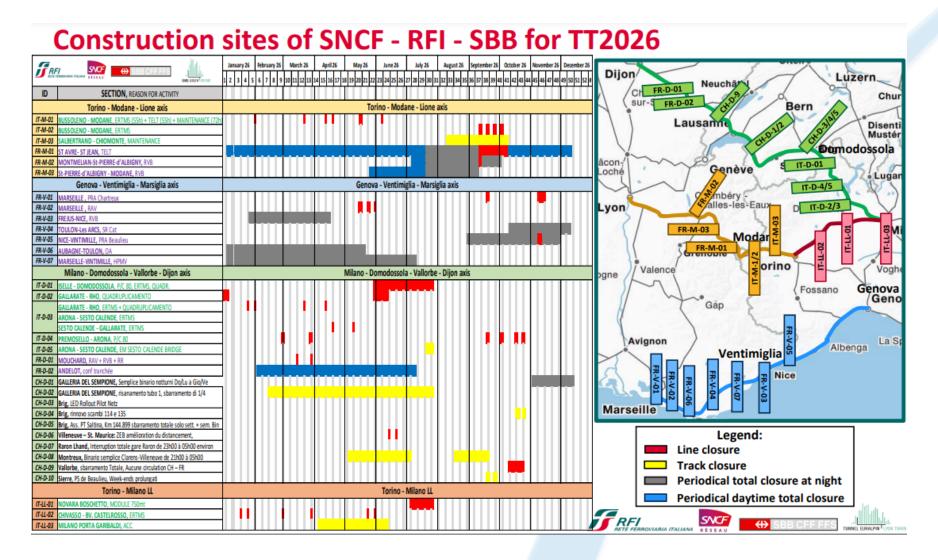


28

Main TCRs between France and Italy



Main TCRs between France and Italy



Main TCRs in Italy 2025

15/05/2025



Main TCRs in Italy 2026



32

Main TCRs in Italy 2027



33

Main TCRs in Slovenia 2025

A=GRADO

BIVIO D'AURISINA

Villa Opicina/Sežana te

Postojna-Prestranek

Regular maint., upgrading 19/06 to 24/06 Limitation capacity 08/11 to 12/11 Limitation capacity

Rakek-Postojna

Regular maint., upgrading 05/05 to 09/05 Limitation capacity

Pivka-Gornje

Regular maint., upgrading 05/07 to 10/08 limitation capacity

Verd-Logatec

Regular maint 01/08 to 13/12 limitation capacity

Divaca - Koper

Maintenance Total closure

30/03 to 31/03 25/05 to 26/05 12/10 to 13/10

09/11 to 10/11

Ljubljana Brezovica Upgrading Capacity limitation 10/03 to 14/03 & 18/04 to 21/04 Capacity limitation Kärnte

Klagenfurt

Ljubljana station

Upgrading 01/2024 to 12/2026

Hodoš/Őriszentpéter

Zagreb RK OS

Laze-Ljubljana Zalog

Regular maint., upgrading 15/06 to 14/07 Limitation capacity

Botovo/Gyékényes

Ivanjkovci- Ljutomer

Maintenance Total closure

13/09 to 14/09 20/09 to 21/09 27/09 to 28/09

Krško

Renewal station 15/06 to 31/12

Maintenance Capacity limitation 03/05 to 07/05 & 20/05 to 28/05



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/.

Dobova/Savski Maro

iukQuia Zidani Most

Main TCRs in Slovenia 2026

Ljubljana station Upgrading 01/2024 to 12/2026 Capacity limitation Hodoš/Őriszentpéter Kärnte Klagenfurt Maribo Triglavski Pragersko Botovo/Gyékényes Celie Koprivnica Zidani Most Dobova/Savski Marof BIVIO D'AURISINA Zagreb RK OS Villa Opicina/So

Borovnica - Verd

Track&Rail 01/06 to 30/06/2026 Capacity limitation

Litija - Kresnice

Track&Rail 03/2026 to 12/2026 Capacity limitation

Zagorje - Sava

Track&Rail 03/2026 to 12/2026

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/.

Main TCRs in Croatia 2025 to 2027

Hrvatski Leskovac – Karlovac:

Nov. 2022 – Nov. 2027 Track renewal + second track construction

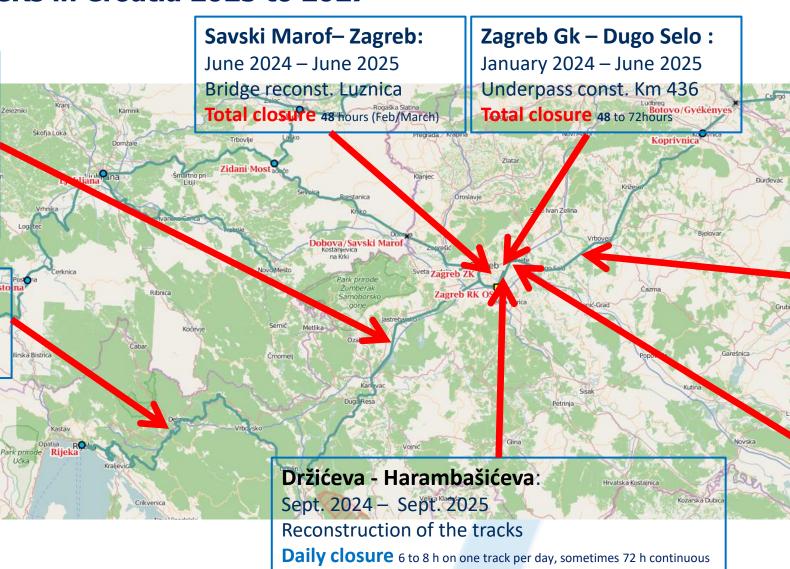
Daily closure from 7 am to 4 pm and occasional 72 hours during the WE

Rijeka - Zagreb:

Jan. 2024 – Dec. 2027

Daily closure 8 to 10h Monday

to Friday and occasional 36h



Dugo Selo – Krizevci:

Dec 2019 – Dec. 2025 track construction

Daily closure from 7 am to 4

pm and occasional 72 hours during the WE

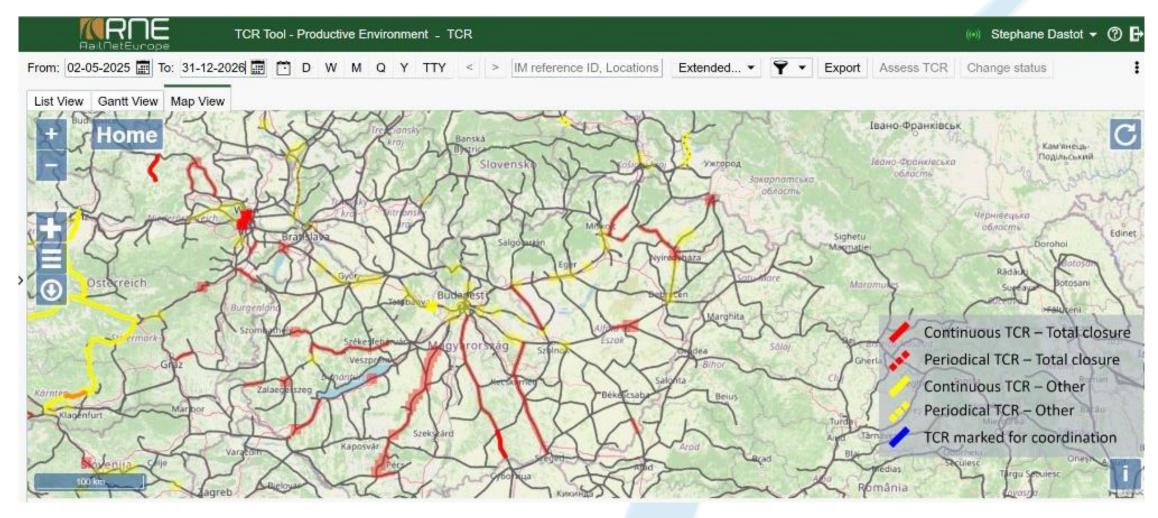
Sesvetska Sela:

Dec 2023 – April 2025 underpass

Closures 48 to 72 h

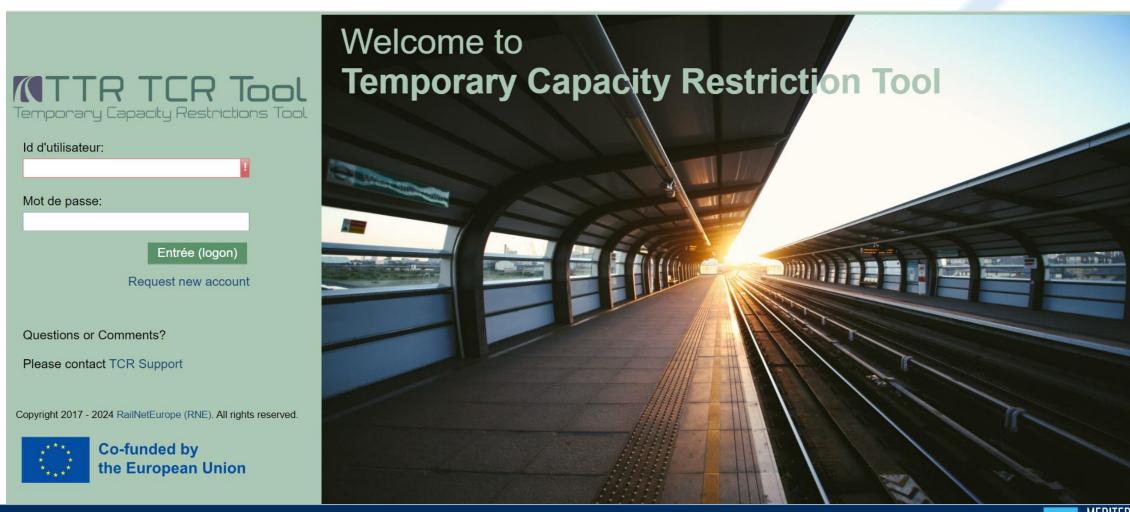
depending on technology

Main TCRs in Hungary 2025 to 2026



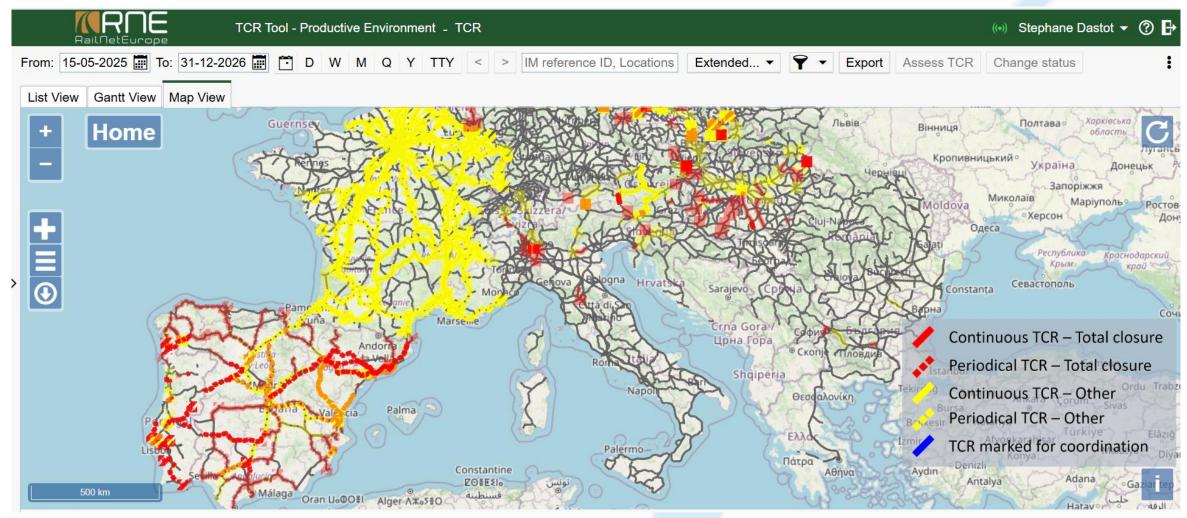
5. TCRs publication — TCR tool state of play

https://tcr-online.rne.eu/tcr/servlet.method/com.groiss.smartclient.Main.start



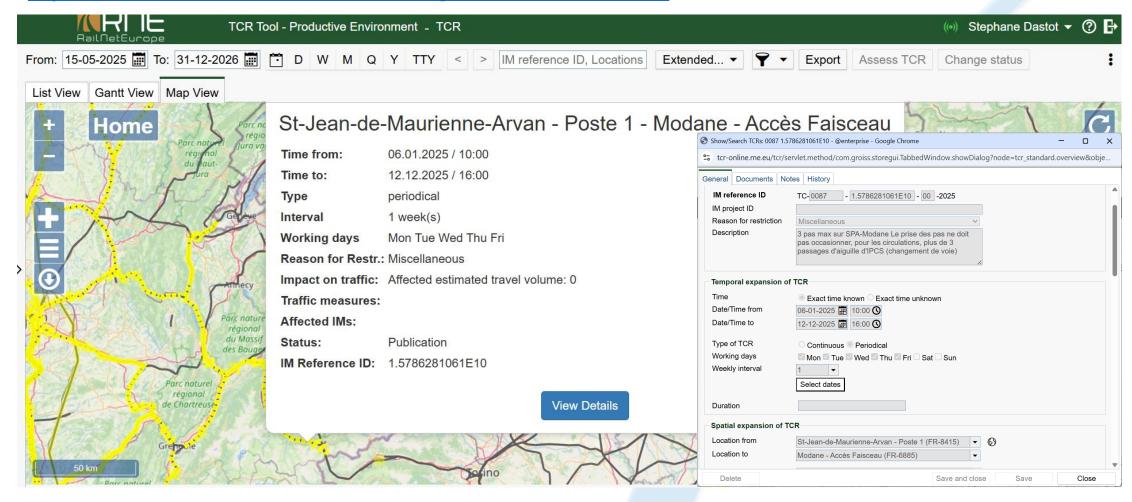
5. TCRs publication — TCR tool state of play

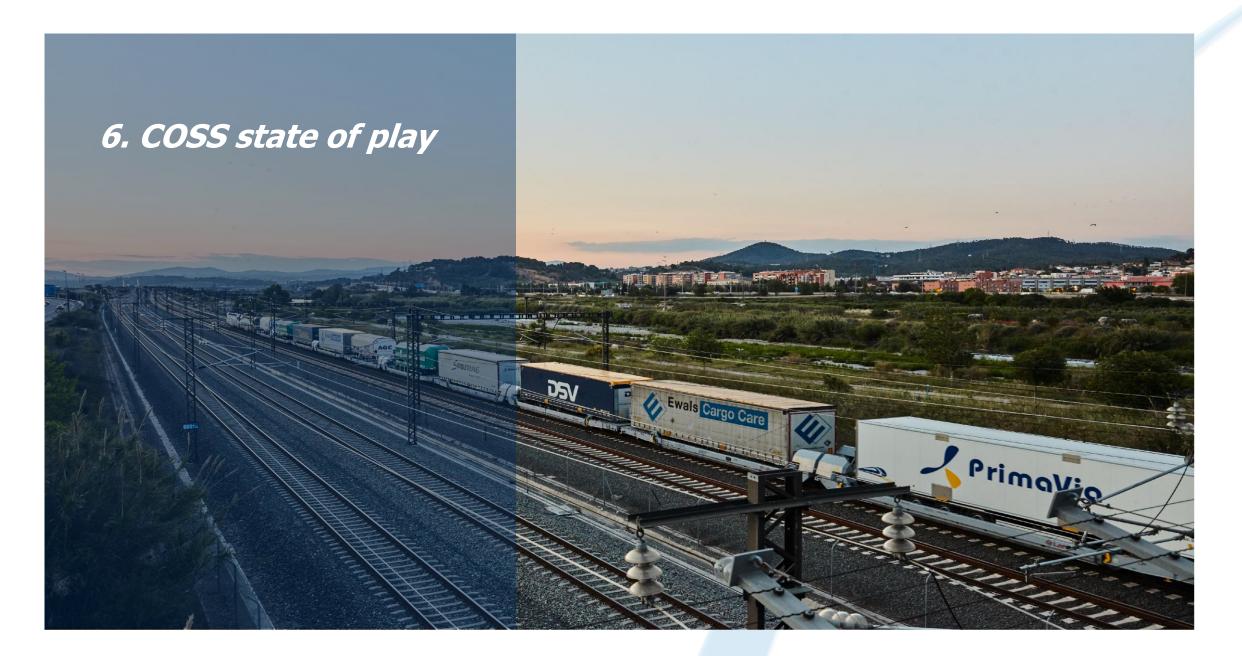
https://tcr-online.rne.eu/tcr/servlet.method/com.groiss.smartclient.Main.start



5. TCRs publication — TCR tool state of play

https://tcr-online.rne.eu/tcr/servlet.method/com.groiss.smartclient.Main.start



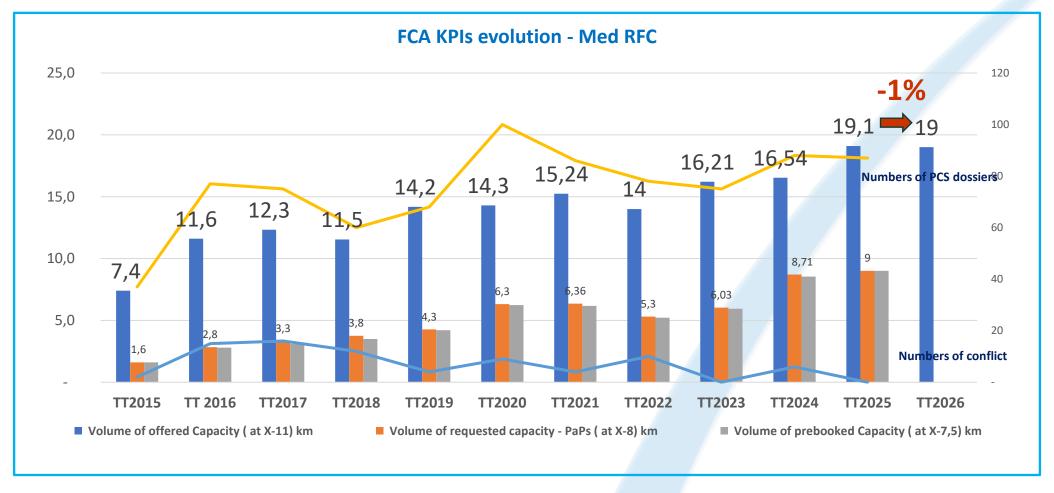


6. COSS state of play



- ➤ Offer & Requests TT 2026: insights and deadlines
- > TT 2027 wish list
- Comments and requests from participants

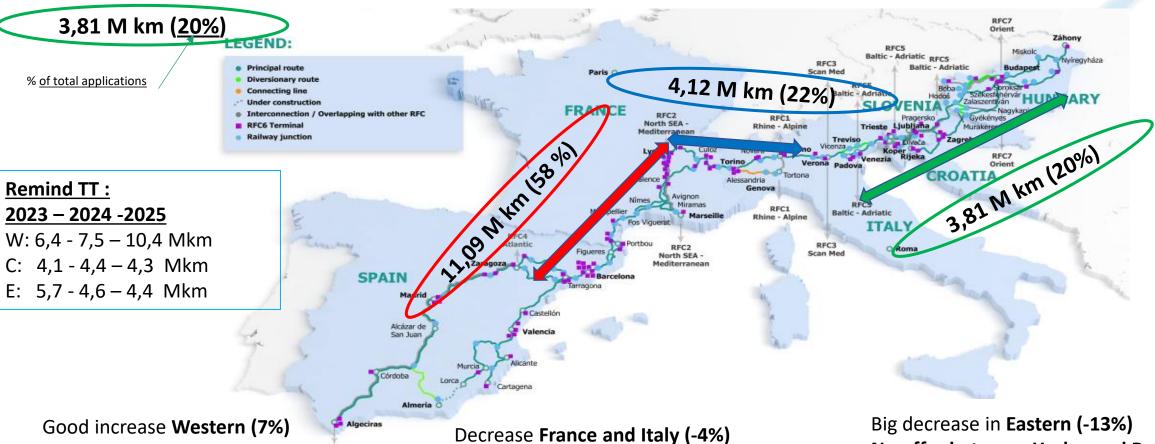
Capacity 2026 - Overview



With respect to the deadline, stable offer compared with 2025

43

Capacity 2026 – 3 main flows



Big increase Western (7%)

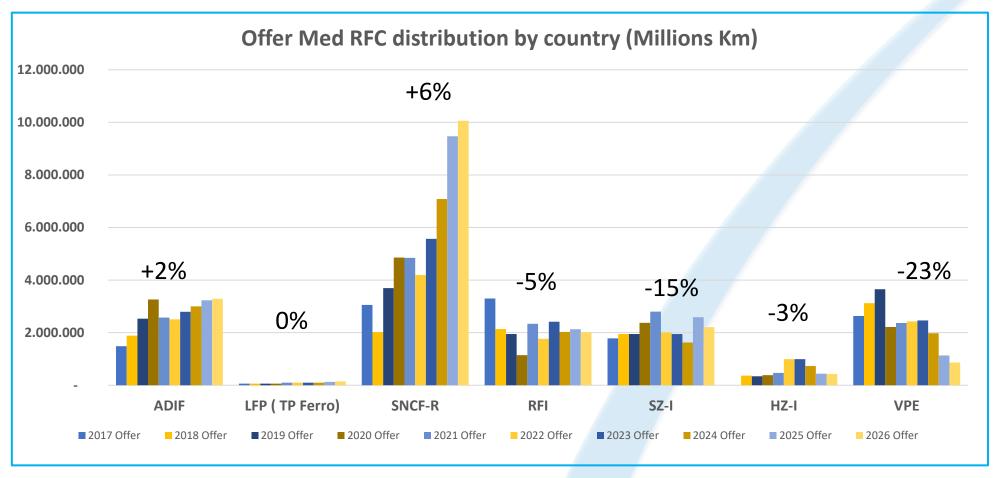
Less Cerbere (2 PaPs transfert Perpignan)

Less VIIA (2 PaPs less)

Decrease **France and Italy (-4%)**Stable Paris – Novara and Busto - Barcelona

Big decrease in **Eastern (-13%) No offer between Hodos and Budapest**(closure line)
Stable from and to Koper
No relation Trieste
New relation Austria – Genova with RFC 5

Capacity 2026 – Distribution by country



Quantity good in accordance with the wish the lists except in Hungary (closure line) All countries in decrease more or less important except Spain and France.

Capacity 2026 – Distribution by country

QUANTITY

- **Sent** wish lists to **33** applicants
- Received 15 replies

Proposal offer increased

% offers/wishes:

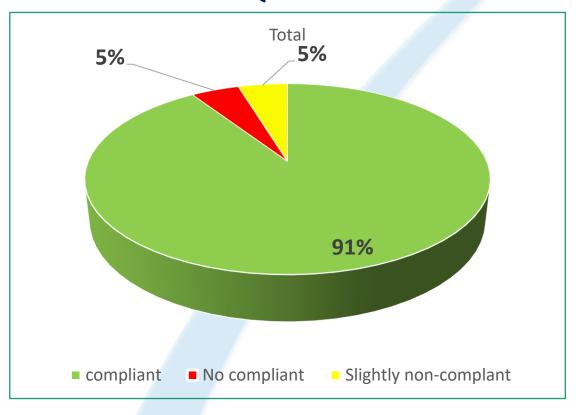
Big decrease in West but very increase in total

	Total weekly wishes (2025)	Total weekly offers (2025)	% offers/wishes (% in 2025)
West	509	410	81% (102%)
Center	190	167	88% (86%)
East	136	146	107% (91%)
All	835 (729)	723 (693)	87% (95%)

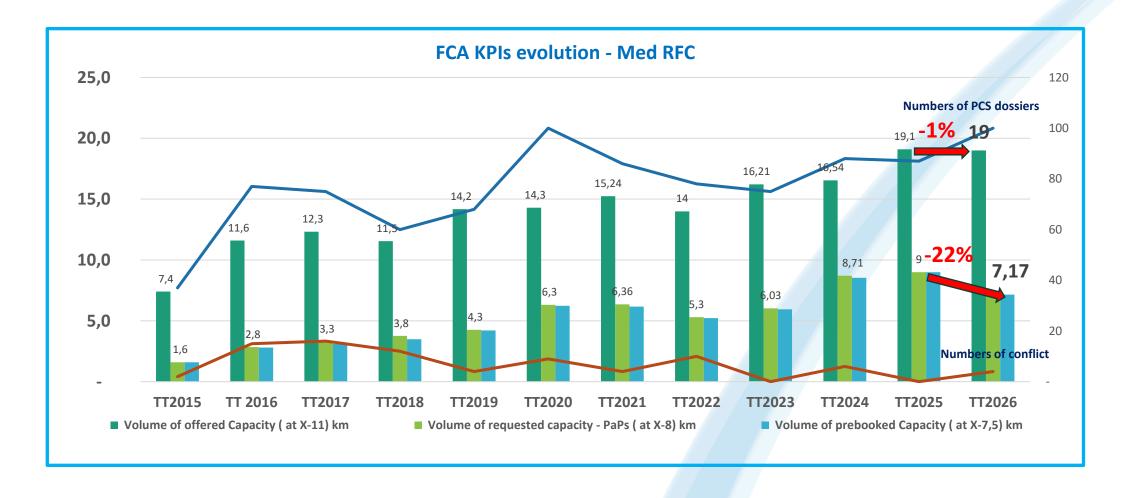
Capacity 2026 – Quality compliance

- ✓ **91%** (86% in 2024) are fully compliant with the tolerances, so very good.
- ✓ Very good work of each IM

QUALITY

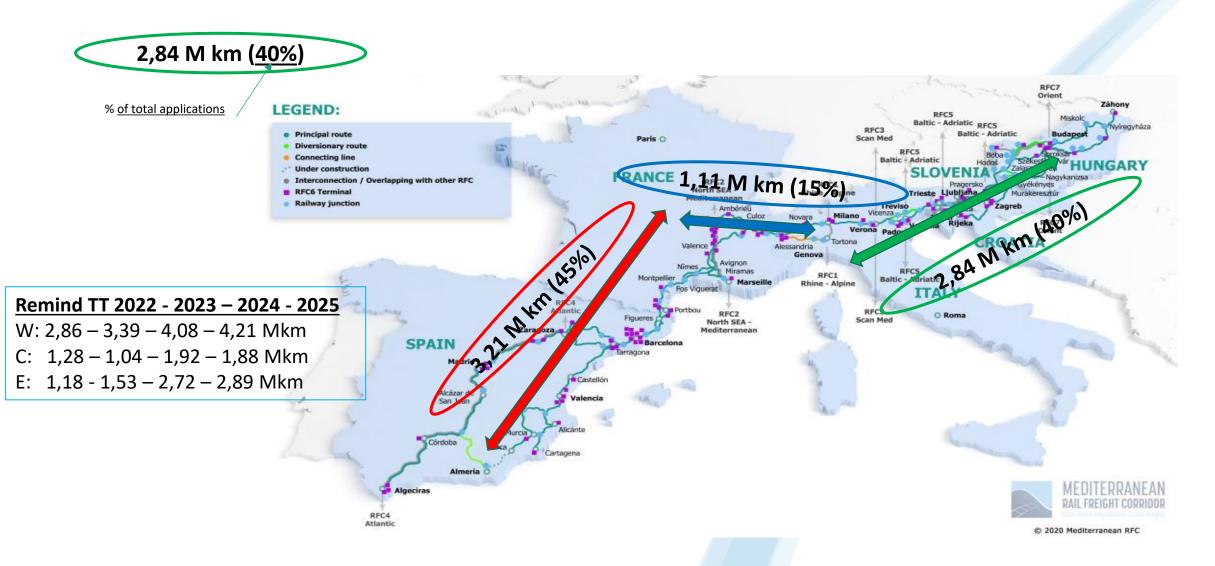


6. C-OSS Capacity-Request state of play / Overview

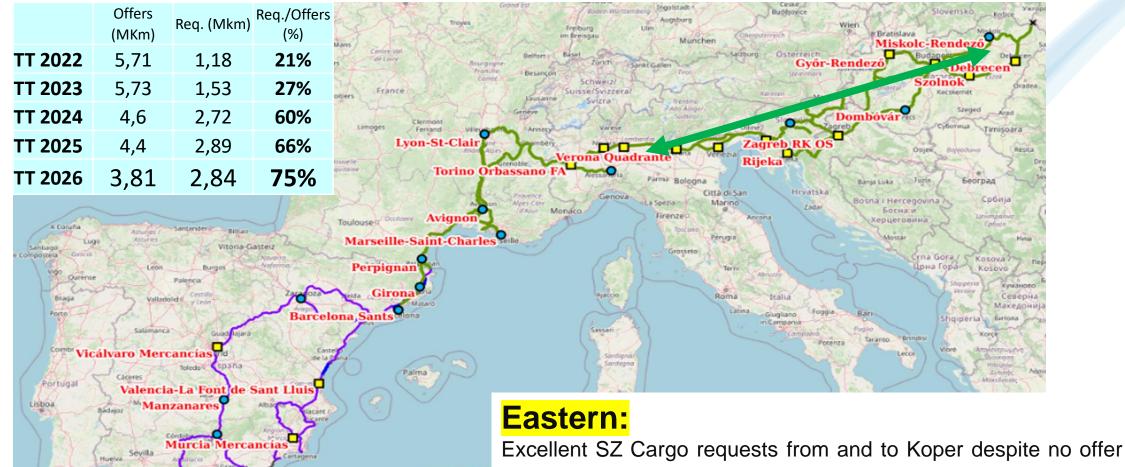


Validation on time, 100 dossiers, 4 conflicts (2 alternatives, others with the same RU) Stability in capacity offer - 1%, more dossiers and big decrease in the requests - 22%

6 C-OSS Request TT 2026 — 3 main flows



6. C-OSS Capacity state of play / Allocation performance

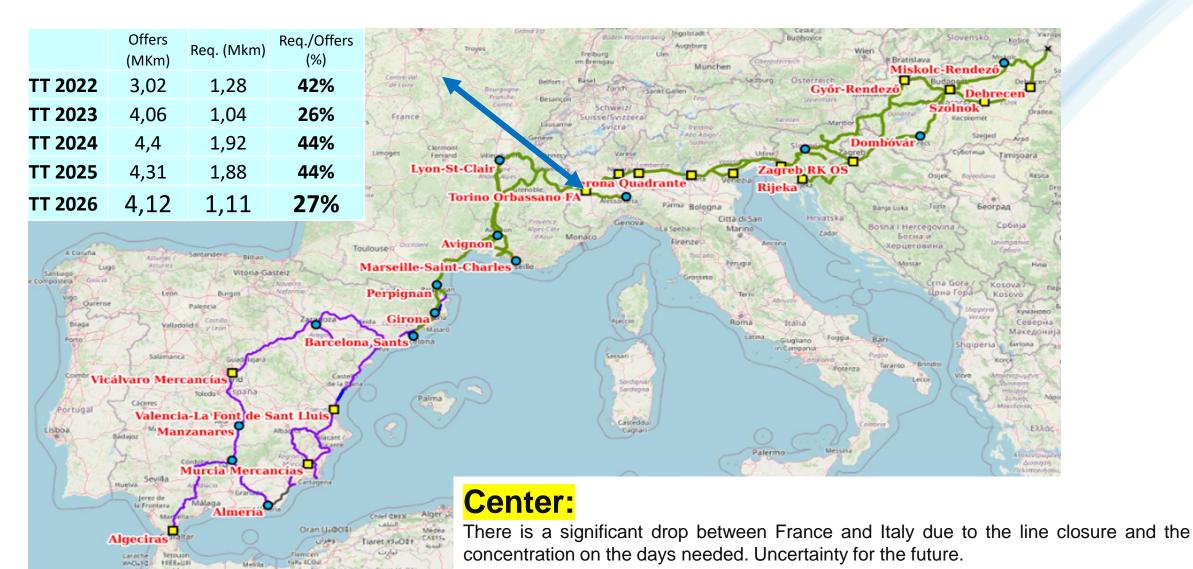


Excellent SZ Cargo requests from and to Koper despite no offer between Hodos and Budapest

Traditional flows with RCC decrease (concentration on the days needed)
New traffic Rijeka – Budapest brings stability

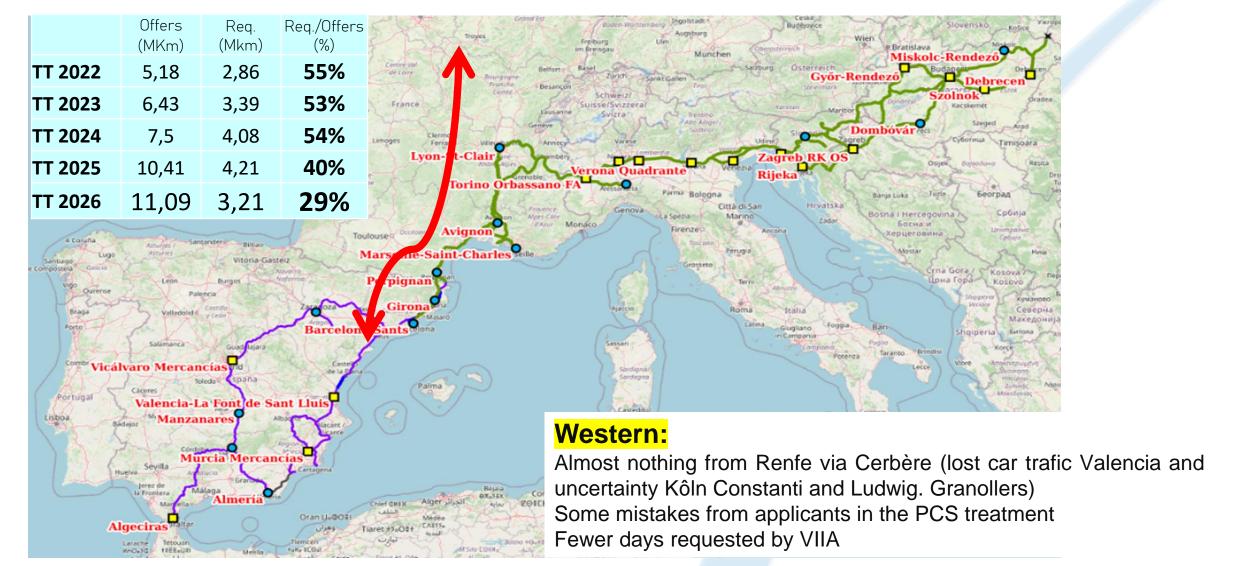
Algeciras

6. C-OSS Capacity state of play / Allocation performance

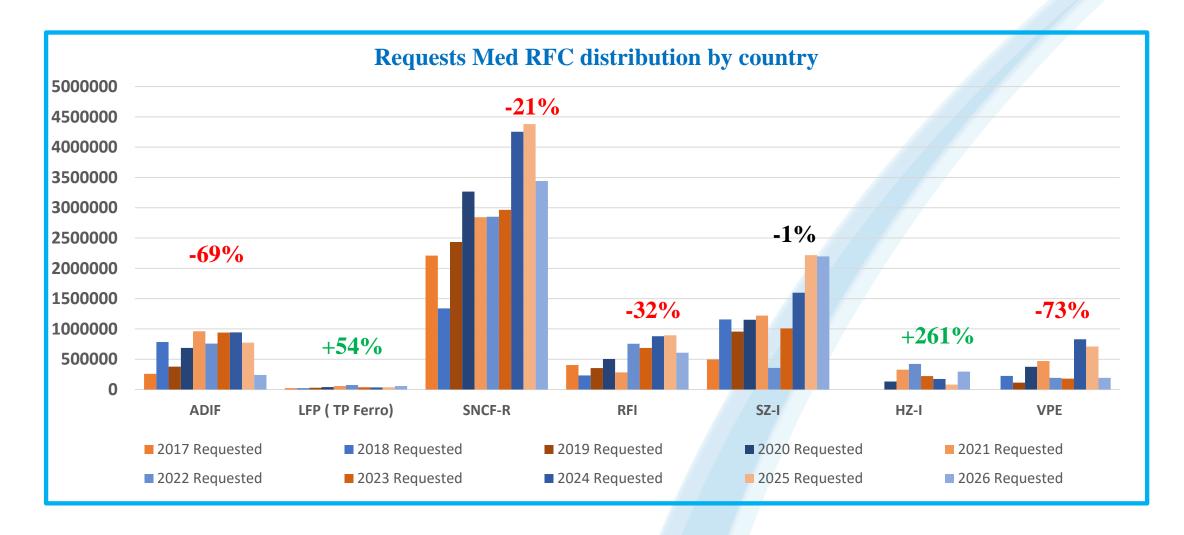


MEDITERRANEAN RAIL FREIGHT CORRIDOR Span-france Italy Slovenia Circuito Hungary

6. C-OSS Capacity state of play / Allocation performance



6. C-OSS Request state of play 2026/ Distribution by country



6. TT2026 CapacityCapacity 2026 – following steps and timeline

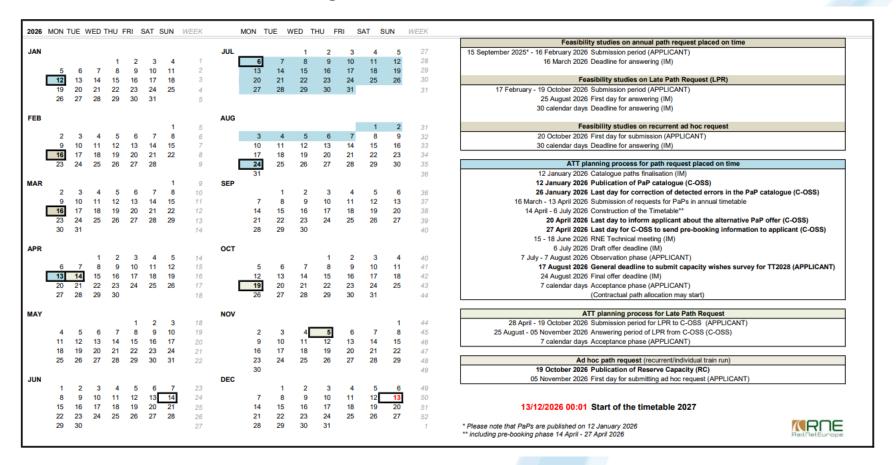
2	202	25																										
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Su	Мо	Tu	We	Th	Fr	Sa		Su	Мо				Fr	Sa	Su	Мо	Tu	We	Th	Fr	Sa	Su	Мо	Tu	We	Th	Fr	Sa
			1	2	3	4								1							1			1	2	3	4	5
5	6	7	8	9	10	11		2	3	4	5	6	7	8	2	3	4	5	6	7	8	6	7	8	9	10	11	12
12	13	14	15	16	17	18		9	10	11	12	13	14	15	9	10	11	12	13	14	15	13	14	15	16	17	18	19
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Date in 2025	Event
13 th January	Publication of PaP Catalogue
14 th April	Last day to request PaPs
28 th April	PaP Pre-Booking Information
15 th April – 7 th July	Construction of the Timetable
7 th July	Publication of International Draft Timetable
8 th July – 8 th August	Observations and Comments from Customers
25 th August	Publication of International Final Timetable
1 st September	Acceptance of Final Offer
13 th October	Publication of Reserve Capacity
14 th December	Start of Timetable 2026

6. C-OSS Wish list 2027/ Timeline

End of May: The International wish list will be sent by RNE

Deadline to answer: 15th of August





7. Article 67 Article '11/Investment planning

- Recent Developments 2025
 - Consult the Advisory Groups > Feedback on the proposed infrastructure projects for the Mediterranean Corridor working plan april
 - ▶ Consultation on Project List RFC Opinion gathering > 24 April 7 May

Page	Topic	Question	Opinion
#2	T1	Do you agree with the project (project by project) to be implemented on the section?	yes/no/abstention
#2	T2	Once agreed, do you consider the project is helpful for your business?	yes/no/abstention
#2	ТЗ	Do you feel something is not correct plasting in the project description?	your comment
#3	T4	At the end, please indicate your proposal if a project is missing to support the best your business	your comment

Feedbacks:

7. Article 67 Article 'Article 19 Quality of service

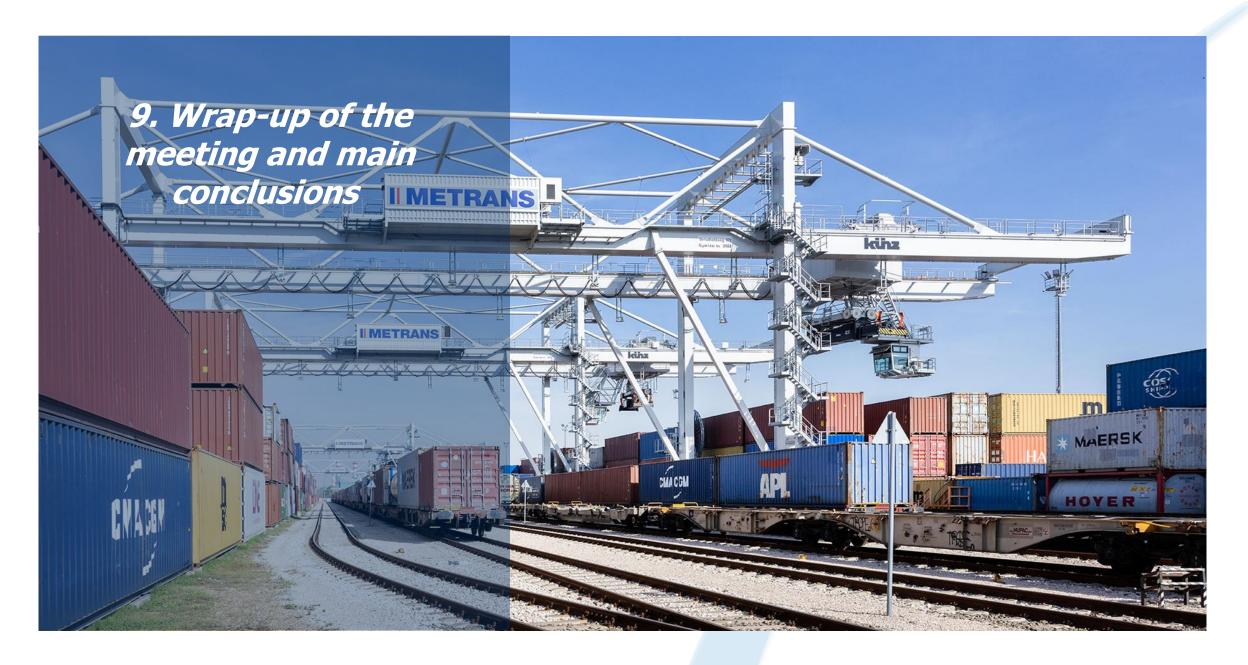
- Recent Developments 2025
 - Consult the Advisory Groups > Performance Monitoring
 - Qualitative and quantitative analysis
 - Objectives and targets of the freight corridor > KPIs
 - For publication an annual report presenting the results, achievements
 - Views and assessment of performance by the Advisory Groups

Feedbacks in June?

CONSULTATION







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