Opinion Gathering form

Cooperation with European Coordinators in view of preparation of the Corridor Work Plans.
MED ETC's project list (196 projects) check and comment.

- *Inland port (corridor connection)*
- *Multimodal freight terminal (corridor connection)*
- *Rail*
- *Seaport (corridor connection)*

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#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	T3	Do you feel something is not correct/missing 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**

3. Reactions to the listed projects

Project number together with name (column 'A')	T1 Do you agree with the project? 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
046: Technological and Infrastructural upgrading of the line Bologna-Castelbolognese- Rimini P112 /(1937) - P058A/(3008) - P224/(3217)	yes	yes	
047: Remote traffic management on railroads phase 1 (Upgrading and reconstruction of the section Ljubljana - Zidani Most - Šentilj)	yes	yes	underline the importance of the alignment to TEN-T standards, in particular regarding the line module to be increased to 750 meters.
048 Tivoli arch	yes	yes	important for the better troughput
048: Tivoli arch	yes	no	
050: Verification of reconstruction or upgrading of the track Ljubljana - Divača	yes	yes	It's very important: - to consider the modernisation of substations to provide more power to infrastructures and allow the running of "heavy trains" with towed mass even over 2000 tons. - to reduce the slope of the line to make it more efficient. - the alignment to TEN-T standards in terms of line module

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051 Construction of the 2nd track Divača-Koper	yes	yes	important for the better troughput, more path capacities
051: Construction of the 2nd track Divača-Koper	yes	no	
057: Ljubljana junction: preparation of project documentation for the upgrade of railway sections and stations in Ljubljana	yes	yes	important: take in consideration parking tracks for freight trains' hub.
061: Port of Koper -Construction of additional rail connecting infrastructure network within the port	yes	yes	
061: Port of Koper -Construction of additional rail connecting infrastructure network within the port	yes	no	

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061: Port of Koper -Construction of additional rail connecting infrastructure network within the port	yes	yes	Renovation of station Koper, which was already indicated from SŽ-Infrastructure as a bottleneck and with that will not ensure any increased capacity after opening 2nd track Divača – Koper, is still not in plan. We received info from SŽ Infra as IM, that they got info from Ministry that project is still not in a phase to be added to the list. It is crucial that station Koper is rebuilt immediately, because it has no capacity to meet the TEN_T regulations either to ensure increase capacity after 2nd line DI-KP is operational
067: Interporto Padova 2020 Masterplan - completion	yes	yes	
087: 1799 - Upgrading of the port railway system to operate longer trains coherently with the on-going upgrading action of the marshalling yard in Campo Marzio. Phase 1.	yes	yes	
089: Faenza cut off line to link Faenza-Granarolo-Ravenna and Faenza-Rimini lines. aimed to improvement of freight traffic to/from Ravenna Porto	yes	yes	
092: Railway station Pragersko - Upgrading of the railway hub to meet the required TEN-T standards regarding interoperability (first phase)	yes	yes	
101: Construction of the left parallel track Divača-Koper	yes	no	

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183: "Lyon railway node: Nœud Ferroviaire Lyonnais (NFL) improvements by 2030 and overall capacity increase beyond 2030 Station enhancements"	yes	yes	
184: Brescia - Verona: Construction of a new HS line 0382	yes	yes	
185: Mediterranean Corridor. Section Valencia-Sagunto-Castellón. Implementation of UIC gauge. Phase 2.	Yes	Yes	Section or node must include Castellon
187: Improvement of railway infrastructure-establishment of monitoring systems for safety, security and technical controls	yes	yes	Clarify if the monitoring is interoperable at cross-border points and terminals
190: New HS line Vicenza – Padova I135/ 0398	yes	yes	
191: Railway line Sagunto-Teruel-Zaragoza	Yes	Yes	In two phases
196: Madrid - Zaragoza - Barcelona - Portbou (IB): Implementation of polyvalent sleepers. Change from 1,668 mm to 1,435 mm gauge.	Yes	Yes	Everything is OK

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196: 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.
197: Completion of the dupling project of the line section Andora-Finale Ligure 0289	yes	yes	
198: Infrastructural Upgrading of the Brescia Freight Station P256 (0377)	yes	yes	
199: Technological Upgrading of Bologna - Piacenza Line P224 (1935)	yes	yes	
200: Upgrading of some section of Baltic Adriatic corridor to the axle load 22.5 tonnes P223 NPP 3025 DOI	yes	yes	

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201: New railway line between Montpellier and Perpignan (LNMP) - 1st phase between Montpellier and Beziers	yes	yes	
201: New railway line between Montpellier and Perpignan (LNMP) - 1st phase between Montpellier and Beziers	Yes, with an additional consideration (highlighted)	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.
202: Lyon Railway node: Northern section of the Railway bypass of LYON node (CFAL Nord)	yes	yes	
203: Marseille node: Upgrading the existing railway connexions to Miramas freight node (Clésud terminal and TOP terminal)	yes	yes	
204: Lyon Node, Lyon <-> Avignon, Lyon <-> Modane: Centralised network command	yes	yes	
205: New Provence Côte d'Azur railway line (LNPCA project) phase 2	yes	yes	
206: French access line to the Lyon-Turin tunnel (phase 1 "Grand gabarit")	yes	yes	
216: Upgrade of the Budapest, Rákos - Hatvan railway section, including installation of ETCS Level 2, incl. the Development of Gödöllő station	yes	yes	safer, faster transportation

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217: Upgrading of the railway link to the port of Ravenna P142A-C (1975 (DOI) +3531 (DINV))	yes	yes	
218: Improvement of the accessibility by railway to the Cervignano Core RRT (First Phase) P060	yes	yes	
219: Cross-border section of new Lyon Turin railway line	yes	yes	
220: New HS line Verona - Vicenza (0362 + 0383 + 0361)	yes	yes	
221: Technological upgrade of the Torino-Padova railway line P222 (1597+1947)	yes	yes	
222: Upgrading of the national line sections in connection with the New line Turin-Lyon: (Bussoleno-Avigliana-Orbassano) 0241A+P215 (0241A+3070)	yes	no	
223: Upgrading of Venezia-Trieste railway line (speed up works) 0365 (0365)	yes	yes	
224: Track length extension to 750 mt of stations on Mediterranean corridor lines (Core and Core Extended) P222	yes	yes	
225: Bologna- Padova railway line: upgrading of the traffic management system P223 (1858-1930)	yes	yes	
226: Railway works inside and outside the port area of Trieste I008 (1915+3158)	yes	-	
229: modernisation of the existing line between Dijon et St Jean de Maurienne	yes	yes	
230: Reconstruction of Balaton railway stations	yes	yes	higher loading tracks

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231: Marseille node: Upgrade and modernisation of the "cote bleue" line (Estaque to Martigues) phase 2	yes	yes	
233: Upgrading Railway Link to the Port of Venezia P060 (3149) DOI	yes	yes	
234: Upgrading of the railway line Trieste-Divača 1604A (1604)	yes	yes	
235: Murcia Cargas - Almería: New line compliant with TEN-T requirements	Yes	Yes	Everything is OK
236: Valencia - La Encina Node: Adaptation to TEN-T requirements (standard gauge, 750 m)	Yes	Yes	Everything is OK
237: Implementation of UIC gauge in Mediterranean Corridor. Section Castellbisbal- Nudo Vilaseca	Yes	Yes	Section or node must include Castellon
239: Castellón - Valencia - Almussafes: Adaptation to TEN-T requirements (standard gauge, 750 m)	Yes	Yes	Section or node must include Castellon
242: Calafat branch - Castellón: Adaptation to TEN-T requirements (standard gauge, 750 m)	Yes	Yes	Section or node must include Castellon
244: Fuente San Luis Multimodal logistic platform (phase 1 &2)	Yes	Yes	It's not only for Valencia port
245: Madrid - Zaragoza - Barcelona - Portbou (IB): Enlargement of train length to 740 m and upgrade of the line	Yes	Yes	Everything is OK

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245: 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.
258: Madrid Coslada RRT	No		There is no forecast or request for upgrading the terminal. This project can be removed from the list.
258: Madrid-Coslada RRT	Yes	Yes	Everything is OK
266: Rail Freight Terminal in Platea -Teruel	Yes	Yes	Only two ways
268: Avignon - Marseille: Centralised network command	yes	yes	
269: Preparation of GYSEV Plc. Railway infrastructure development projects	yes	yes	Consider indicating if any cross-border or intermodal aspects are included
269: Preparation of GYSEV Plc. Railway infrastructure development projects	yes	yes	safer, faster transportation
270: 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

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271: New line, double track UIC gauge in Mediterranean Corridor. Section Castellon - Valencia	Yes	Yes	Section must be Castellon-Valencia instead of Tarragona- Valencia
319: Upgrade of the Budapest South Railway Bridge	yes	yes	Very urgent
319: Upgrade of the Budapest South Railway Bridge	yes	yes	faster transportation, reduced congestion
381: Upgrade of Verona Porta Nuova P057A (3073)	yes	yes	it would be useful to keep active some parking tracks in Verona Porta Nuova Scalo in order to allow the stop of the trains on that main direction (considering that Verona Porta Vescovo station will be substantially decommissioned)
397: THE LOGISTIC PROJECT - LOGISTCS PLATFORM OR FV S. STEFANO MAGRA	yes	-	
459: Verona RRT: New infrastructure for the road access - 1	yes	yes	
462: Upgrade Verona Q.E. NEW P060 (3209)	yes	yes	
517: Improving Vado Ligure's last-mile railway system	yes	yes	
60: Upgrade of rail links between the South Industrial Area of Marghera and Marghera Scalo Station (railway bridge)	yes	no	

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618: Bahía de Algeciras Logistic Area - San Roque RRT	Yes	Yes	Everything is OK
748: Elimination of bottlenecks on railway line Ljubljana–Divača: upgrading of railway infrastructure on 3 stations, on 1 underpass and electric power sub-stations	yes	yes	
749: Upgrading of railway line Ljubljana–Divača: Installation of railway equipment for signalling safety devices	yes	yes	
750 Upgrade of the Divača–Sežana–State Border Railway Line	yes	yes	more track capacities, modernization
750: Interlockings on the railway line Ljubljana-Divača	yes	yes	
751 Upgrading the Divača-Sežana-state border track	yes	yes	more track capacities, modernization
751: Upgrade of the Divača–Sežana–State Border Railway Line	yes	yes	
758: New terminal construction, including 5 750-meter-long tracks	yes	yes	
759: Extension of the rail track on the right side of the Candiano Canal	yes	yes	
760: Railway connection to the new Logistic Area S3 of the Port of Ravenna in the left side of Candiano Canal	yes	yes	
761: Railway connection to the new Logistic Area L2 of the Port of Ravenna in the right side of Candiano Canal	yes	yes	
762: Railway connection to the MoS Terminal of the Port of Ravenna on the left sight of Candiano Canal	yes	yes	

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764: New intermodal platform in Petrolchimico area	yes	no	
787: Improving maritime and land accessibility of the core TEN-T port of Koper	yes	yes	Could expand on inland terminal connections and integration into hinterland route
788: Upgrading the Divača-Sežana-state border track	yes	yes	
789: Railway station Sežana upgrade (works)	yes	yes	
790: Upgrading the railway line between Ljubljana and Divača phase 2	yes	yes	
790: Upgrading the railway line between Ljubljana and Divača phase 2	yes	yes	
791: Upgrading the railway line between Ljubljana and Divača phase 3	yes	yes	
791: Upgrading the railway line between Ljubljana and Divača phase 3	yes	yes	
792: Upgrading the railway line between Ljubljana and Divača phase 4	yes	yes	
792: Upgrading the railway line between Ljubljana and Divača phase 4	yes	yes	
793: Upgrading of the area of Ljubljana railway stations phase A	yes	yes	

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793: Upgrading of the area of Ljubljana railway stations phase A	yes	yes	
794: Upgrading of the area of Ljubljana railway stations phase B and C	yes	yes	
794: Upgrading of the area of Ljubljana railway stations phase B and C	yes	yes	
795: Upgrading of the area of Ljubljana railway stations phase D	yes	yes	
795: Upgrading of the area of Ljubljana railway stations phase D	yes	yes	
796: Upgrading of the area of Ljubljana railway stations phase E (railway station Šiška, rail crossing near Atletics center Ljubljana).	yes	yes	
796: Upgrading of the area of Ljubljana railway stations phase E (railway station Šiška, rail crossing near Atletics center Ljubljana).	yes	yes	
797: Upgrade of the track Zidani Most-Dobova-state border in the area Krško	yes	yes	
798: Upgrade of the track Zidani Most-Dobova-state border in the area Sevnica	yes	yes	
799: Upgrade of the track Zidani Most-Dobova-state border 3 and 4	yes	yes	
800: Upgrade of the track Zidani Most-Dobova-state border phase 5	yes	yes	
801: Upgrade of the track Zidani Most-Dobova-state border phase 6	yes	yes	

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802: Upgrading of the track Ormož-Hodoš (track circuit block)	yes	yes	propose the construction of other tracks, currently the route has a single-track line.
802: Upgrading of the track Ormož-Hodoš (track circuit block)	yes	yes	
814: EU-Ukraine Solidarity Lanes – Integration of the UA Railway System into the EU transport system Stage 1	yes	yes	Will enable other foreign railway companies to operate in Ukraine
843: 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	Yes	Everything is OK

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843: 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 (highlighted)	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
844: Intermodal Terminal of Murcia and its Rail Link	Yes	Yes	Everything is OK
845: Sagunto Multimodal Logistic Platform	Yes	Yes	Everything is OK
846: Mediterranean Corridor. Bilbao-Pamplona-Zaragoza-Sagunto Line. Section Zaragoza-Teruel-Sagunto. Electrification, Gauge Expansion and Infrastructure Adaptation Works.	Yes	Yes	Everything is OK

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847: Enabling Swift Military Movements in La Spezia / / UPGRADE OF THE RAILWAY STATION OF «LA SPEZIA MARITTIMA» IN THE MERCHANT PORT OF SPEZIA	yes	no	
848: MUSSUGUET TUNNEL clearance of the military and civil gauge	yes	yes	
849: Capacity rail investments to increase rail-freight at "Boulou Railroad terminal" and remove the bottleneck at the French-Spanish border	Yes	Yes	Everything is OK
850: Modernisation of Debrecen (excl.) – Nyíregyháza (excl.) railway section	yes	yes	No
850: Modernisation of Debrecen (excl.) – Nyíregyháza (excl.) railway section	yes	yes	safer, faster transportation, reduced congestion
851: EU-Ukraine Solidary Lanes – Enhancing capacity of the HU/UA rail border crossing points - Phase I.	yes	yes	Expansion of the throughput capacities of the Batevo/UA railway border crossings on broad gauge.
852: Zalaszentiván Western Triangle Track connecting Zalaszentiván-Hódos and Szombathely-Zalaszentiván TEN-T lines	yes	yes	Consider clarifying the benefit for freight traffic and intermodal flows, not just passenger
852: Zalaszentiván Western Triangle Track connecting Zalaszentiván-Hódos and Szombathely-Zalaszentiván TEN-T lines	yes	yes	safer, faster transportation
853: EU-Ukraine Solidary Lanes – Enhancing capacity of the HU/UA rail border crossing points - Phase II.	yes	yes	Expansion of Záhony road capacity

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855: New railway line between Montpellier and Perpignan (LNMP) - 2nd phase between Beziers and Perpignan	yes	yes	
856: New Provence Côte d'Azur railway line (LNPCA project) - LNPCA Phase 1	yes	yes	
858: Upgrading of the Újfehértó-Nyíregyháza line section and the passenger traffic, signalling and ETCS elements of the Debrecen-Nyíregyháza I. phase not eligible under CEF2	yes	yes	safer, faster transportation, reduced congestion
859: Upgrading Parco Fuori Muro NPP 3482	yes	yes	
860: Upgrading of the loading gauge to P/C 80 on the NSRM corridor lines (Core and Extended Core) P221	yes	yes	
861: Upgrading of railway node of Genoa and Giovi Third pass P234 (0240 + 0343+0363+1938)	yes	yes	regarding point 1: more information on how freight trains will be routed on the line.
862: Upgrading of Novara railway node 0223A	yes	no	
863: Upgrading of Milan railway node P054 (0360,0381,1855,1931,1932,3202)	yes	yes	
864: Upgrading of Alessandria Smistamento NPP 8004	yes	yes	
865: Upgrading Novara - Alessandria and Genova - Savona to 750 m -3024	yes	yes	
866: Upgrading for increasing line speed of the section Tortona - Milan P133 (1963)	yes	yes	

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867: Upgrading for increasing line speed of the section Torino - Alessandria - First Phase P133 (1974)	yes	yes	
868: Upgrading of the loading gauge to P/C 80 on the railway lines from Milan/Novara to Genoa P221 DOI 1450 (S13+S14+S21) 1451 (S22) + 3026 (S04)	yes	yes	
869: Upgrading of the loading gauge to P/C 45 on the Genoa - Savona line P221 NPP 3026-S01 (DOI)	yes	yes	
870: Railway capacity upgrade from Tortona to Voghera 0286 (0286+3132)	yes	yes	
871: Upgrade of Vado Ligure Station (0384)	yes	yes	
872: Technological Upgrade of Torino Node and New Interlocking in Orbassano P080 - 1942 and 3445	yes	no	
874: New Link Between Torino Porta Nuova and Torino Porta Susa P217 - NPP 0369	yes	no	
877: New Layout of Padova Node (3513)	yes	yes	
879: Upgrading of Loading Gauge to P/C 80 on railways line between Torino and Alessandria NPP 1450-S25	yes	yes	
889: PASS4CORE-ITA - Parking Areas implementing Safety and Security FOR (4) CORE network corridors in ITALY	yes	yes	
890: Study for the new Intermodal Terminal In Verona Quadrante Europa	yes	yes	
891: PASS4CORE-ITA 2 – Parking Areas Implementing Safety and Security FOR (4) CORE network corridors in ITALY, Step 2	yes	yes	

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944: Study of gauges for the development of Rail Motorway Algeciras - Zaragoza	Yes	Yes	Everything is OK
971: DEVELOPMENT OF THE BUDAPEST SOUTHERN RAILWAY RING: Capacity Enhancement of the Ferencváros – Kelenföld Section	yes	yes	Suggest including more detail on impact to freight flow and terminal access
971: DEVELOPMENT OF THE BUDAPEST SOUTHERN RAILWAY RING: Capacity Enhancement of the Ferencváros – Kelenföld Section	yes	yes	faster transportation, reduced congestion

4. Missing projects/additional feedback

T4 Your proposal if a project is missing **Railway Undertaking Advisory Group**
The capacity for freight trains between Zalaszentiván and Hodos, and after the Hodos border station on the Slovenian section is very limited (low capacity). It would be worthwhile to conduct a study on whether there would be a two-track railway between Zalaszentiván and Hodos, and whether the number of tracks would be increased at Hodos border station (the area at Hodos station would allow this).
Curve “Tivolski lok” is a historical change and improvement so it has to be boosted to start built them asap. All projects are welcome and needed, but priority should be discussed also with final users, RU in freight and passenger’s traffic. It is essential to rebuilt also siding, not only main lines, because freight traffic cannot run during the rush hour of prioritised passengers’ traffic, and trains should be stopped during the traveling not hours before because of lack of sidings on area. Stations are renovated for passengers with lifts, long platforms, underpasses, etc… but for freight trains it is expected to run thru stations without stopping, even if we all know that stopes are reality and needed. Al in all, all projects should be presented and discussed before confirmation also with RU’s and opinions from RU’s should be taken in consideration and if rejected – explained why. EU Commission, DG Move, Governments, Ministries, IM’s, RU’s, Terminals, we all should work together to create conditions for SHIFT2Rail and all other Green goals in transports – specially against roads and inland river traffic.
1. Lack of Alternative Routes and Quality Infrastructure Despite ongoing efforts to modernize and expand the rail network, the current infrastructure in Croatia continues to face significant limitations, particularly in terms of providing adequate alternative routes for freight transport. This issue becomes especially critical during times when major rail lines are temporarily closed for maintenance or construction works, or when accidents occur, leading to unanticipated disruptions. The inability to reroute traffic effectively during such closures places a heavy strain on the overall logistics system and significantly hampers the continuity of goods movement across the region. One of the most pressing issues is the limited availability of electrified and multi-track sections, which significantly restricts operational flexibility. In cases of infrastructure downtime, the lack of alternative routes that are both reliable and suitable for freight transport means that operators are forced to deal with longer transit times and inefficient rerouting options. This situation not only delays deliveries but also results in higher operational costs due to the need for more complex planning and adjustments in transport schedules. Additionally, the lack of dual-track routes makes it difficult to maintain optimal flow, especially when one lane is closed for maintenance. According to the 2023 Network Report by HŽ Infrastruktura (National Infrastructure Operator), the total length of the railway network in Croatia spans 2,617 km, of which only 1,013 km is electrified. While electrification is an essential aspect of modernizing rail infrastructure and reducing environmental impact, the fact remains that the remaining sections of the network

are predominantly non-electrified and single-track. These sections lack the capacity to handle high volumes of freight, especially when the primary routes are unavailable. The result is a system that is not sufficiently equipped to manage large-scale diversions or respond swiftly to unexpected closures. Furthermore, these infrastructure constraints severely limit Croatia's ability to compete effectively in the broader European logistics and freight sector. Countries with more developed multi-track, electrified rail systems are able to maintain smoother operations, even during disruptions, by relying on robust alternative routes. Croatia's current network, in comparison, is heavily reliant on a few key corridors, and its limited flexibility has a direct impact on operational efficiency, economic growth, and the overall competitiveness of rail transport. In summary, while Croatia's rail infrastructure is undergoing modernization, the lack of adequate alternative routes and multi-track, electrified sections remains a significant challenge. This limitation not only hinders the effectiveness of the transport system but also leads to increased costs and inefficiencies that impact the freight sector. For Croatia to maintain its position as a key player in European freight logistics, there is a pressing need for continued investment in infrastructure that offers more reliable and flexible routes capable of handling both current demands and future growth.
2. Impact of Frequent and Prolonged Track Closures The frequency and duration of closures on critical railway sections, such as the Dugo Selo – Križevci and Križevci – Koprivnica routes, have become an ongoing operational challenge. These disruptions are not only frequent but also extended in duration, leading to severe interruptions in the continuity of freight transport. These key routes are essential for maintaining the smooth flow of goods, especially for industries relying on the timely delivery of products across various regions. While we acknowledge the ongoing reconstruction projects, including the construction of second tracks and the modernization of rail infrastructure, it is important to highlight that the pace of these works has not kept up with the growing demand for efficient freight transportation. The prolonged duration of closures has led to significant delays, which in turn affect the ability of logistics companies to maintain scheduled deliveries, resulting in increased operational costs and reduced reliability, even loss clients. These disruptions have ripple effects throughout the supply chain, affecting not only the direct transport of goods but also broader logistical operations, including the coordination of loading and unloading, the management of cargo inventories, and the overall scheduling of shipments. Furthermore, the lack of reliable alternative routes exacerbates the issue, as the existing infrastructure is often unable to handle the volume of freight traffic diverted from the closed tracks. This leads to bottlenecks and congestion, further compounding the logistical challenges. Moreover, the absence of adequate planning in the communication and coordination of track closures has contributed to a lack of transparency in how long these disruptions will last, making it difficult for freight operators to adapt their schedules in advance. This lack of foresight results in operational inefficiencies, where companies are forced to resort to emergency measures, such as using less optimal transport routes or, in some cases, experiencing complete halts in operations. We believe that while the ongoing modernization and expansion of the rail network are crucial for the long-term development of the railway infrastructure in Croatia, the current state of project execution has not yet delivered the expected results in terms of minimizing disruptions to freight transport. The cumulative effect of these frequent and prolonged track closures is a reduction in the overall competitiveness of rail transport, as businesses increasingly turn to road transport as a more reliable alternative, despite its higher costs and environmental footprint.

In order to mitigate these impacts, we strongly recommend that a more robust framework for planning, communication, and the provision of alternative routes be implemented. Ensuring that infrastructure projects are completed on time and with a clear communication strategy is vital for the effective operation of the rail network and for maintaining the confidence of logistics operators and their clients.

3. Inability to Meet Growing Freight Demand Due to Limited Infrastructure Expansion

Beyond the lack of alternative routes and the disruptions caused by frequent track closures, another pressing challenge to Croatia's rail transport system is the inability to meet the growing demand for freight services due to limited infrastructure expansion. While modernization projects are underway, they are not sufficient to address the rapid increase in freight traffic, particularly on key transit corridors that connect Croatia with other parts of Europe. The current capacity constraints of the railway network are directly tied to the insufficient expansion of critical infrastructure, which hinders the overall efficiency and scalability of the system.

The existing network still heavily relies on single-track lines, which severely limits the amount of freight that can be transported at any given time. In the context of increasing trade volumes, these single-track lines become bottlenecks, leading to inefficiencies and delays, especially when the network is already under strain. Unlike many neighboring countries, which have made significant investments in multi-track lines, Croatia's rail system is still predominantly designed to operate on a single-track basis, which creates major capacity limitations. This limitation not only affects the speed of transportation but also restricts the overall volume of goods that can be handled effectively.

Additionally, the absence of adequate rail network expansion has resulted in congested key routes. These routes, often serving as the main transit corridors for freight transport, lack the infrastructure to accommodate the increasing demand. This shortage of capacity means that operators are regularly forced to deal with delays and schedule adjustments, resulting in increased operational costs for rail operators (RU-s).The congestion also creates a ripple effect, negatively impacting the broader logistics supply chain by making it more difficult for companies to manage timely deliveries, leading to delays that harm customer relationships and business profitability.

The lack of capacity also creates a competitive disadvantage for Croatia and all RU-s in the European logistics market. Countries with more developed, multi-track rail networks have a clear edge in efficiently managing higher volumes of freight traffic, even during peak periods or disruptions. In contrast, Croatia's reliance on a limited network capacity reduces its attractiveness to international logistics providers, who may seek more reliable and scalable transport options elsewhere in Europe.

For additional information we add that one of highest logistics investments project in Croatia is container terminal in Rijeka (Rijeka Gateway) wich should be open this 2025, also connected to rail and problems above.

To address these issues, a proactive and strategic approach to infrastructure development is essential. This includes prioritizing the expansion of multi-track sections, increasing the electrification of the network, and constructing new rail lines that can handle the growing demand for freight transport. Without these significant upgrades, Croatia risks losing its competitive edge and failing to fully leverage its strategic position within the European freight logistics network.

T4 Your proposal if a project is missing **Terminal Advisory Group**
Italy/PORT OF TRIESTE. 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.
France/ PORT OF SÈTE. Sète – Rail Motorway terminal. Rail motorway terminal under construction (End of 2025)
Spain/ PORT OF CASTELLÓN. 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 Corridor. 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).
Spain/ PORT OF BARCELONA. ▪ Penedès Intermodal Terminal- Design, construction and public tender for operation. Development of a new terminal in Penedès, between the ports of Barcelona and Tarragona. ▪ Lleida Torreblanca 4P Intermodal Terminal- Design, construction and public tender for operation. Development of a new terminal in Lleida (Torreblanca-4 Pilans). ▪ 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. ▪ 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.

Spain/ TIM – Litera TIM. New road accesses. New road access to the terminal
France/ PSCCT Perpignan. Improvement of the capacity of the Perpignan terminal. Improvement of the capacity of the Perpignan Saint-Charles freight station to support development: ▪ Better management of existing infrastructure, particularly the main track, which is currently used "in blocks": ▪ More human resources ▪ More technical and modern equipment (to be funded) ▪ Increase in the number of siding tracks (to be funded)
Spain/ PORTBOU. 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.
France/ CERBÈRE. 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.