



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

RUs main issues of common interest

EXBO meeting RAG-TAG meeting

Nadia Vittorini
RAG RUs speaker
October 27 & 28, 2025

Email: nadia.vittorini@inrail.it

Tel: +39 3440425342



Co-financed by the Connecting Europe
Facility of the European Union



Table of contents

1. Capacity restrictions:

- Impacts for RUs
- Capacity Regulation – compensations/penalties scheme

2. Main RUs topics per Country (east to west):

- Slovenia
- Italy
- France
- Spain

3. Organizational activities: updates and developments about RAG



1.Capacity restrictions: impacts for RUs

- Significant impact of capacity restrictions on infrastructure due to works for development and adaptation to European standards.
- The situation, particularly in Slovenia and Italy, has not improved since last spring: numerous closures are expected until the end of the year and for the whole 2026.
- RUs, in this scenario, still suffering for reducing their operational activity with losses in revenues, additional costs for rerouting (where is possible!) and an immediate negative impact on financial result.
- RUs are seriously concerned about losing customers and market share.

Reduced available capacity

RUs can't grant their operational offer

Customers perceive the railway mode as unreliable

Risk of market disaffection to the rail modality

Reverse modal shift and deviation from the Green Deal objectives



Urgent economic measures are needed to support the rail freight sector, especially for RUs

1.Capacity restrictions: Capacity Regulation - compensation/penalties scheme

- A compensation scheme for temporary capacity restrictions should be implemented in all Corridor Countries to support RUs and ensure the development of the freight rail market.
 - There are few virtuous example, could they be extended to all other Countries?
 - Slovenian one: good sample cause is ruled in the Network statement but is not enough;
 - Spanish one: recently approved by EC but not yet transposed in national law.. is not clear how, when and what amount could be granted by Rus.
- Capacity Regulation: Risk of misalignment with RUs needs
 - The term “compensation”, initially proposed by the Commission, has been abandoned in favor of the word “penalties”: a formal aspect that however explains a lot!
 - Now, the limit of this scheme relies on its very essence: the amount paid by IMs and RUs would be the same, likely calculated as a multiple of track access charges (TAC). As we all know, this would not even remotely help RUs.
 - It is crucial to remember that TAC represents revenue for IMs, while for RUs it is only a minor part of the operational costs incurred to run trains (!!)



RUs need to reach a more sustainable approach to balance the financial losses caused by cancellation of their allocated capacity !

2. Main RUs topics per Country: Slovenia

- Disruptions emergency!
 - TCR's are still ongoing and from July 2025 35 % of capacity has been taken off to all RUs.
 - RUs are concerned about the decline in traffic.
 - Port of Koper as example:
 - Rail modal split in 2019: 59%
 - Rail modal split in 2024: 50%
 - No growth is expected even after the opening of Divača – Koper (2nd track), Q4 2026, because the station remains not adequate (no tracks for trains longer than 500 m) creating a persistent bottleneck.
- Renovation of Jesenice' station:
 - Preliminary works have already started – no major impact yet. In 2026 there will be several weekends of total closure (53 hours) and two longer closures (60 days).
 - During those closures re-routing is expected via Villa Opicina/Tarvisio and Spielfeld - which are already close to be overbooked!
 - it will be a challenge for all IMs and RUs – with impact on all other traffic on RFC MED.
- Importance of siding tracks:
 - RUs emphasize the need for siding tracks to support operational planning.
 - The feeling is that the renovations of stations and lines are focused just on the main tracks, while siding tracks have been decreasing in recent years.
 - So often there aren't enough available tracks for short-term train parking, leading to higher costs for RUs when freight trains are stopped early to prioritize passenger trains.
 - Siding tracks are essential for reducing dwelling times and achieving performance targets set by TEN-T regulation.
- Nova Gorica border station:
 - Is it fully operational for freight trains after reopening? RUs ask an official confirmation from SZ infra.

2. Main RUs topics per Country: Italy

- Disruptions emergency!
 - Numerous interruptions related to the National Recovery Plan (PNRR) are still ongoing, and 2026 is expected to be even more impacted.
 - The market is contracting: in 2024, it declined by -1,6% compared to 2023, losing approximately 3 million train-km compared to 2021. Data for the first half of 2025 show a further decrease of -3%.
 - It is essential for RUs to receive maximum support from IMs: alternative routes must be guaranteed, released on time, and compatible with RU needs.
- Operational issues:
 - The authorization process for exceptional transport must be faster and more effective.
 - Current release times in the Network Statement range from 25 to 75 working days depending on the type of transport - these timelines are not compatible with market needs.
 - Villa Opicina situation: congestion at the border continues and efficiency must be improved immediately to face with ongoing infrastructure works.
 - RUs request to extend the presence of VOPT: Monday to Saturday from 6 am to 7 pm and Sunday from 8 am to 1 pm.
- Interference from high-speed works to the detriment of traditional lines:
 - After the event in 2024 (closure for 7 days of the traditional Bologna – Piacenza line to ensure the forwarding of high-speed trains cause the high-speed line closure between Fidenza and Castelfranco) an important outcome arrived from Regulatory Body (Delibera ART 133/2025).
 - ART has reiterated the importance for RUs to receive from IMs -within the established timeframes- communications regarding interruptions. It's crucial to define in advance the repercussions that the work on the high-speed line could have on the traditional line in the next years.

2. Main RUs topics per Country: France

○ Reopening of Modane border:

- The interruption of the Frejus rail tunnel, caused by the landslide in the Maurienne Valley which occurred in August 2023, was finally solved last spring with the reopening of Modane border station on 31st March 2025.
- RUs didn't receive any economical support for the event (with an overall impact estimated in 70 millions) and remain concerned about losses in cross-border rail modal shift. For example, the Alpine Rolling Highway (AFA) service, which transported semi-trailers by rail - including dangerous goods - has not resumed since the reopening of the line; it may restart in November.
- Moreover, during the summer another closure of Modane border station has been occurred, caused by heavy storm. The line was totally closed from 30th June to 5th July, from 6th July to 10th July the circulation of freight trains was permitted with significant restrictions (only interoperable trains, speed limitations and so on), the normal operation was possible again since 11th July.
- The vulnerability of the railway cross-border infrastructure makes freight traffic perceived as unreliable, and RUs have to convince their customers even more to choose the rail modality.. hard work!
- Six months are not enough for RUs to have a concrete and consistent figures about the recover of their commercial traffic, but they underline again the importance of strengthening cooperation between IMs to optimize capacity allocation at the border.

2. Main RUs topics per Country: Spain

- ADIF track-works updates:
 - RUs are asking an update on the status of the standard gauge development in the Tarragona area.
 - In particular, they would like to know whether the Constantí terminal will be ready to receive and handle standard gauge trains and, if not, what the plans are for combined traffic in this area.
 - Could a detailed plan be provided outlining the expected timeline, infrastructure upgrades, and operational strategy?
- Perpignan: issues related to cross-border operations:
 - RUs are asking feedback on the proposal sent in March to address the lack of capacity at the border.
 - (RUs sent RFC MED a detailed summary of the main operational measures to propose to IMs to improve the situation. The summary focused on 13 operational measures: 10 to be adopted in the short term and the others in the medium term.)



3. Organizational activities: updates and developments about RAG

- Memorandum of Understanding to govern the Railway Undertaking Advisory Group:
 - The entry into force of the revised TEN-T regulation (EU) 2024/1679 assigned specific responsibilities to the Railway Undertaking Advisory Groups (RAGs) of the Rail Freight Corridors (RFCs) introduced by the RFC regulation (EU) 913/2010.
Due to this extension of responsibility, a clear ruling on powers and duties of Railway Undertakings (RUs) being part of a RAG as well as on the mandate of the speaker of the RAG is deemed necessary.
For this purpose, the community of RAG speakers, gathered within the scope of the UIC project Efficient Cross Corridor Organization (ECCO), has written a Memorandum of Understanding (MoU), common to all RFCs, to regulate these aspects.
 - Procedural approach to adopt MOU (proposed by MD and RAG speaker):
 - Bring it to the attention of EXBO (on the EXBO meeting set on 27th October);
 - Bring it to the attention of RAG (on the RAG-TAG meeting set on 28th October);
 - Sent it by email to all RAG members after the RAG-TAG meeting and ask for feedbacks/comments;
 - Unless there are objections, approve the MOU at the next RAG-TAG meeting to be scheduled in spring 2026;
 - Afterwards, publish the MOU on the RFC MED's website.
- End of ECCO Project (by UIC):
 - From 2026 ECCO Project will end.
The community of RAG Speakers will continue to cooperate.



Documento
Adobe Acrobat