

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

Mediterranean RFC 25th Advisory Group TAG & RAG meeting

Milano

Date: 28/10/2025

Time: 09:00h - 16:30h



**Co-funded by
the European Union**



AGENDA



25th Advisory Group TAG RAG meeting Agenda

Date: 28/10/2025 – 09:00h – 15:15h
Location: Milan, Via Ernesto Breda 28

	Topic	Speaker	Time
1	Welcome - Opening of the meeting	Managing Director (MD)	9:00 9:15
2	RAG pre-meetings outcomes and new topics	RAG Spokesperson	9:15 9:45
3	TAG pre-meetings outcomes and new topics	TAG Spokesperson	9:45 10:15
4	IMs Follow up on RUs issues	MD	10:15 10:45
	Coffee break - 10 minutes		10:45 11:00
5	Outcomes and developments <ul style="list-style-type: none">• Modane ICM June 30th• Barcelona-Perpignan QCO, Situation	PMO	11:00 11:45
6	Villa Opicina task force Villa Opicina - Sezana BCP – Latest analyses and developments	RFI	11:45 12:45
	Lunch break		12:45 13:30
7	Major Temporary Capacity Restrictions (TCRs) impacting on RFC lines State of play and 2025 planning and beyond Comments and requests from participants	C-OSS Leader	13:30 14:00
8	C-OSS state of play <ul style="list-style-type: none">• Final offer TT 2026• Wishlist 27 Comments and requests from participants	C-OSS Leader	14:00 14:30
9	Regulation 1679/2024 impacts on RFC and TAG/RAG cooperation Article 19 Quality of service on the freight corridor to consult the advisory groups on the Performance Monitoring Report, including the new KIPs.	Deputy Director Infrastructure Advisor	14:30 15:00
10	Wrap-up of the meeting and main conclusions	MD	15:00 15:15
	End of the meeting		
	TRAFFIC CONTROL CENTRE (PCO) VISIT - MILAN		15:15 16:30



1. Welcome

Introduction to the meeting from the Med RFC



1. Welcome

Introduction to the meeting from the Med RFC

ANDREA GALLUZZI
Managing Director



INTRODUCTION

Introduction



2	RAG pre-meetings outcomes and new topics	RAG Spokesperson	9:15 9:45
3	TAG pre-meetings outcomes and new topics	TAG Spokesperson	9:45 10:15
4	Follow up on issues raised in the previous meeting	MD	10:15 10:45

2. RAG pre-meetings outcomes and new topics



3. TAG pre-meetings outcomes and new topics



4. IMs Follow up on RUs' issues



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.



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

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 (AHA) 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.

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.)



5. Outcomes and developments

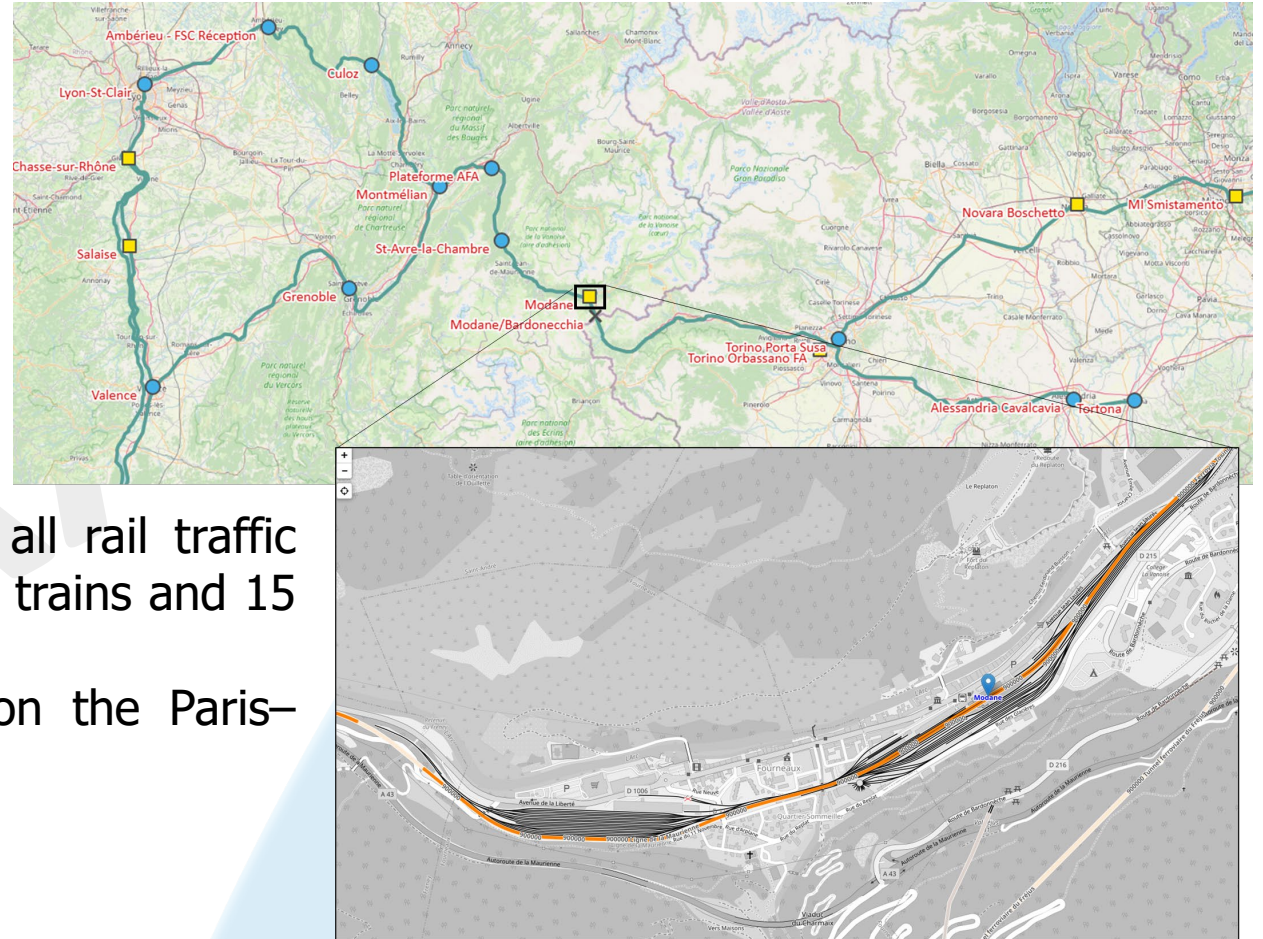


5.1 Modane ICM

ICM events - 2025

International disruption at Modane 30 June – 11 July

- On Monday evening **30 June 2025**, intense thunderstorms hit the **Maurienne Valley around Modane**. Heavy rainfall led to a sudden surge and collapse of the nearby torrent Charmaix, causing substantial mudslides and flooding that deposited water and thick mud onto the railway tracks at Modane station.
- SNCF Réseau announced an immediate halt to all rail traffic through Modane, a daily average of 20 passenger trains and 15 freight trains was **cancelled**, including:
 - high-speed trains (TGV and Frecciarossa) on the Paris–Chambéry–Turin/Milan route,
 - regional TER trains (Chambéry–Modane),
 - and **all freight services**



ICM events - 2025

International disruption at Modane 30 June – 11 July

- First notification was received in the morning 1 July via e-mail from SNCF Réseau Operations. The notification was followed by a more detailed situation report in the afternoon, based on which the **ICM case was declared** and the preparation of the first telco begun
- Between 2 and 10 July three telcos were organized in the form of online MS Teams meetings. The documentation of the meetings is complete.
- On the second meeting, held on 4 July, SNCR Réseau confirmed the **partial re-opening on 5 July and forecasted a full re-opening by 11 July**. Between 5 and 11 July long-distance passenger trains and **freight trains using interoperable locomotives were allowed to operate** with speed restrictions, based on available capacity and national priority rules.
- It was also confirmed that unless the restoration works are delayed, **freight RUs do not plan on re-routing**, given that transportation on the re-routing lines would significantly increase the costs of the railway companies.
- On 11th July morning all tracks have been re-opened in Modane station
- Information was provided to the stakeholders according to **chapter 6.3.3. of the ICM Handbook**

ICM events - 2025

International disruption at Modane 30 June – 11 July

Number of train runs during the interruption (RFI)

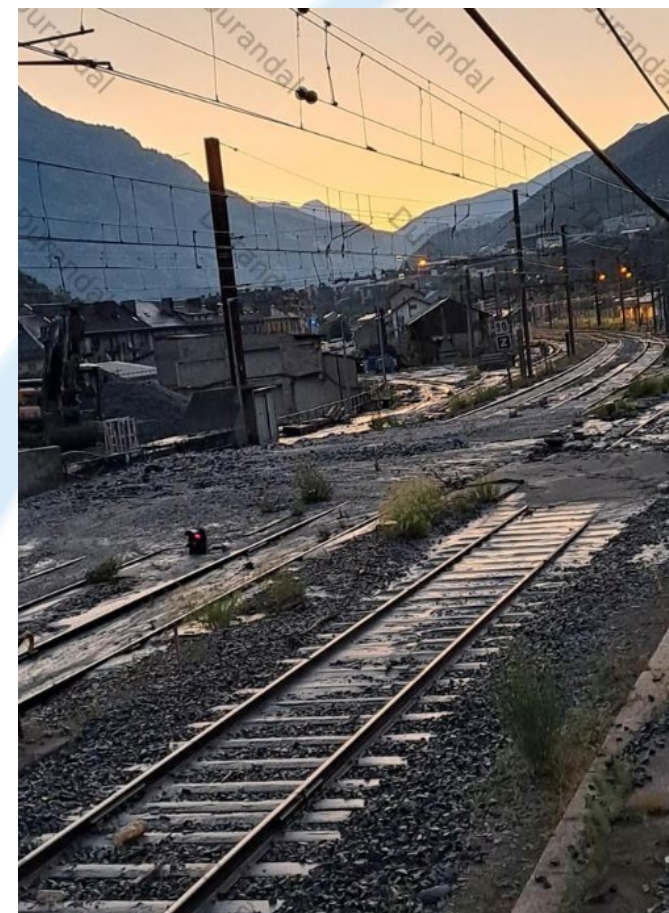
Date	Passenger	Freight
30/06/2025	6	5
01/07/2025	0	0
02/07/2025	0	0
03/07/2025	0	0
04/07/2025	0	0
05/07/2025	11	0
06/07/2025	11	0
07/07/2025	10	0
08/07/2025	10	1
09/07/2025	9	2
10/07/2025	10	0
11/07/2025	10	2

Number of cancelled trains (SNCF)

- Passenger: 111
- Freight: 75

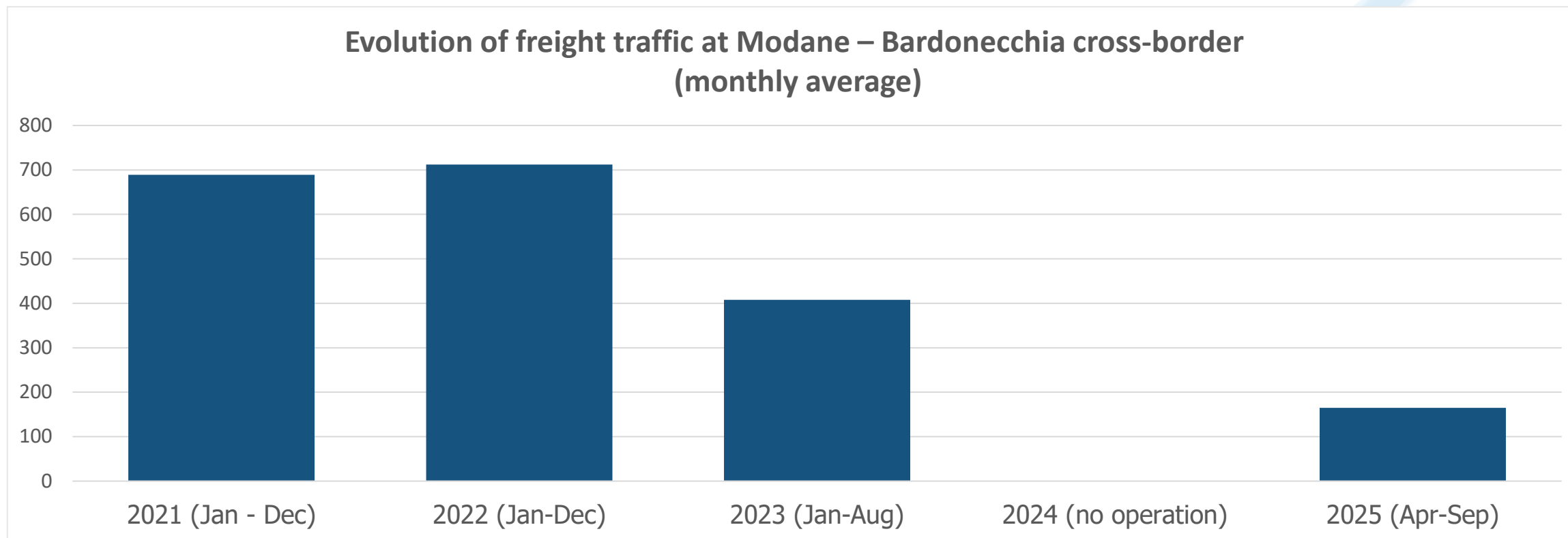
Number of re-routed trains (SNCF, RFI)

- Passenger: 0
- Freight: 0



ICM events - 2025

International disruption at Modane 30 June – 11 July

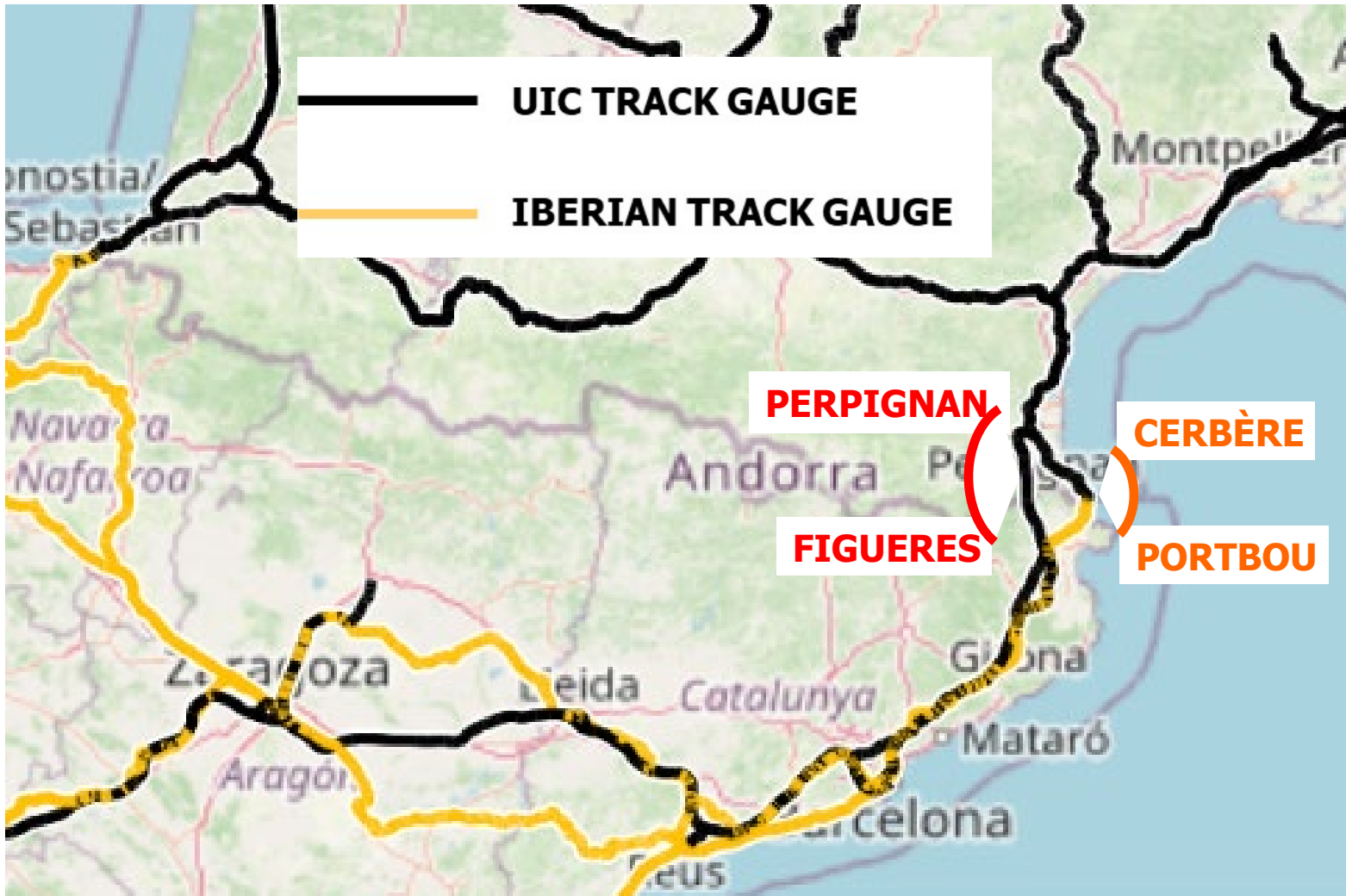


Full closure between 27-08-2023 and 31-03-2025

Barcelona –Perpignan QCO state of play



Introduction of the 2 French – Spanish Cross-border sections in the Mediterranean corridor



1) CERBÈRE-PORTBOU "CLASSIC LINE"

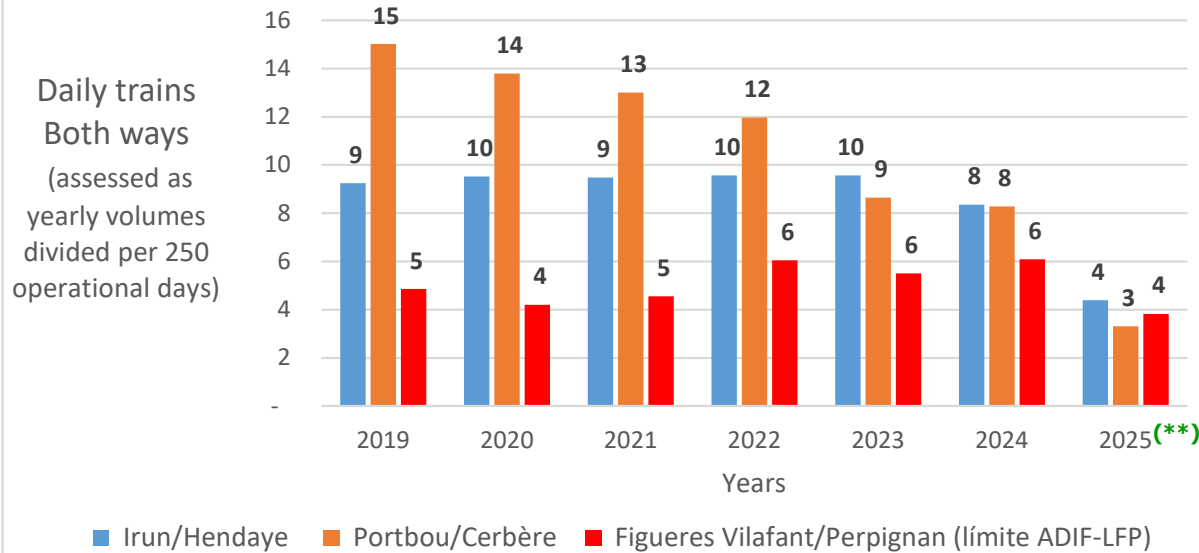
Track gauge discontinuity. Stopover for:

- Transshipment of goods and pax.
- Gauge change facilities for rolling stock.

2) FIGUERES – PERPIGNAN "HIGH SPEED LINE"

- UIC track gauge streamline connection.
- Signalling and Electrification discontinuity. Nowadays multipurpose LOCOs and trainsets overcome quite a lot these discontinuities.

Evolution of Cross-border Freight Traffic between France - Spain
(source: ADIF Business Intelligence system)



1) CERBÈRE-PORTBOU "CLASSIC LINE"

Several factors concurring since the last years are leading transport market out of Portbou – Cerbère. But not all trains has been yet shifted to Figueres – Perpignan. Globally, Rail lost in 2023 and 2024.

Other business could eventually have place at these facilities, such goods storage, rolling stock maintenance (*).

Portbou – Cerbère connection seems a TEN-T "asset" suitable to pay attention too (even both IMs are running infrastructure renewal works).

2) FIGUERES – PERPIGNAN "HIGH SPEED LINE" (HSL)

After being put in service in 2011 HSL Barcelona - Perpignan, the only feeding point (for Freight) in Spanish side is ADIF terminal Can Tunis/Morrot, beside Barcelona Port. An old connection, taking a chain of operations from de "sea dock" to the entry/exit point of the HSL. This is only one of the reasons for poor Freight Traffic up to now (*).

In 2026, starting Momentum for traffic growth:

- LFP has lowered fees after two Member States authorization in 2025.
- New ADIF terminal, La Llagosta, in the North of BCN will be operated by Hupac in the first mid of 2026. More direct access (although not fully yet) to the HSL.

With a further timeline:

- Valencia and Tarragona connections through UIC tracks are in Works Phase today.
- New Direct Access between Port of Barcelona and the High Speed Line approved, now Design Phase is running.

(*) Further information in chapter 2.3 Bottlenecks within Med RFC Implementation Plan released in 2025.

(**) Note 2025 figures are based in half a year period (January – June).

Traffic Management Overview FIGUERES – PERPIGNAN “HIGH SPEED LINE”



OPERATIONS by RUs:

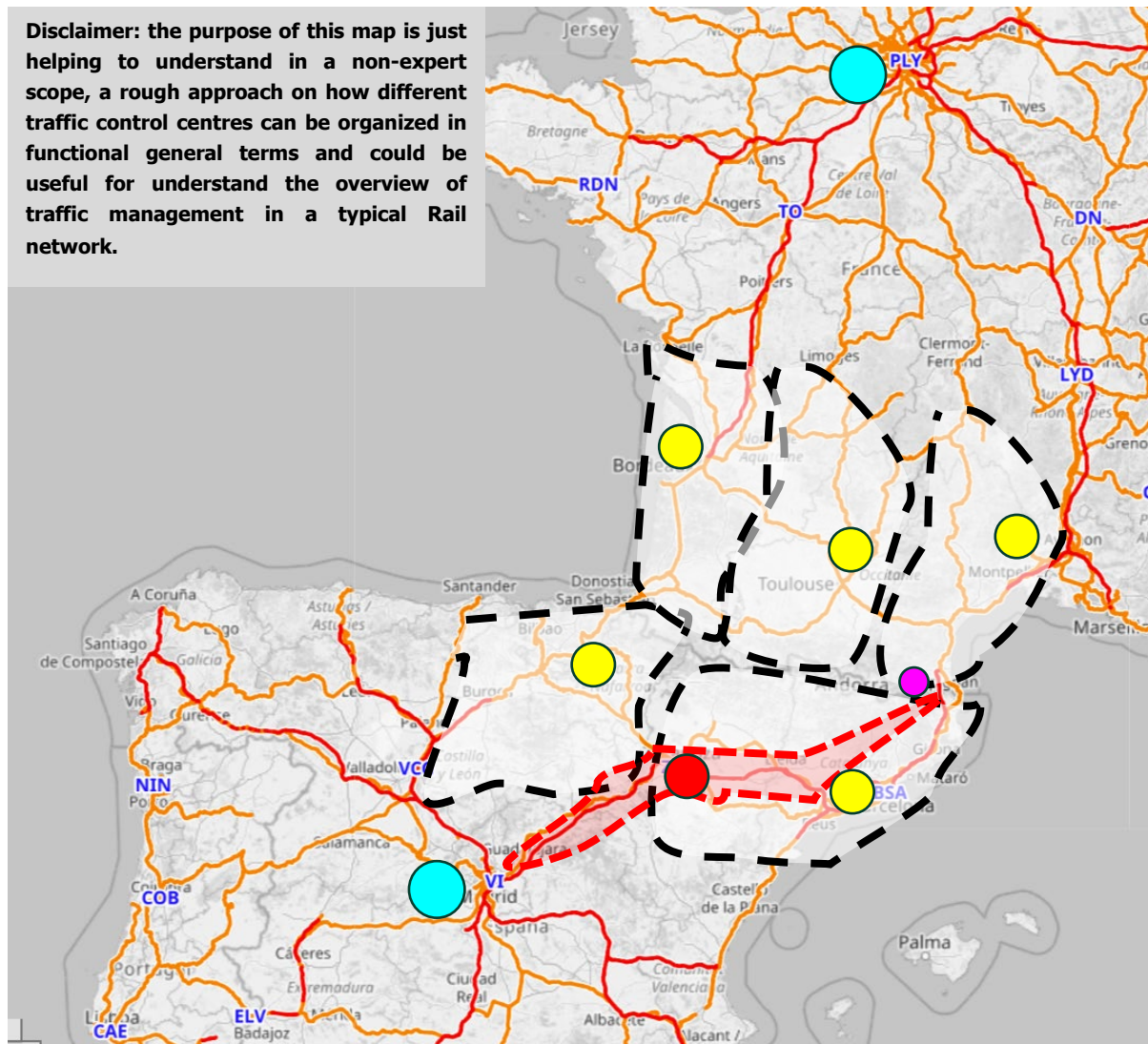
- Passenger: Trainsets are authorized in both networks. Freight: only new EuroDual LOCO has been authorized along the Corridor two years ago. These Multipurpose LOCOs, more expensive, seem the trend.
- Driver handover is yet typical at Perpignan (only Freight).
- Some Freight trains are loading/unloading at Saint Charles terminal, beside Perpignan tracks bundle.





TRAFFIC MANAGEMENT by IMs:

- For Freight: sidetracks between Barcelona and Perpignan (5 intermediate points) are foreseen just for overcoming (very short stages). It limits margin for traffic management, when Freight trains should be eventually parked at origin, or destination, or intermediate points.
- These path alterations (minor ones than an ICM) can happen more for Freight than for passengers. Today, additional global factor impacting, can be track Works peak along the networks.
- If i.e. parking tracks at Perpignan (used by RUs for handover) can become saturated (as reported by an RU), then IMs, in addition to Local management, are studying how more anticipate traffic overview management at corridor scale.

Traffic Management Control Centers Overview

Disclaimer: the purpose of this map is just helping to understand in a non-expert scope, a rough approach on how different traffic control centres can be organized in functional general terms and could be useful for understand the overview of traffic management in a typical Rail network.



-  National Traffic Control Center (Paris CNO, Madrid H24)
-  Regional Traffic Control Center (Bordeaux, Toulouse, Montpellier, Barcelona, Miranda de Ebro)
-  Regional Traffic Control Center specifically dedicated for High Speed Line MAD - BCN - Figueres (sited in Zaragoza).
-  LFP Control Center for Figueres – Perpignan HSL section (excluded both Figueres and Perpignan Stations)

In development affecting mainly FIGUERES – PERPIGNÀN “HIGH SPEED LINE”

"Steps for gathering together different actors (DECISION-MAKERS IN DAILY BUSINESS) and Interoperable IT systems."

IT Tools:

A Common Interface between own Traffic Monitoring Systems of SNCF Réseau, LFP and ADIF respectively, has passed the technical certification process.

It will enable TAF/TAP TSI messages sharing among the three IMs and RUs, with further view to terminals (NODES), a base for Traffic management at corridor scale.



NODES Management:

In daily business development, Barcelona TrainPort Trade Society created in 2024. It is a joint venture made up of ADIF Can Tunis terminal + Barcelona Port Authority.

By creating the “Centro de Gestión Ferroportuario de Barcelona”, the aim is to achieve between Barcelona Port, Can Tunis/Morrot and La Llagosta terminals of traffic, a common management operations and planning.

Traffic Management Overview and In developments

CERBÈRE - PORTBOU

"Paying attention to Classic Cross-border section."

PARIS:— NATIONAL CONTROL CENTER (CNO)

MONTPELLIER:
REGIONAL CONTROL
CENTER

Neighbouring
Communications for Traffic
Management **National,**
Regional, Local levels

CERBÈRE

PORTBOU

BARCELONA – REGIONAL CC

MADRID: NATIONAL
CONTROL CENTER (H24)

OPERATIONS by RUs:

Either Portbou or Cerbère are Handover points for Freight and Passenger trains (LOCOs, driver, goods, pax).

TRAFFIC MANAGEMENT by IMs:

- IMs conceded Language B1 derogation (French and Spanish respectively). Return of Experience meetings organized since 2024 gathering IMs, RUs, and inviting French and Spanish NSAs. At the beginning just dealing with language issues but nowadays adding other Safety and Operations related issues.
- SNCF Réseau and ADIF Cross-border coordination framework agreement signed by CEOs in 2019 set the use of Spanish language between Local Traffic Management staff (signal men).
- SNCF Réseau deployed decades ago a basic digital tool to facilitate Local Traffic staff the exchange of information about trains real schedule (on a daily basis). Currently SNCF Réseau is updating the IT tool and enhancing its features significantly. It is the new ATHENA system that ADIF will be benefited from.
- ADIF is currently installing GSM-R communication to provide continuity to the 3 French RUs operating in Portbou (on SNCF Réseau is already installed in the full corridor).

6.Villa Opicina task force

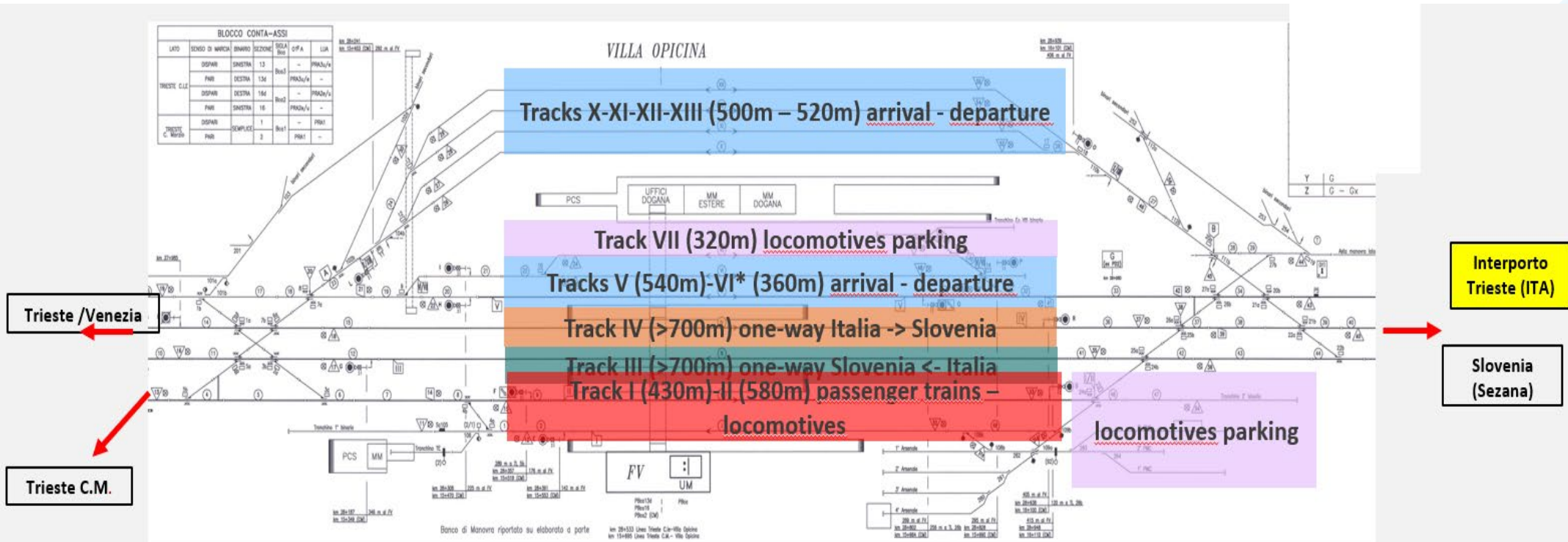


Mediterranean Rail Freight Corridor – Villa Opicina

Border crossing point



Villa Opicina – Functional scheme of plant



11 circulation tracks

* In case of extreme necessity track VI (6) is also used for the stop of locomotives

Villa Opicina – Organization

Exchange station with the Slovenian Railway Network. The movement on the border is regulated according to the regulations in force at the Railway Infrastructure Manager SŽ Infra.

Train traffic regulation:

The station is attended 24/7.

Shunting activities at the station:

The shunting service is performed in a self-service regime.
The RUs can contact the shunting operator in the plant.

Traffic scheduling:

At Villa Opicina station, the VOPT is present for the daily scheduling of ITA-SLO traffic, regulated by the 2014 RFI-SŽ agreement.

Freight Trains

Passengers Trains



Daily average freight trains: 22

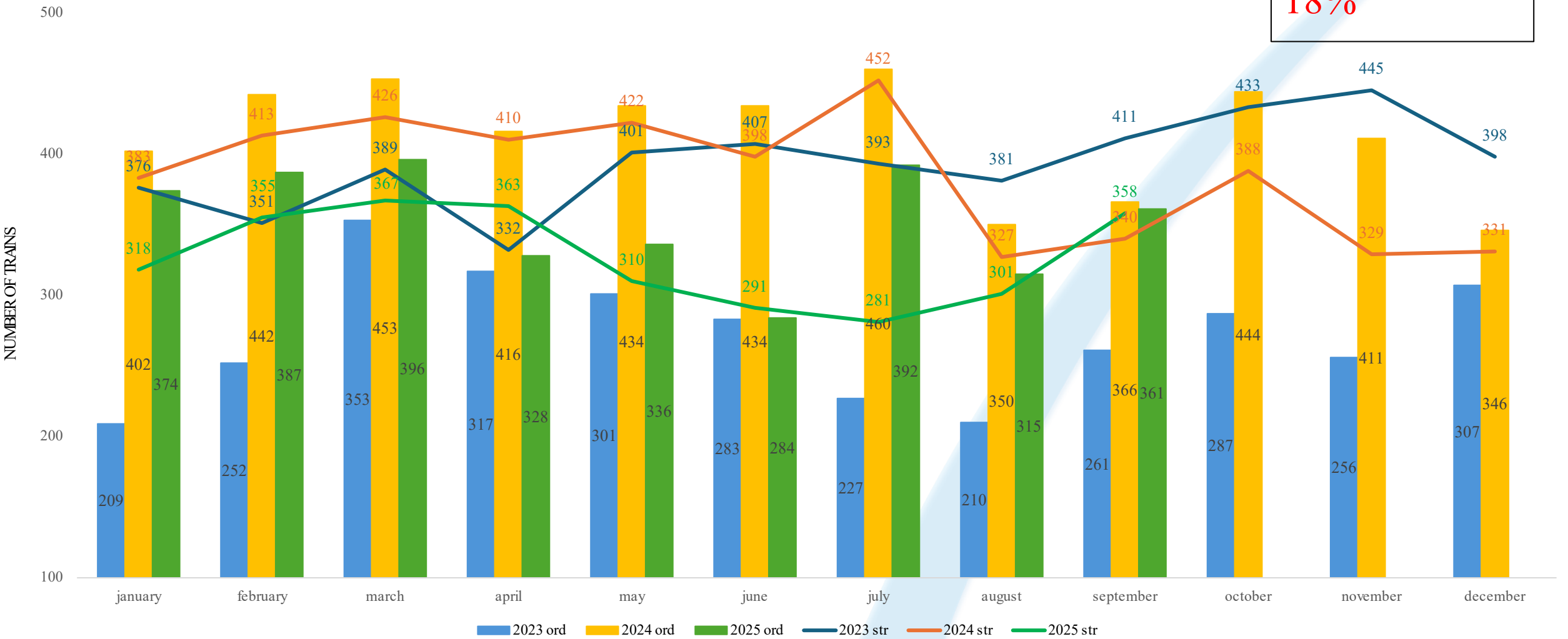
Daily average passenger trains: 6

National Railway Companies	Foreign Railway Companies
12	6
2	1

Villa Opicina: freight train volumes – Comparison between ordinary and ad hoc (2023 – 2024 – 2025)

Comparison ordinary and ad hoc train volumes
Years comparison: 2023 - 2024 - 2025

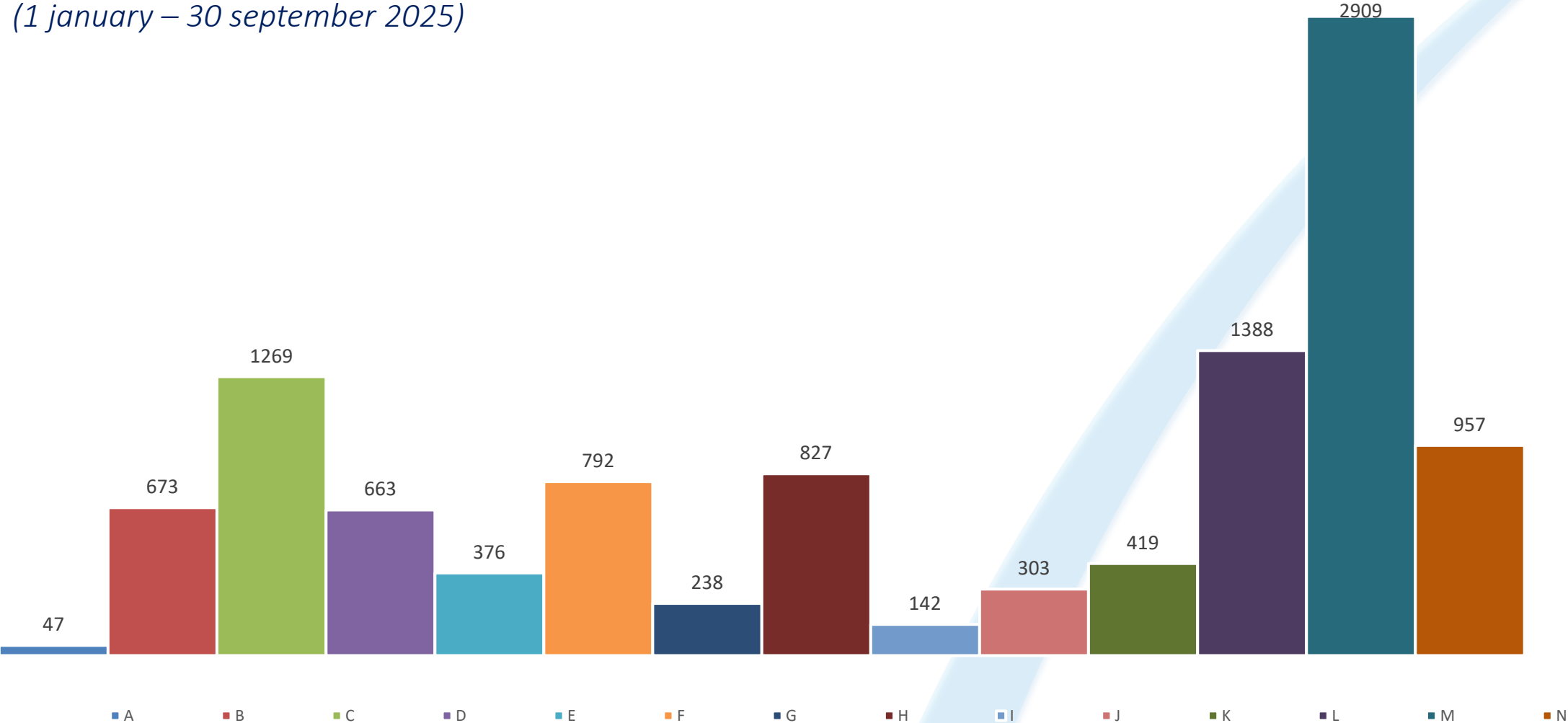
2025 vs 2024 -
18%



Freight train volumes of Railway Undertakings

(1 january – 30 september 2025)

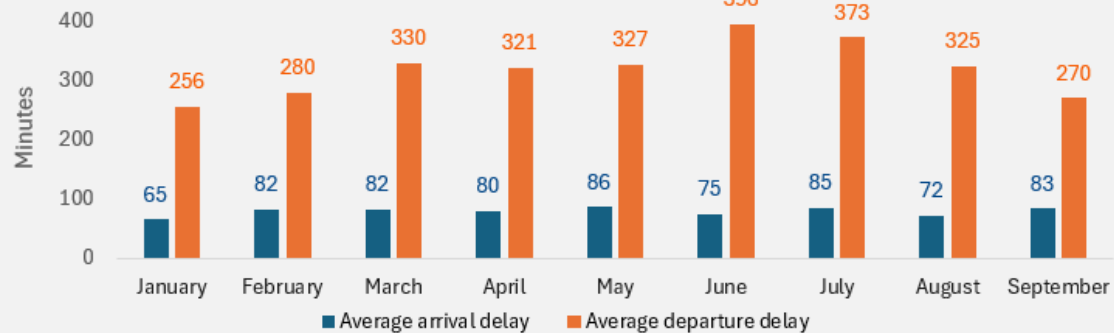
Numbers of trains



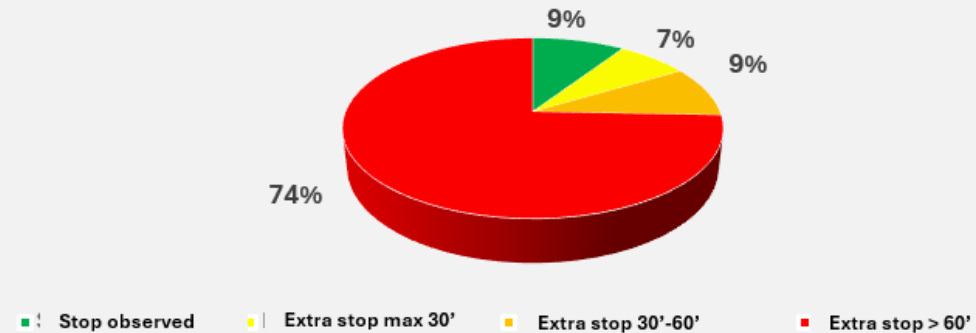
Villa Opicina: Average delays for railway connection

Analysis period: January – September 2025

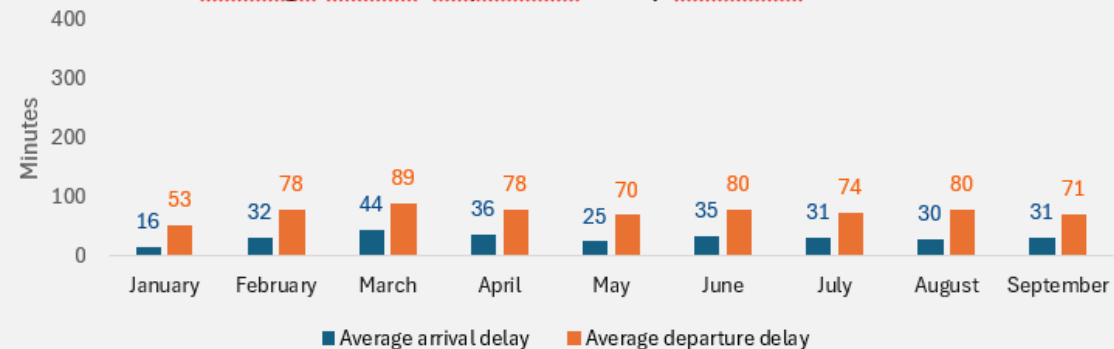
Average arrival/departure delay between ITA - SLO



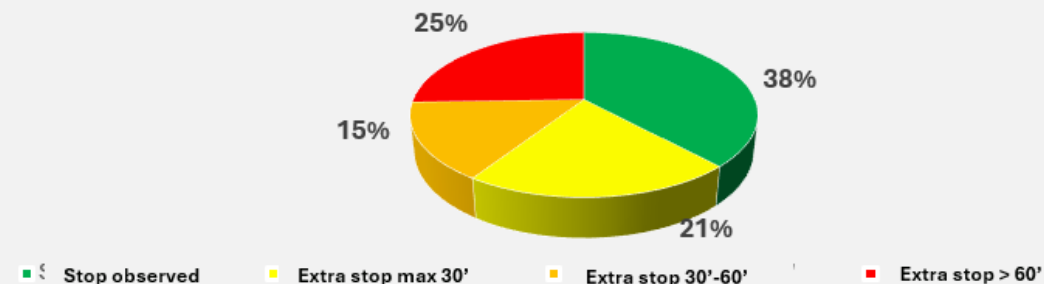
Extra stops ITA-SLO



Average arrival/departure delay between SLO-ITA



Extra stops SLO-ITA



Villa Opicina – critical issues

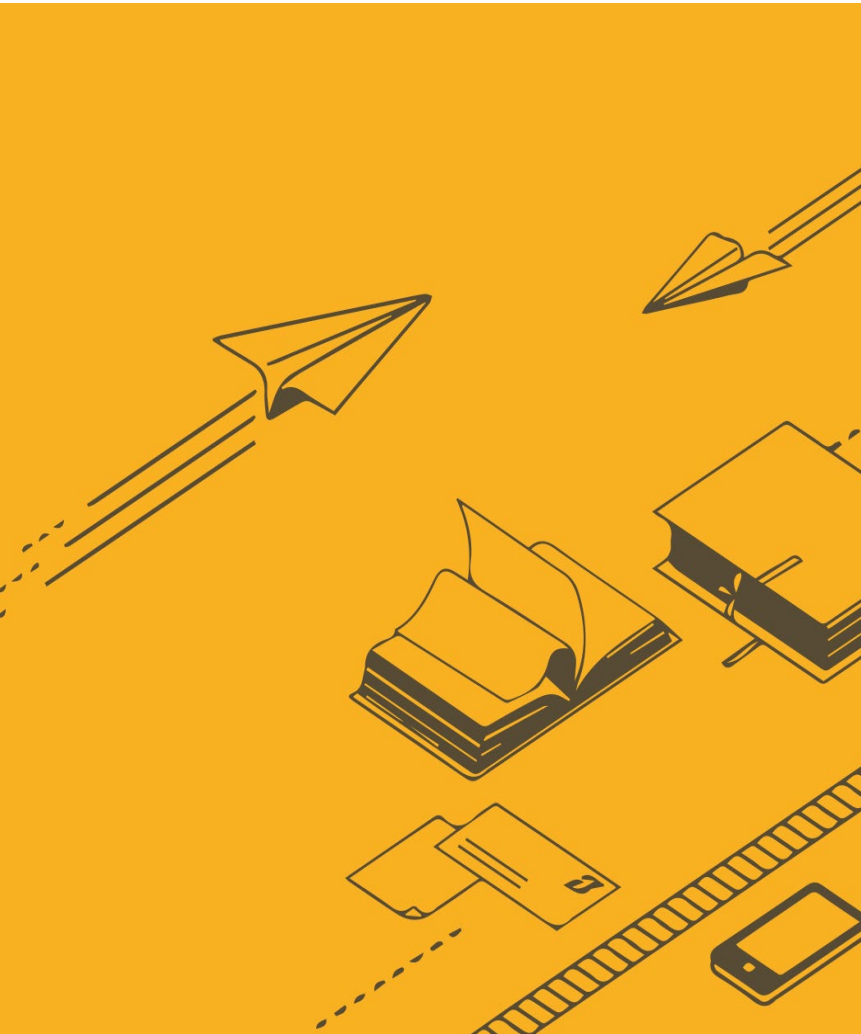
COMMON CRITICAL ISSUES

- Low utilization of interoperability;
- Failure to communicate to the VOPT: train length, weight, and the need to carry out ancillary activities, such as technical inspections, by different RUs;
- Scheduled stop times not matching actual needs, especially in the case of technical inspections;
- Locomotive schedule not communicated;
- Untimely rescheduling in case of delays in circulation;
- In case of discarded wagon, excessively long times are recorded for the shunting operation (sometimes several hours); rejected wagons are left standing for long periods at Villa Opicina.

CRITICAL ISSUES THAT ARE INCREASING IN THE ITALY-SLOVENIA RAILWAY DIRECTION

- Failure to comply with the circulation schedule, resulting in extended station dwell times;
- Operational critical issue handling times (lack of commercial documents, technical failures, etc.) are excessively long, with dwell times lasting even several days;

Villa Opicina – HOW TO IMPROVE THE SYSTEM?



• MORE RELIABLE TRANSPORT PLANNING

- + RELIABILITY AND + ALIGNMENT WITH THE INDUSTRIAL CAPACITY OF RUs
- + COORDINATION BETWEEN RUs
- + COORDINATION BETWEEN IMs
- + COORDINATION AMONG RUs AND IMs

- + COORDINATION AMONG PARTNER RUs AND IMs
- + TIMELINESS IN RESCHEDULING IN CASE OF DELAYS
- + PROMPTNESS IN MANAGING UNFORESEEN EVENTS

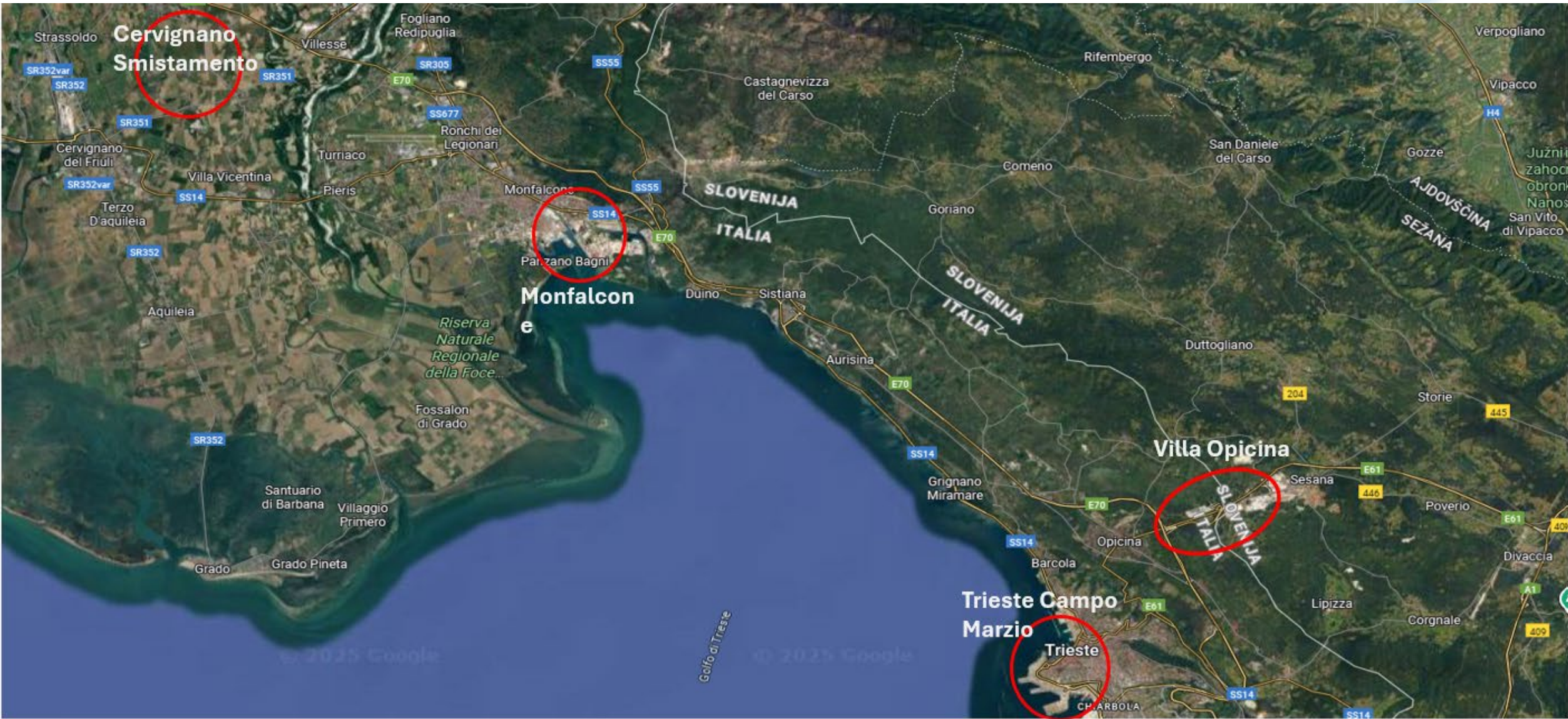
CREATION OF BUFFERS IN BOTH NETWORKS

- + RAILWAY PLANT FOR TEMPORARY STOPS IN RESPONSE TO CRITICAL SITUATIONS

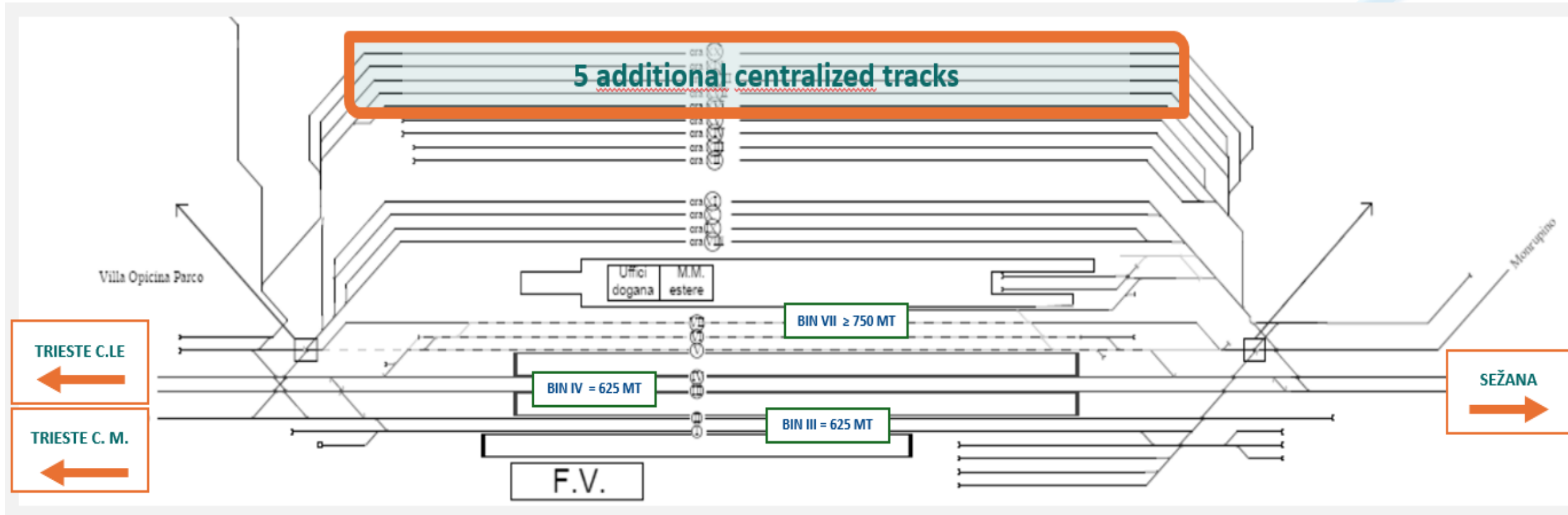
SYSTEM PERFORMANCE OPTIMIZATION

- + INTEROPERABILITY
- + RELIABILITY OF RAILWAY NETWORKS

Main railways connection – Trieste area



Villa Opicina – To be...



Unavailability tracks 5, 6, 7 for one year

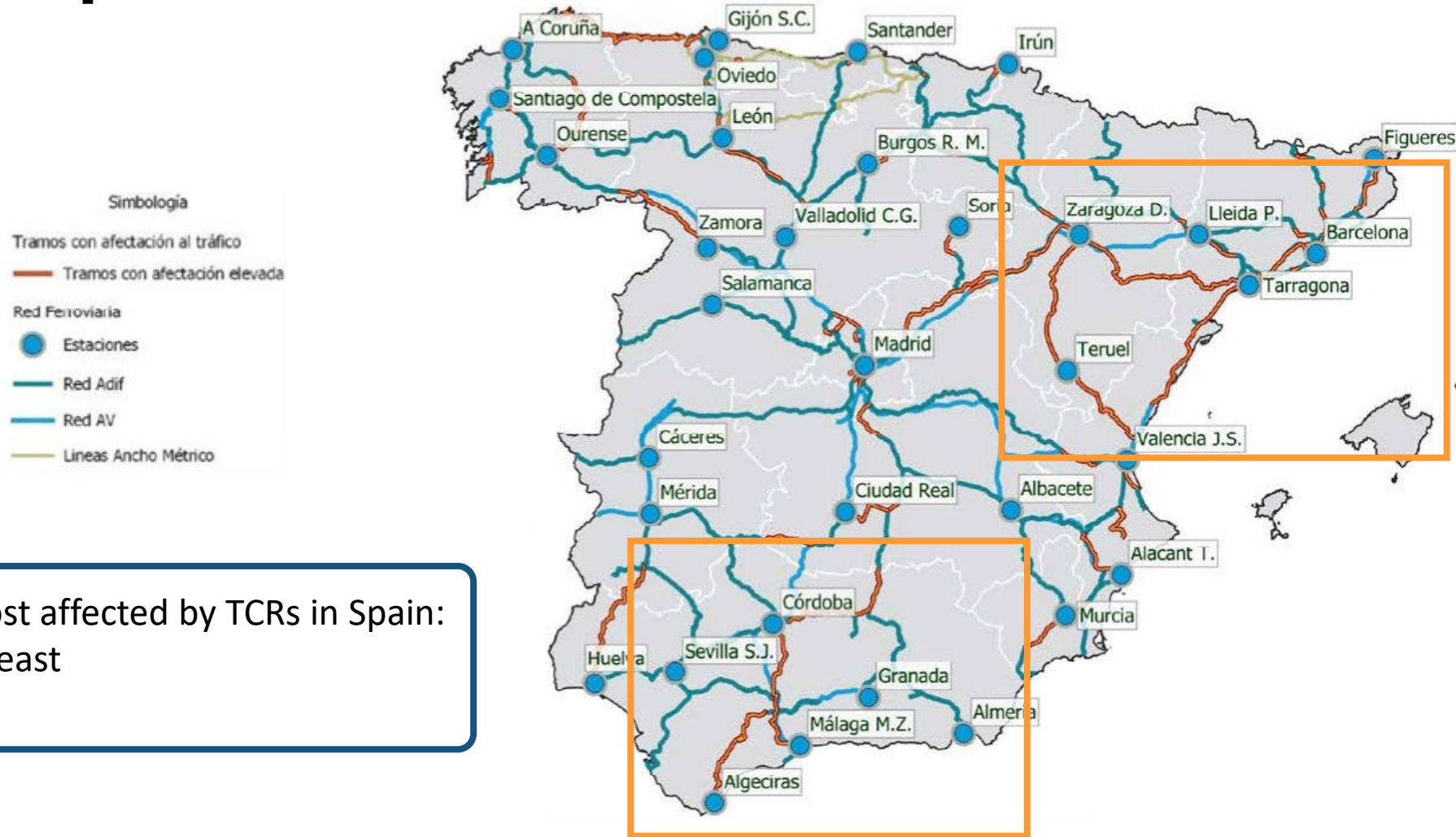


*7. Major Temporary
Capacity Restrictions
(TCRs) impacting on RFC
lines*



State of play C-OSS activities and TCRs

TCRs: Spain



State of play C-OSS activities and TCRs

TCRs: Spain

Línea 300

Aranjuez – Castillejo (2022-1-002)

2º trim 2027 – 4º trim 2027

Estabilización de terraplén

- Corte de vía alterna durante 7,5 meses
 - 4 meses vía 2
 - 3,5 meses vía 1
- Durante esos 7,5 meses, 3h/día de corte simultáneo de ambas vías (en BM).
- LTV vía contigua.

Castillejo-Villasequilla (2022-1-001)

2º trim 2027

Corrección de zonas inundables

- Un mes corte de vía 1

Villasequilla – Templeque (2022-1-005)

3º trim 2027

Proyecto de reparación de estructuras

- 7 días/vía. Durante esos 7 días, 3h/día de corte simultáneo de ambas vías (en BM).
- La estación de Huerta de Valdecarábanos quedará operativa para efectuar cruces.

Todas las actuaciones se adaptarán fechas RTC a necesidades. Las tres actuaciones son incompatibles entre sí, pendiente de encaje para salvar estas incompatibilidades.

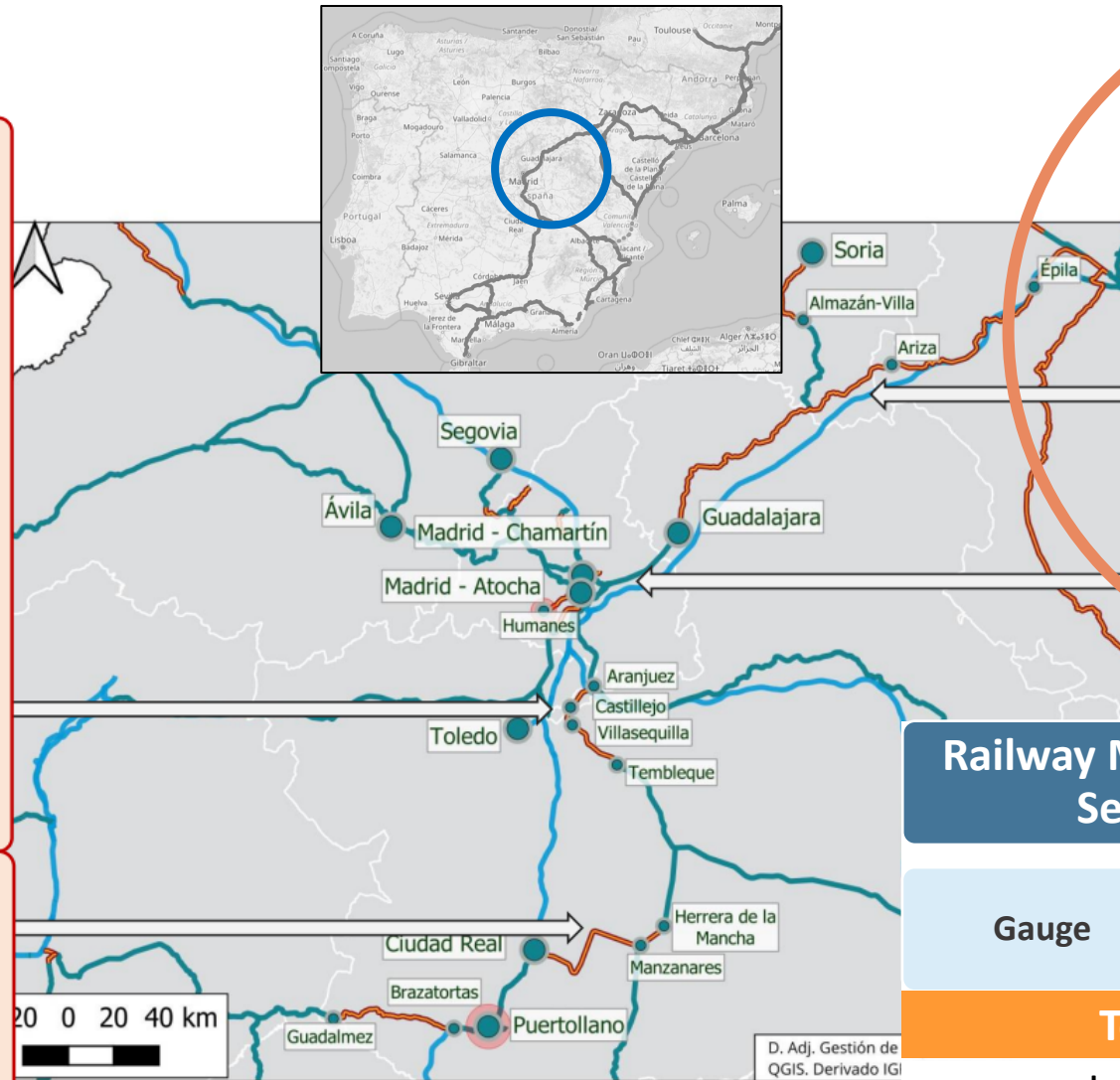
Línea 400

Herrera – Manzanares (2021-1-007)

4º trim 2025 – 1º trim 2028

Instalación de BAB y sustitución de enclavamientos. Renovación de estación y nueva variante.

- Corte de una vía alterna por definir
- Cortes de 1 y 3 días en fin de semana



Línea 200

Autop. Ferroviaria Zaragoza Algeciras

Guadalajara - Épila (2021-1-002)

2º trim 2025 – 4º trim 2025

Adecuación de gálibos en túneles y estructuras, instalación BAB, sustitución enclavamientos y racionalización de estaciones y prolongación de vías apartado. a 750m:

- 01/04/2025: Corte total 8,5 meses entre Guadalajara y Santa María de Huerta.
- Pendiente definir resto de afectaciones a la circulación y su coordinación con el corte total.

Trerjón de Ardoz y San Fernando de Henares (2025-1-005)

2026 Remodelación de las estaciones de

Railway Motorway Algeciras to Zaragoza.
Section: Guadalajara - Epila

Gauge

Marshalling
yards 750m

Etc.

Total closure: 8,5 months

2nd Quarter to 4th Quarter 2025

State of play C-OSS activities and TCRs

TCRs: Spain

Línea 420

Ronda – Campillos (2023-3-005)

2º trim 2025- 4º trim 2025

Renovación de vías y actuaciones puntuales y adaptación gálipos

- Abril 2025 – Agosto 2025: BM de 5 horas
- 14/07/2025 - 29/07/2025: corte total
- Noviembre 2025: corte de 15 días, fechas en estudio

San Pablo-Almoraima (2022-3-001)

2º trim 2025- 1º trim 2026

Actuación integral en Jimena de la Frontera

y reposición de pasos superiores.

- Mayo 2025 – Abril 2026: vía única
- Noviembre 2025: Corte total de 20 días, fechas en estudio.
- Octubre 2025: 2 días con BM de 8 horas
- Febrero 2026: 5 días con BM de 8 horas

Ronda – Algeciras (2023-3-010)

(Ligado a actuaciones ladera Almargen)

1º trim 2026 – 2º trim 2026

Ampliación de gálipos

- Corte total 3 meses (por determinar)

Almargen (2023-3-013)

(Ligado a actuaciones de autopista ferroviaria Bobadilla- Algeciras)

1º trim 2026 – 4º trim 2026

Estabilización de ladera de Almargen

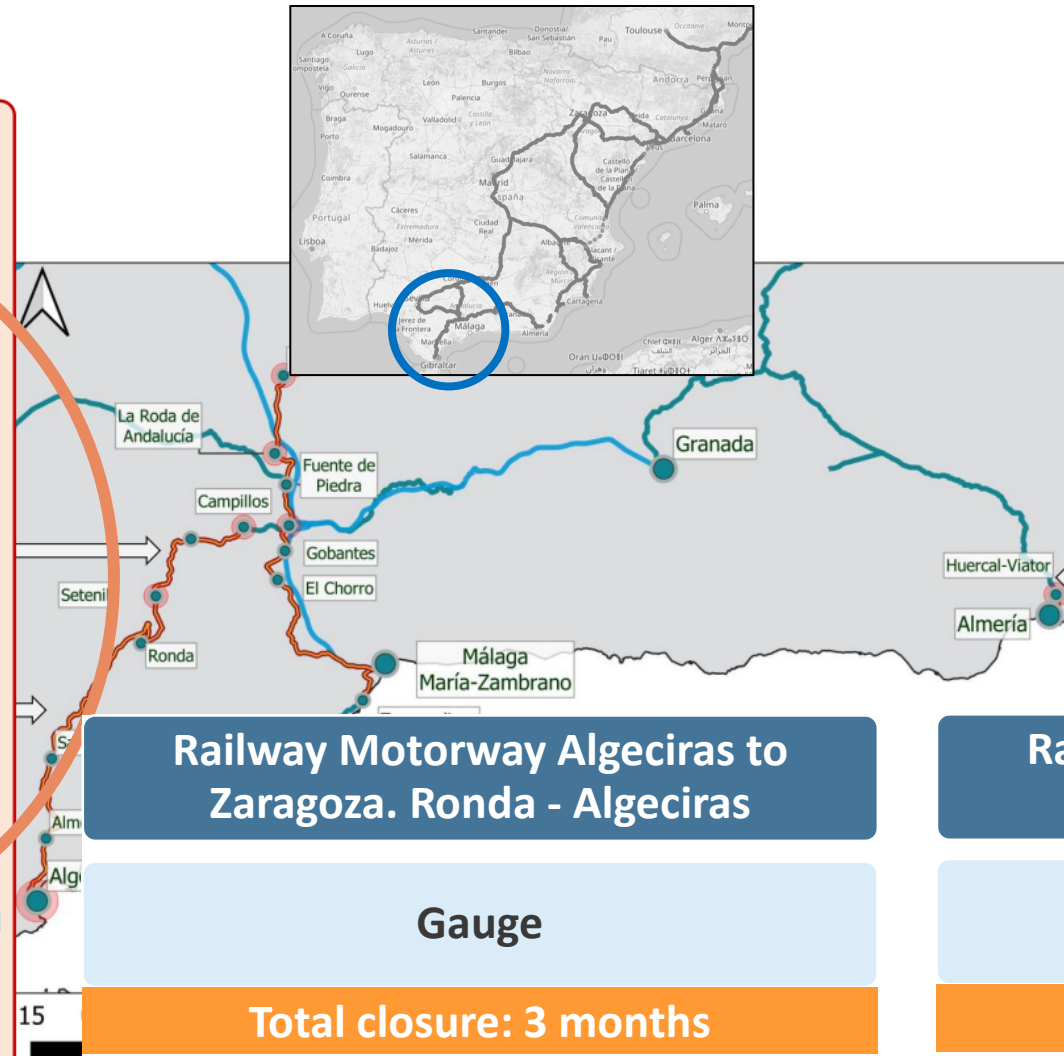
Corte total de 10 meses

Campillos-Almargen/Cañete de la Real (2025-3-001)

2º trim 2026

Actuaciones en infraestructura y adaptación de gálipo

- Corte total de 20 días.
- Previsto solicitar corte nocturno de vías de la terminal



Línea 410

Huerca Viator – Almería (2022-3-023)

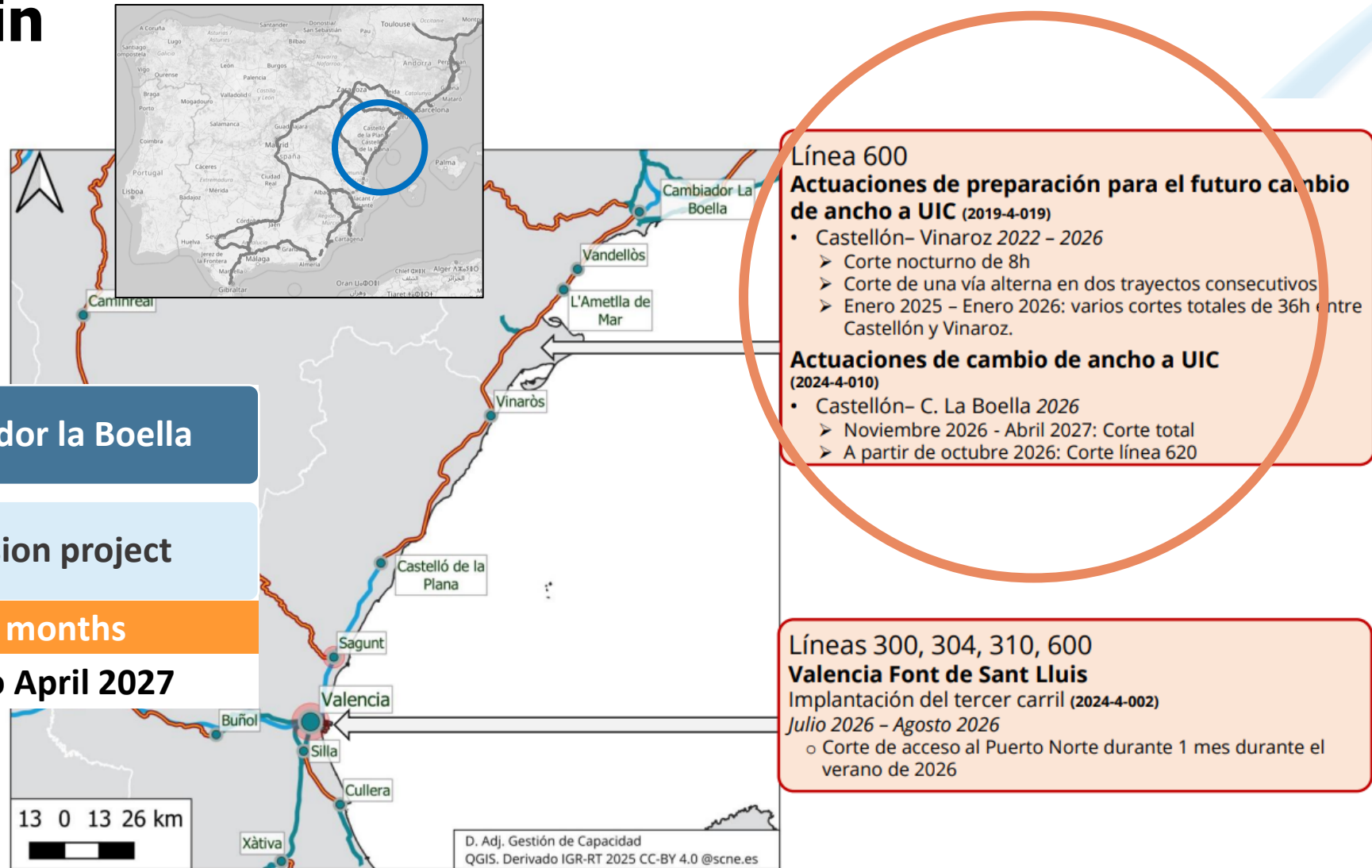
1º trim 2024 – 4º trim 2026

Integración del ferrocarril en Almería

- 04/03/24 al 30/06/26: Corte total

State of play C-OSS activities and TCRs

TCRs: Spain



State of play C-OSS activities and TCRs

TCRs: Spain



Línea 240

S. Vicenç de Calders– Martorell Seat (2024-5-002)

Obra de emergencia, posible fin 2026

Renovación de carril.

- Afecciones conforme a fases de proyecto:
 - Corte de una vía a lo largo de dos trayectos (excepcionalmente tres).
 - En fin de semana (V-S-D) corte total durante 7 horas nocturnas

Actualmente en ejecución **Fases 3 y 4** : del 01/05/25 al 20/06/2025 trayecto La Granada – Vilafranca.

- Las fechas de la actuación deberán adaptarse a la actuación de Sant Vicenç de Calders.

Línea 240

S. Vicenç de Calders – Martorell C. (2019-5-002)

2018 – noviembre 2025

Implantación del ancho mixto

- 03/03/25-16/06/25: cortes en fin de semana y en vías 1,2,3 y 8 de S.Vicenç
- 16/06/25-07/09/25: vías únicas en la cabecera norte de S. Vicenç
- Junio 2025 – noviembre 2025: actuaciones en viaducto sobre el río Noia, 5 meses con vía única alterna entre Martorell y S. Sadurní y cortes de vías 1 y 2 en fines de semana. Pendiente, se intentará coordinar con el Corredor Mediterráneo.

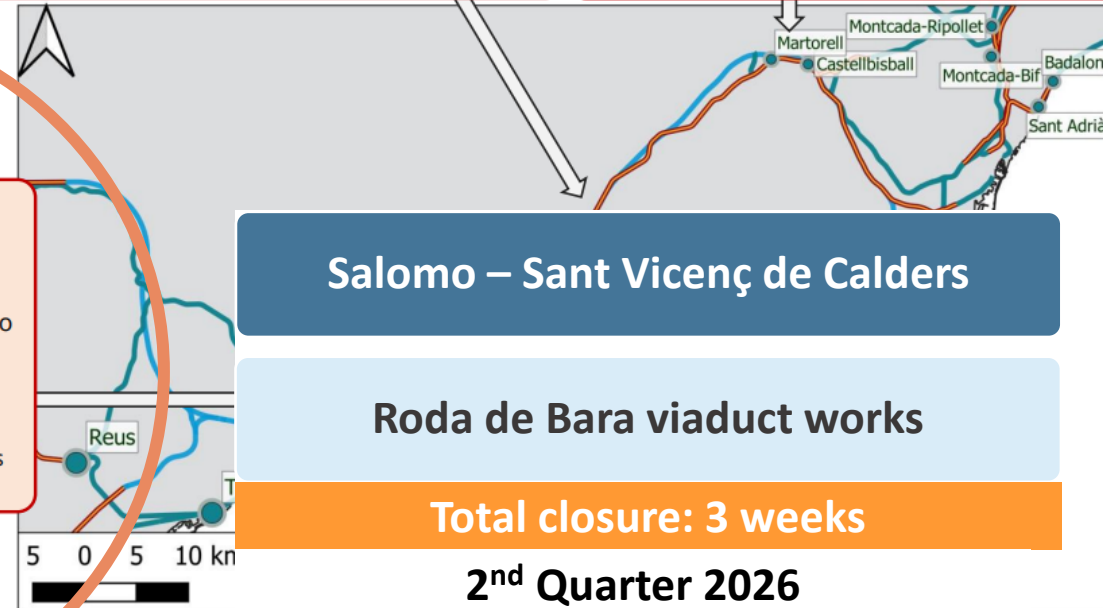
Línea 200

Salomó – S. Vicenç de Calders (2020-5-008)

2º trim 2026

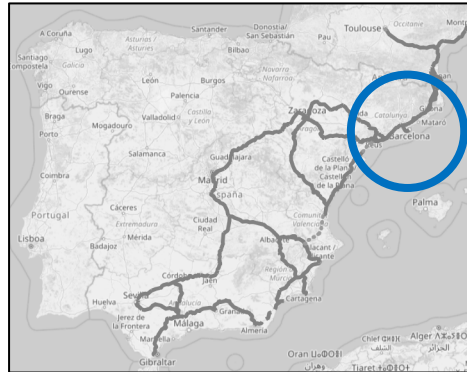
Trabajos ejecución Losa de reparto bajo las vías y balasto actuales. Viaducto Roda de Barà.

- Corte total de 3 semanas
- Posibles LTV
- Posible coordinación con obras en otros viaductos



State of play C-OSS activities and TCRs

TCRs: Spain



Castellbisbal – Can Tunis

Can Tunis (Mixed gauge implementation)

Partial closure: 8 months

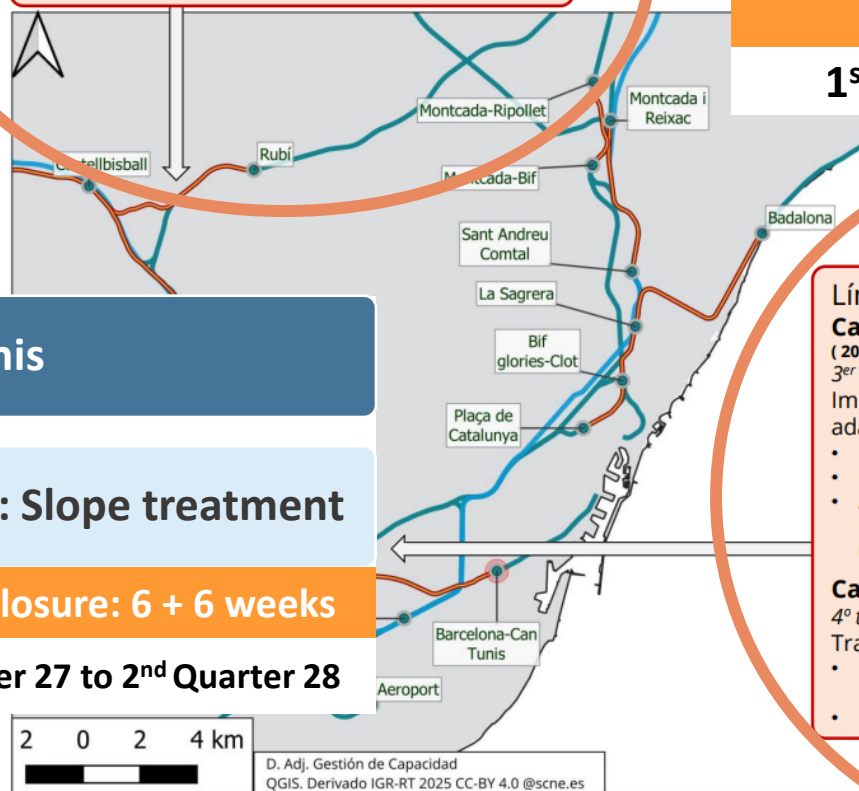
Until 2nd Quarter 2026

Section: Slope treatment

Partial closure: 6 + 6 weeks

4th Quarter 27 to 2nd Quarter 28

Línea 246
Castellbisbal-Rubí (2020-5-017)
1^{er} trim 2027 – 4^o trim 2027.
Tratamiento de terraplén.
• Cortes de una vía alternativa, 8 meses en total



Castellbisbal - Rubi

Slope treatment

Partial closure: 8 months

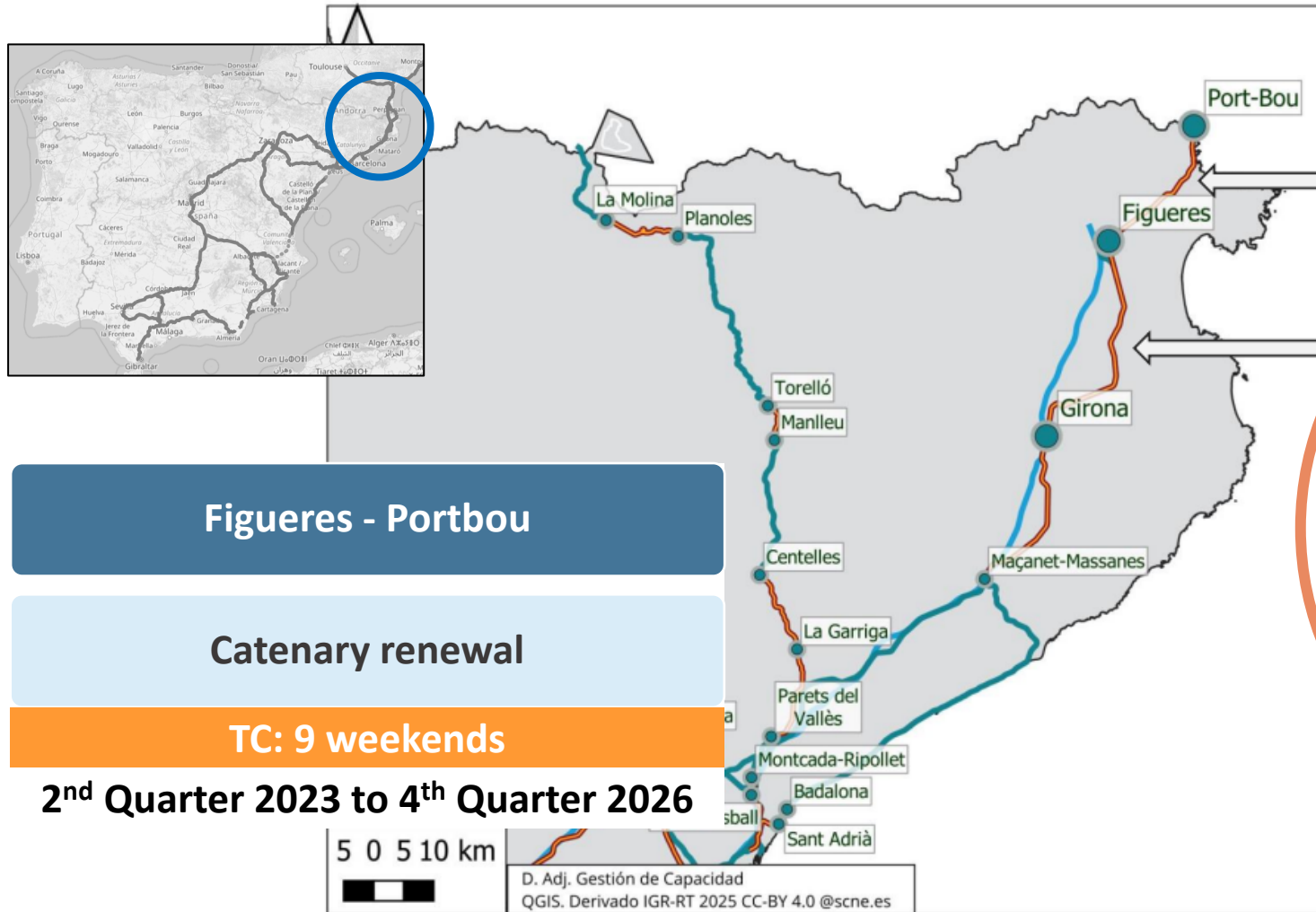
1st Quarter to 4th Quarter 2027

Línea 238
Can Tunis
(2020-5-020)
3^{er} trim 2022 – 2^o trim 2026
Implantación de ancho mixto, electrificación y adaptación IISS
• Corte total noche puntual.
• Cortes de vías por fases
• Afecciones durante todo el plazo de la obra de la conexión de Can Tunis con Puerto de Barcelona (marzo 2025 - mayo 2026)

Castellbisbal-Can Tunis (2021-5-013)
4^o trim 2027 – 2^o trim 2028
Tratamiento de Terraplén.
• Corte de 1 vía alternativamente (6+6 semanas) con LTV a 30 km/h en vía de servicio.
• Posible LTV

State of play C-OSS activities and TCRs

TCRs: Spain



Línea 270

Girona - Figueres (2019-5-013)

3^{er} trim 2022 – 2^o trim 2025

Renovación de catenaria:

- Septiembre 2022 – junio 2025: Trabajos nocturnos con generación de vías únicas.

Figueres - Port Bou (2019-5-014 y 2021-5-022)

Renovación de catenaria e instalación BAB

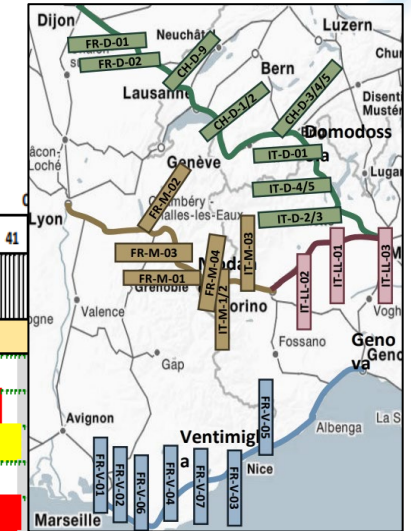
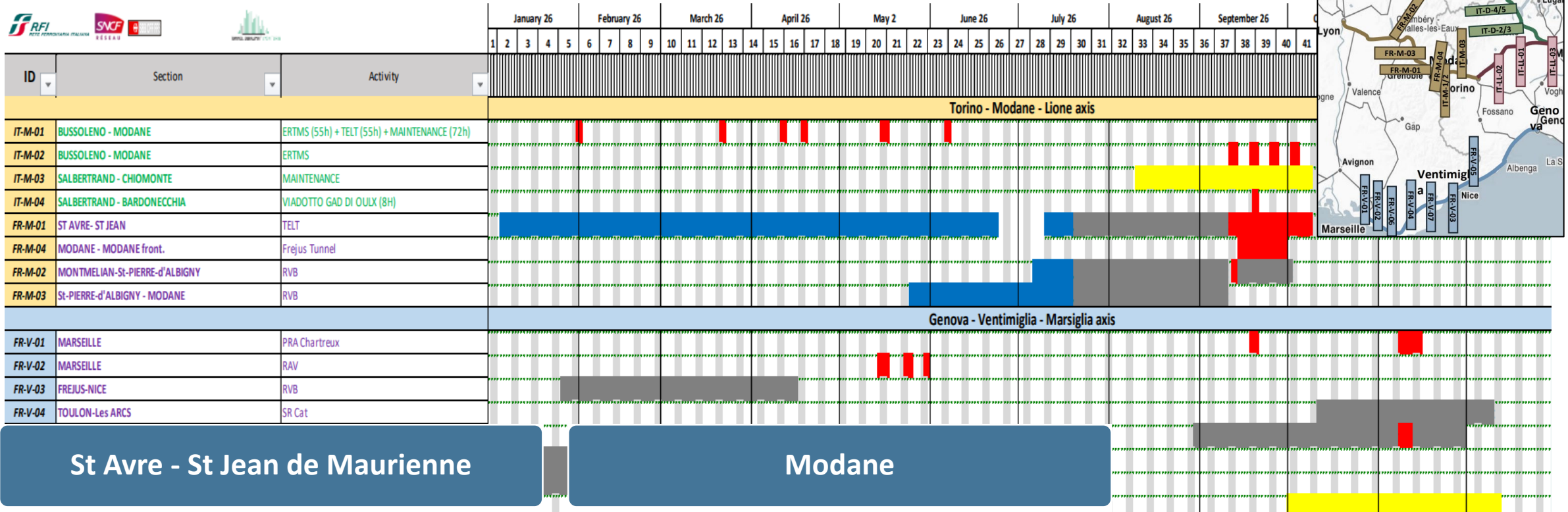
2^o trim 2023 – 4^o trim 2026

Mayo 2023 – Diciembre 2025:

- Trabajos en fin de semana.
- Vías únicas nocturnas y 9 cortes totales.
- Programación de cortes para compatibilizar actuaciones.
- Instalación BAB con CTC Figueres-Portbou (2025-2026). Cortes totales de fin de semana, pendientes de determinar. Mayor afectación prevista en Agosto 2025.
- Enclavamiento Portbou: Tres días corte total Llançà y Cerbere + tres días corte parcial en Portbou.
- Enclavamiento Figueres y Llançà: corte total fin de semana

State of play C-OSS activities and TCRs

TCRs: France – Italy. 2026



St Avre - St Jean de Maurienne

Modane

TELT

Frejus Tunnel

Total closure: 4 weeks

Total closure: 3 weeks

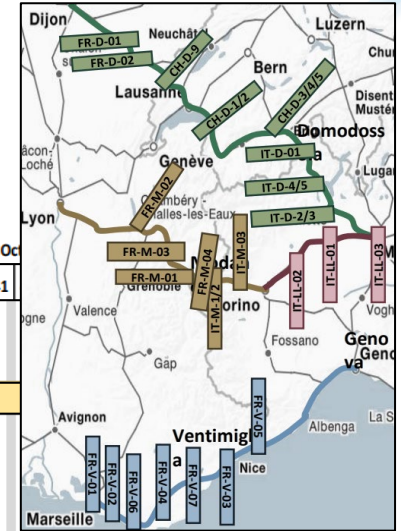
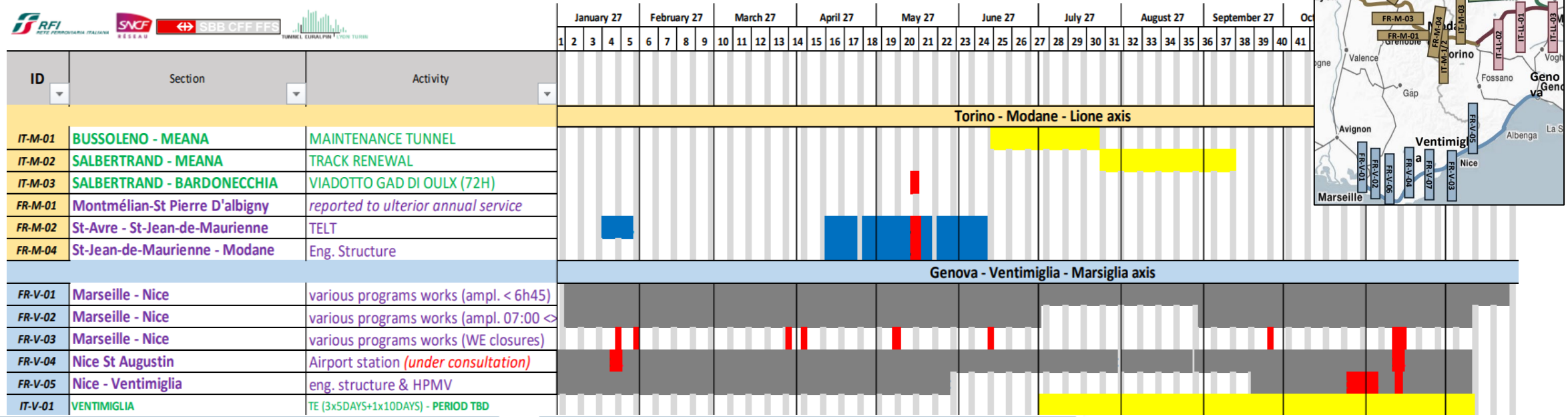
September to October 2026

September to October 2026

Total closure of the line	
Track closure	
Periodical night closure of the line.	
Periodical daytime closure of the line.	

State of play C-OSS activities and TCRs

TCRs: France – Italy. 2027



St Avre - Modane

Bussoleno - Bardonecchia

TELT / Structure works

Maintenance / Track renewal

Periodical daytime closure. April to June 2027

Track closure: June to September 2027

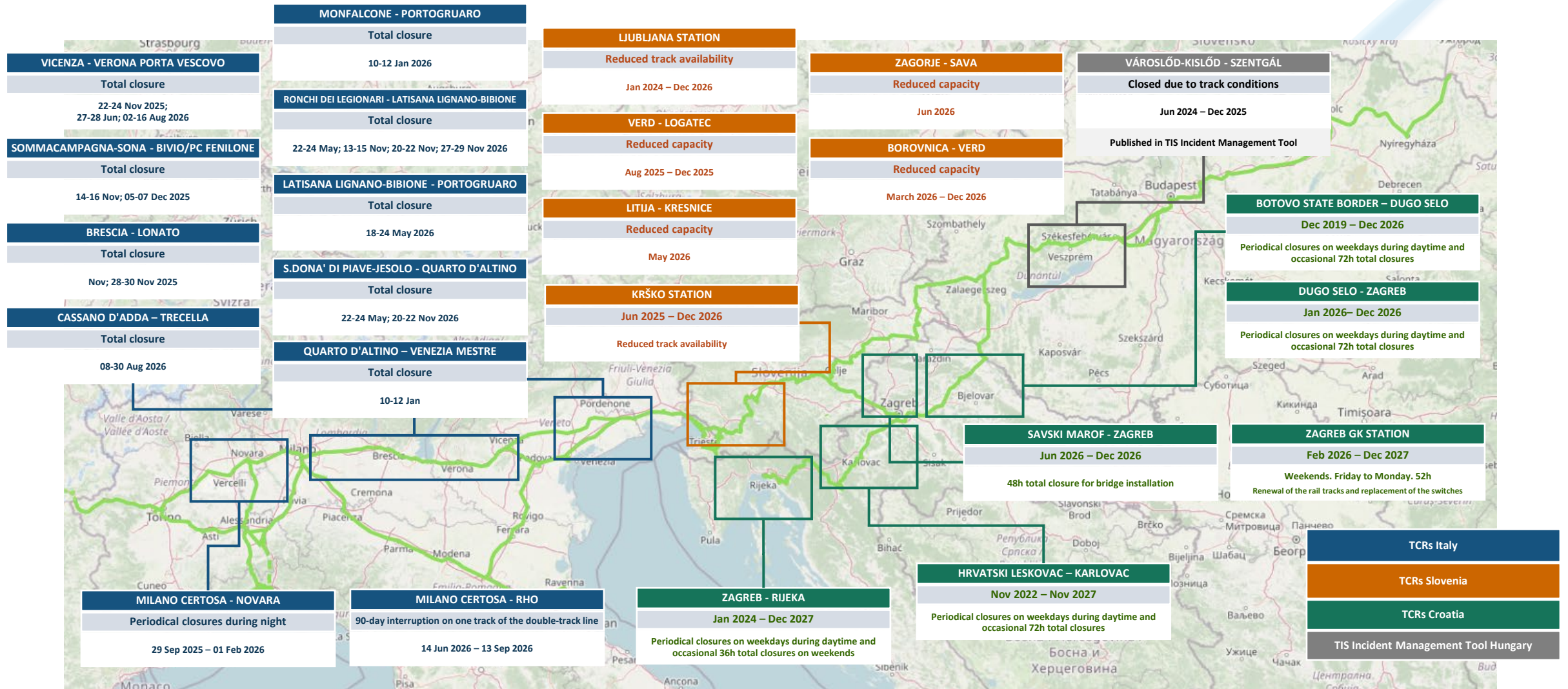
April to June 2027

April to June 2027

Total closure of the line	
Track closure	
Periodical night closure of the line.	
Periodical daytime closure of the line.	

State of play C-OSS activities and TCRs

TCRs: Italy – Slovenia – Croatia - Hungary



State of play C-OSS activities and TCRs

TCRs

Current presentation of
TCRs



Difficulty in determining the traffic affected by
TCRs on a specific date and with different IMs in
origin and destination

New presentation
format for TCRs



Customers will be able to consult by date which
temporary capacity restrictions in several IMs affect
a specific traffic flow

Facilitates the coordination of TCRs between IMs

Harmonised TCR information

● Table ● Gantt chart ● Map

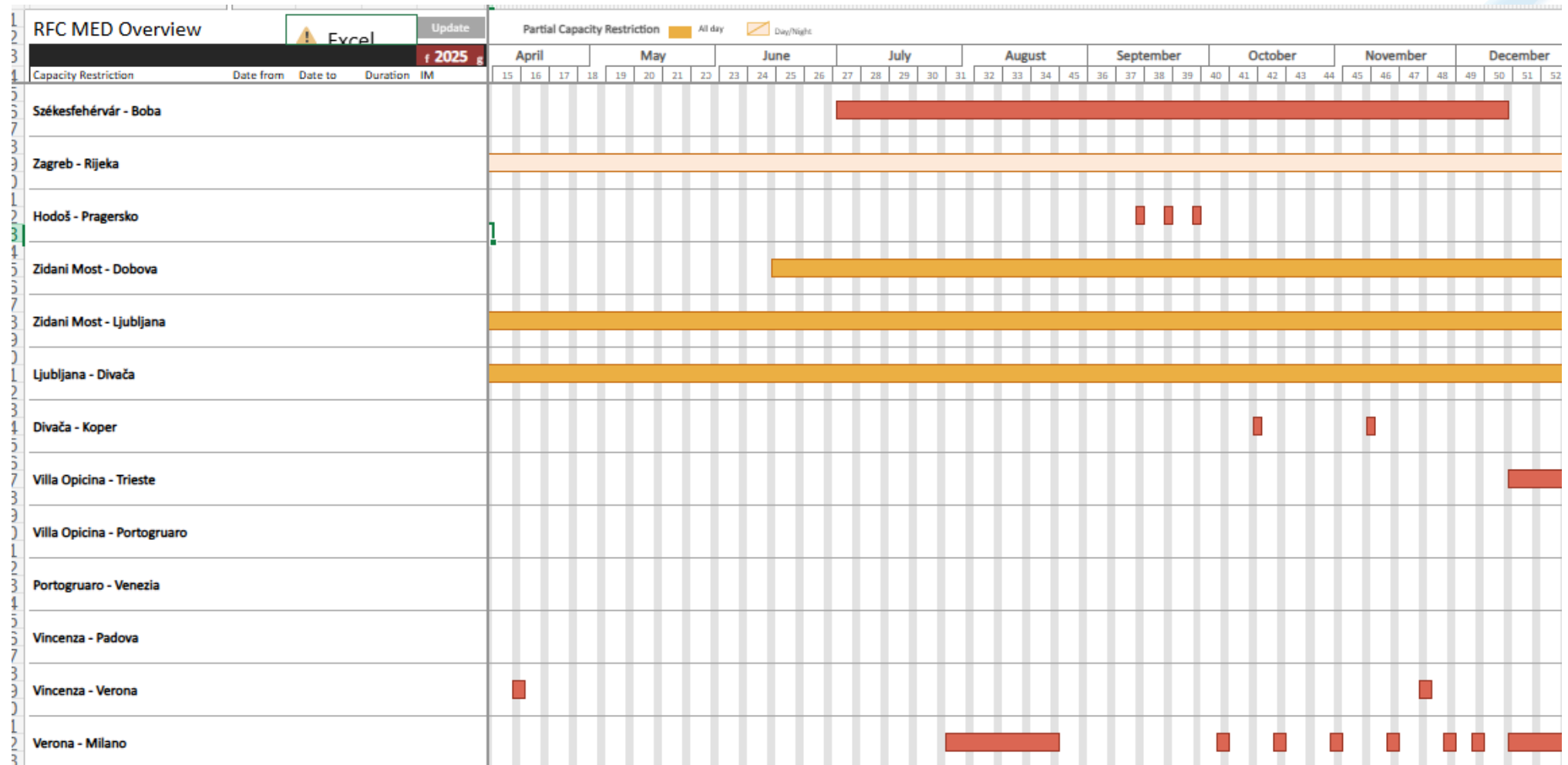
State of play C-OSS activities and TCRs

TCRs

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	
1		Map	Show all	New	Changed	Deleted	New	Change	Delete	Update	Undo change/delete	Publish														
2		IM	ID	Section	Direction	Line		Year		Week	Period from		Period to		Duration	Time of Day	Reason for restriction	Traffic impact				Traffic				
3						From	To	Fr		Fr		Date from	Time from	Date to	Time to				Total Clos	Reduced Track Availabi	Speed Restricti	Weight, Length, Pro	Diesel d	Cancellat	Re-rout	
4		GYSEV	551000	Székesfehérvár - Bóba	<>	Városlőd-Kislőd	Szentgál	2025	2025	27	50	7/1/2025	00:00	12/13/2025	23:59	∞	Continuous	Others	T						C _{ss}	R _{ss}
5		SŽ-I	791001	Ljubljana - Divača	<>	Postojna	Prestranek	2025	2025	25	26	6/19/2025	07:00	6/24/2025	19:00	5 d 12 h	Continuous	Maintenance		LT						
6		SŽ-I	791002	Ljubljana - Divača	<>	Verd	Logatec	2025	2025	24	25	6/12/2025	07:00	6/17/2025	15:00	5 d 8 h	Continuous	Maintenance		LT						
7		SŽ-I	791003	Ljubljana - Divača	<>	Verd	Logatec	2025	2025	32	41	8/4/2025	07:00	10/12/2025	14:00	69 d 7 h	Continuous	Track & Rail		ST						
8		SŽ-I	791004	Ljubljana - Divača	<>	Verd	Logatec	2025	2025	42	50	10/13/2025	07:00	12/10/2025	14:00	58 d 7 h	Continuous	Track & Rail		LT						
9		SŽ-I	791005	Ljubljana - Divača	<>	Pivka	Gornje Ležeče	2025	2025	26	31	6/25/2025	08:00	7/30/2025	20:00	35 d 12 h	Continuous	Maintenance		ST						
10		SŽ-I	791006	Divača - Koper	<>	Koper	Divača	2025	2025	41	42	10/12/2025	08:00	10/13/2025	17:00	1 d 9 h	Continuous	Maintenance	T	LT+ST				C _{ss}	R _{ss}	
11		SŽ-I	791007	Divača - Koper	<>	Koper	Divača	2025	2025	45	46	11/9/2025	09:00	11/10/2025	18:00	1 d 9 h	Continuous	Maintenance	T	LT+ST				C _{ss}	R _{ss}	
12		SŽ-I	791008	Zidani Most - Ljubljana	<>	Litija	Litija	2025	2025	1	5	1/1/2025	07:00	1/31/2025	19:00	30 d 12 h	Continuous	Maintenance		ST						
13		SŽ-I	791009	Zidani Most - Ljubljana	<>	Trbovlje	Trbovlje	2025	2025	14	52	4/1/2025	07:00	12/31/2025	19:00	274 d 12 h	Continuous	Maintenance		ST						
14		SŽ-I	791010	Zidani Most - Ljubljana	<>	Laze	Ljubljana Zalog	2025	2025	24	29	6/15/2025	07:00	7/14/2025	19:00	29 d 12 h	Continuous	Maintenance		LT						
15		SŽ-I	791011	Zidani Most - Ljubljana	<>	Laze	Ljubljana Zalog	2025	2025	42	43	10/18/2025	08:00	10/24/2025	20:00	6 d 12 h	Continuous	Maintenance		ST						
16		SŽ-I	791012	Zidani Most - Ljubljana	<>	Litija	Kresnice	2026	2026	18	22	5/1/2026	10:00	5/30/2026	19:00	29 d 9 h	Continuous	Track & Rail		LT						
17		SŽ-I	791013	Zidani Most - Ljubljana	<>	Zagorje	Sava	2026	2026	23	27	6/1/2026	11:00	6/30/2026	20:00	29 d 9 h	Continuous	Track & Rail		ST						
18		SŽ-I	791014	Ljubljana - Divača	<>	Borovnica	Verd	2026	2026	9	19	3/1/2026	12:00	5/5/2026	21:00	65 d 9 h	Continuous	Track & Rail		ST						
19		SŽ-I	791015	Ljubljana - Divača	<>	Borovnica	Verd	2026	2026	19	28	5/6/2026	13:00	7/10/2026	22:00	65 d 9 h	Continuous	Track & Rail		LT						
20		SŽ-I	791016	Ljubljana - Divača	<>	Borovnica	Verd	2026	2026	28	40	7/11/2026	14:00	9/30/2026	23:00	81 d 9 h	Continuous	Track & Rail		LT						
21		SŽ-I	791017	Ljubljana - Divača	<>	Borovnica	Verd	2026	2026	40	51	10/1/2026	15:00	12/15/2026	00:00	75 d 9 h	Continuous	Track & Rail		ST						
22		SŽ-I	791018	Ljubljana - Divača	<>	Ljubljana	Brezovica	2025	2025	16	17	4/18/2025	00:00	4/21/2025	04:00	3 d 4 h	Continuous	Maintenance		ST						
23		SŽ-I	791019	Ljubljana - Divača	<>	Ljubljana	Ljubljana	2025	2026	1	53	1/1/2025	07:00	12/31/2026	19:00	781 d 12 h	Continuous	Track & Rail		ST						
24		SŽ-I	791020	Zidani Most - Dobova	<>	Krško	Krško	2025	2026	24	53	6/15/2025	08:00	12/31/2026	20:00	564 d 12 h	Continuous	Track & Rail		ST						
25		SŽ-I	791021	Zidani Most - Ljubljana	<>	Sava	Litija	2025	2025	18	20	5/4/2025	09:00	5/18/2025	21:00	14 d 12 h	Continuous	Maintenance		ST						
26		SŽ-I	791022	Hodoš - Pragersko	<>	Ivanjkovci	Ljutomer	2025	2025	37	37	9/13/2025	07:00	9/14/2025	19:00	1 d 12 h	Continuous	Maintenance	T	LT+ST				C _{ss}	R _{ss}	
27		SŽ-I	791023	Hodoš - Pragersko	<>	Ivanjkovci	Ljutomer	2025	2025	38	38	9/20/2025	08:00	9/21/2025	20:00	1 d 12 h	Continuous	Maintenance	T	LT+ST				C _{ss}	R _{ss}	
28		SŽ-I	791024	Hodoš - Pragersko	<>	Ivanjkovci	Ljutomer	2025	2025	39	39	9/27/2025	09:00	9/28/2025	21:00	1 d 12 h	Continuous	Maintenance	T	LT+ST				C _{ss}	R _{ss}	
29		SŽ-I	791025	Ljubljana - Divača	<>	Postojna	Prestranek	2025	2025	45	46	11/8/2025	07:00	11/12/2025	21:00	4 d 14 h	Continuous	Maintenance		LT						

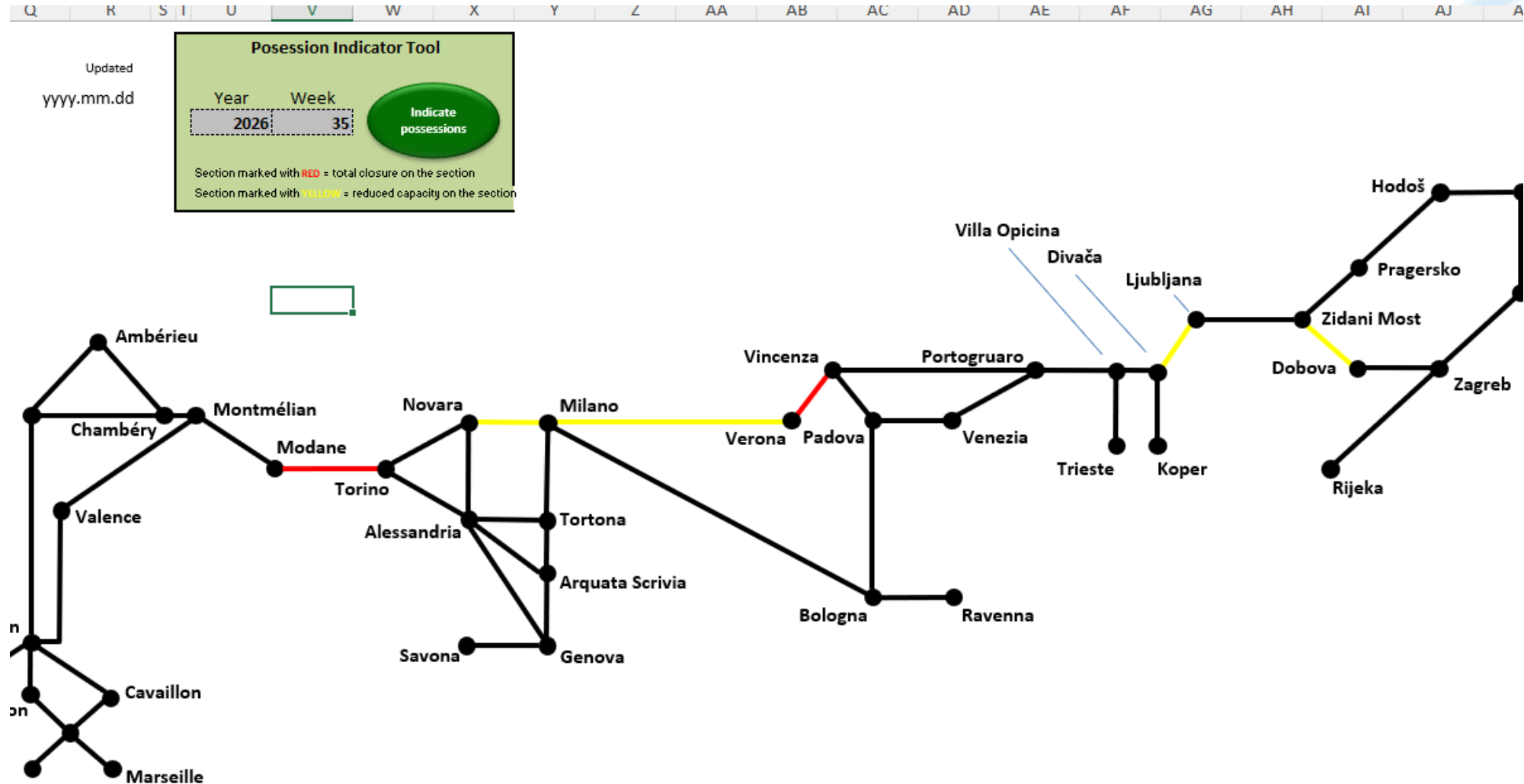
State of play C-OSS activities and TCRs

TCRs



State of play C-OSS activities and TCRs

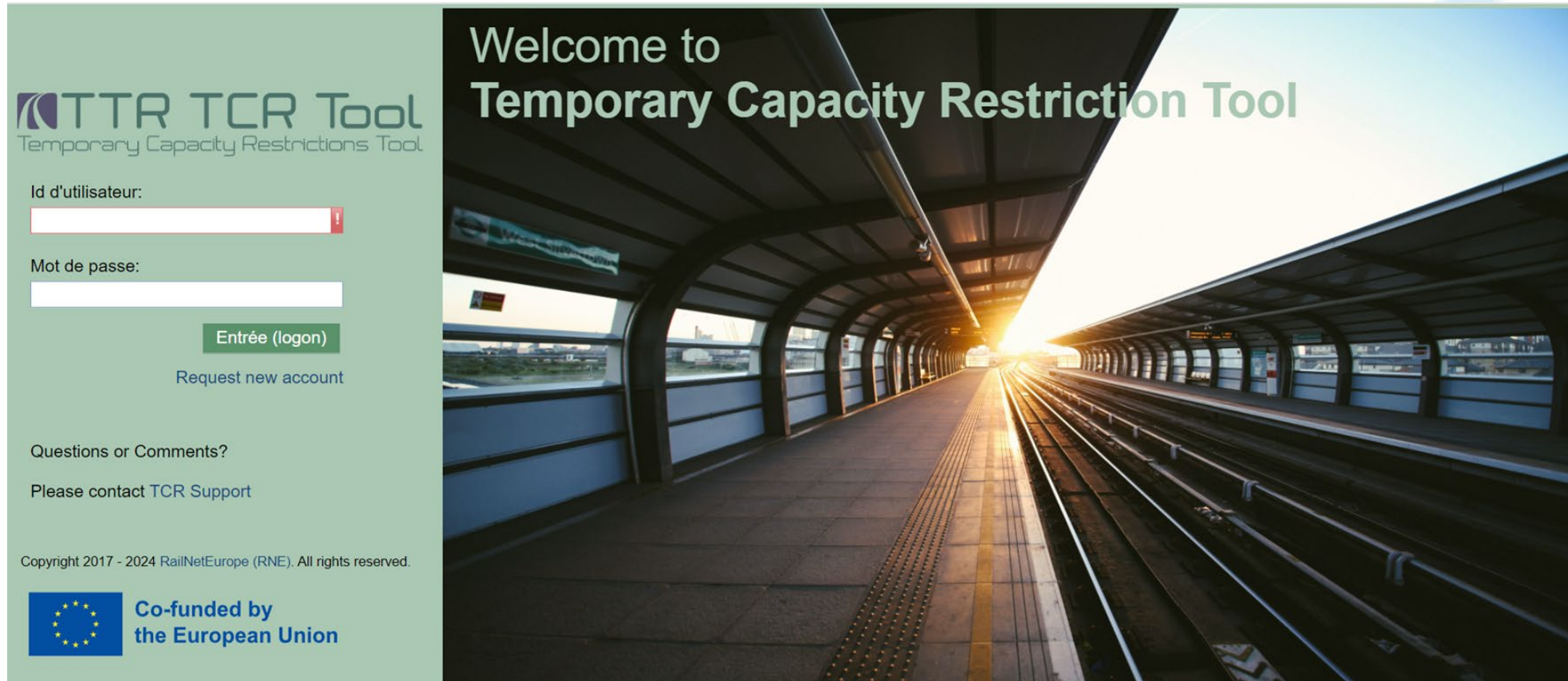
TCRs



State of play C-OSS activities and TCRs

TCR tool

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



The image shows the login interface for the TCR Tool. On the left, a green sidebar contains the logo 'TTR TCR Tool' with the subtitle 'Temporary Capacity Restrictions Tool'. Below the logo are input fields for 'Id d'utilisateur:' and 'Mot de passe:', followed by a green 'Entrée (logon)' button and a link for 'Request new account'. Further down, there is a link for 'Questions or Comments?' and a note to 'Please contact TCR Support'. At the bottom of the sidebar is the European Union flag and the text 'Co-funded by the European Union'. The main area of the page features a large background image of a train station platform with tracks receding into the distance under a bright sky. Overlaid on this image is the text 'Welcome to Temporary Capacity Restriction Tool' in a large, white, sans-serif font.

TTT TCR Tool
Temporary Capacity Restrictions Tool

Id d'utilisateur:

Mot de passe:


Entrée (logon)

[Request new account](#)

[Questions or Comments?](#)

Please contact TCR Support

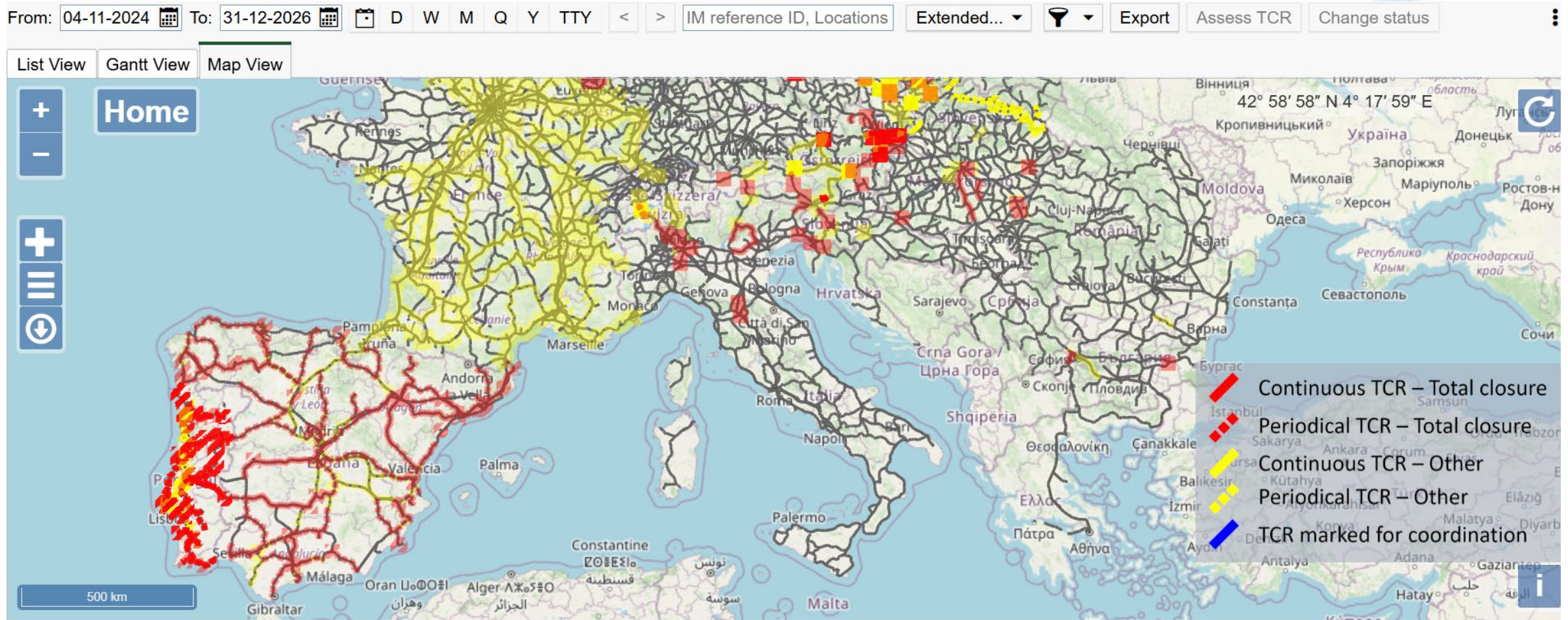
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 Co-funded by
the European Union

Welcome to
Temporary Capacity Restriction Tool

State of play C-OSS activities and TCRs

TCR tool



8. COSS state of play



8.1 OFFER TT26



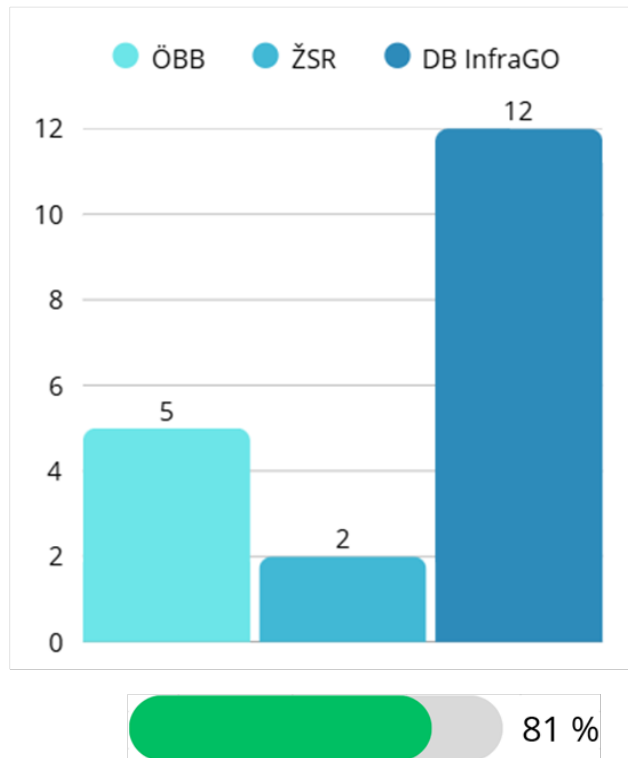
State of play C-OSS activities and TCRs

Final Offer TT2026

Draft offer

No delays from Med RFC members.

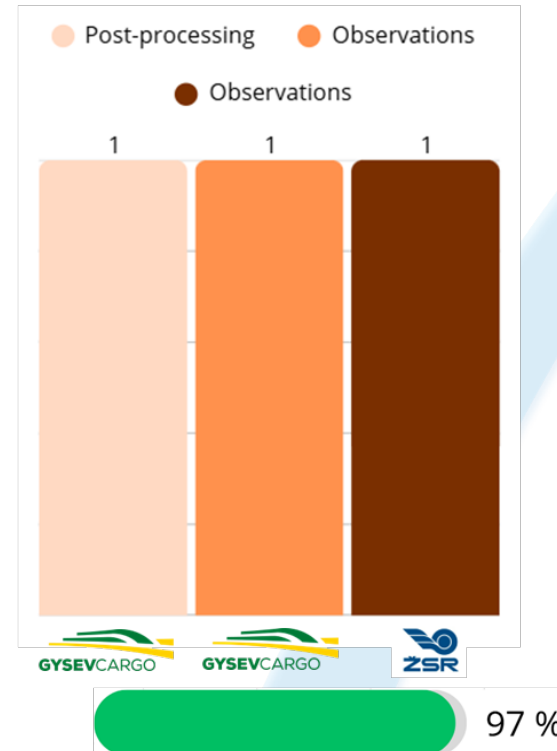
19 delays. Dossiers affected:



Final offer

3 delays

Dossiers affected:



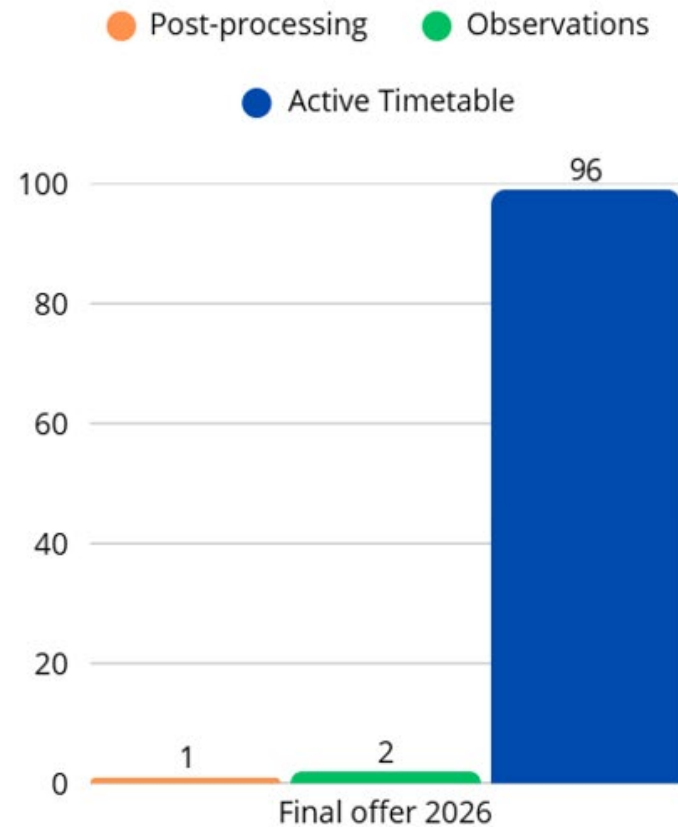
No delays in the west or between Italy and France

State of play C-OSS activities and TCRs

Final Offer TT2026

August 2025

September 2025



WEST



0
0
47

CENTER



0
0
29

EAST



1
2
20

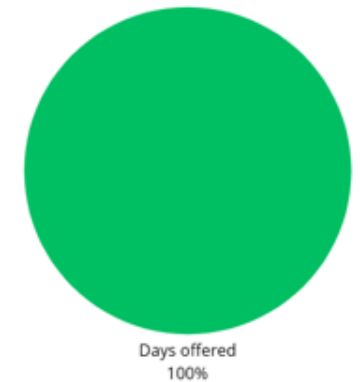
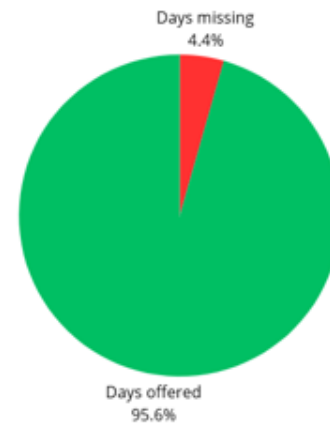
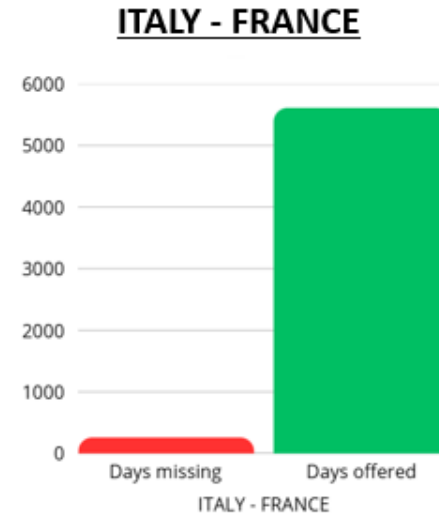
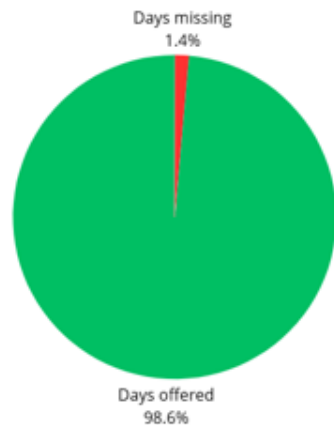
0
0
47

0
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29

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23

State of play C-OSS activities and TCRs

Final Offer TT2026



State of play C-OSS activities and TCRs

Final Offer TT2026: KPIs

KPIs: Capacity Management

Volume of
offered
capacity (PaPs
and RC)

Volume of
requested
capacity (PaPs
and RC)

Number of
request (PaPs)

Number of
conflicts (PaPs)

Volume pre-
booked capacity
(PaPs)

Ratio of pre-
booked capacity
(PaPs)

Average
planned speed
of PaPs



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

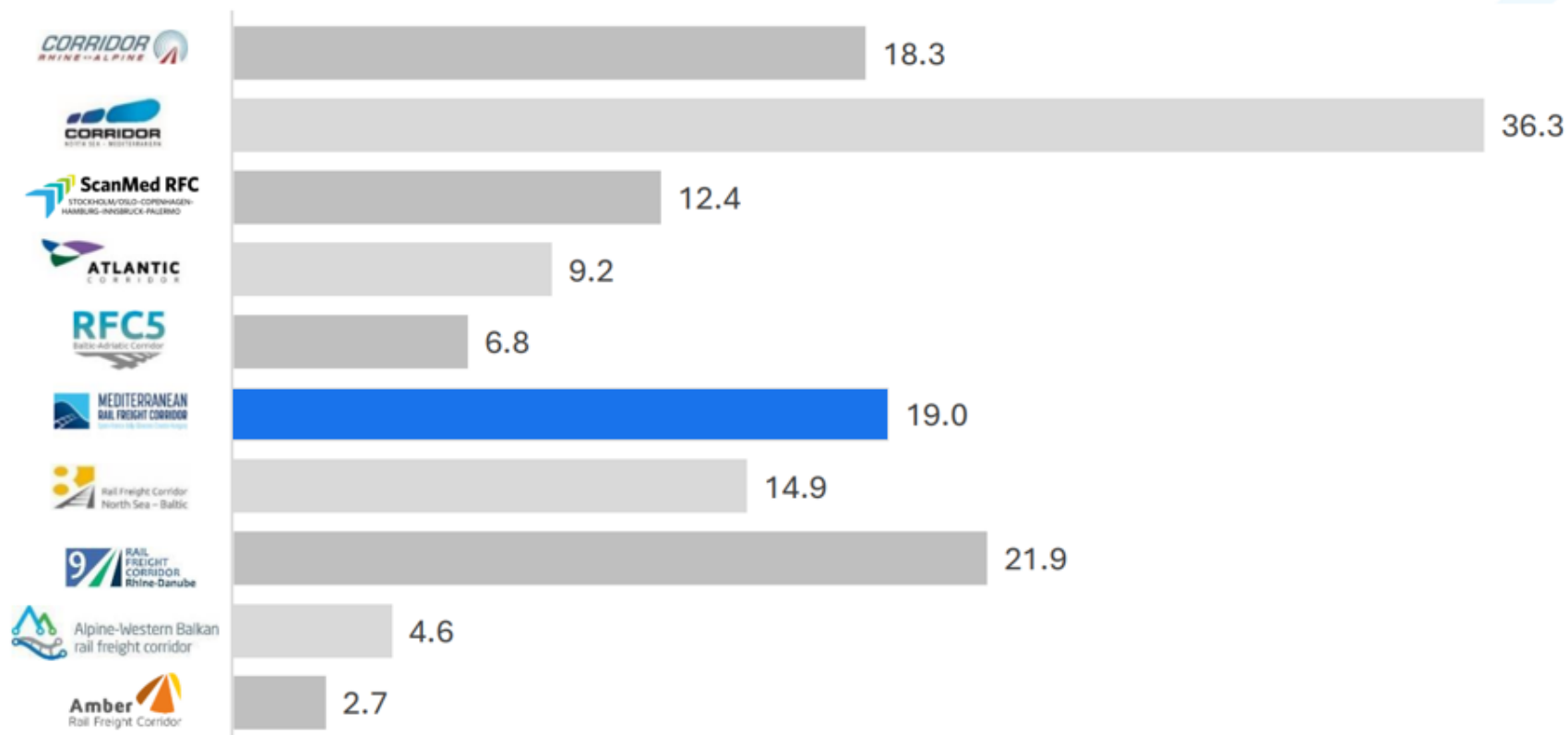


State of play C-OSS activities and TCRs

Final Offer TT2026: KPIs

Volume of offered capacity – PaPs (at X-11) (millions of path kilometers)

Where km means PaP km between operation points without feeder and outflow sections

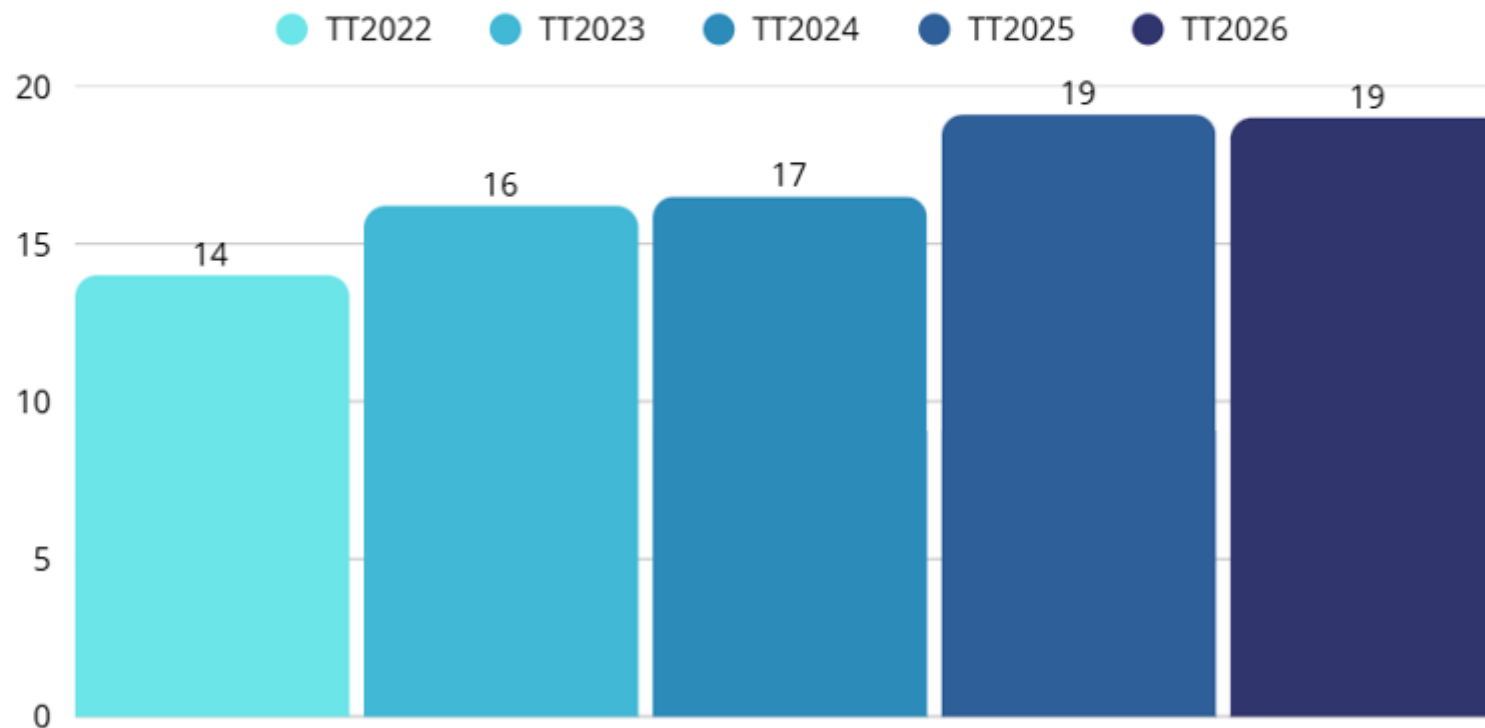


State of play C-OSS activities and TCRs

Final Offer TT2026: KPIs

Volume of offered capacity – PaPs (at X-11) (millions of path kilometers)

Evolution TT22 to TT26

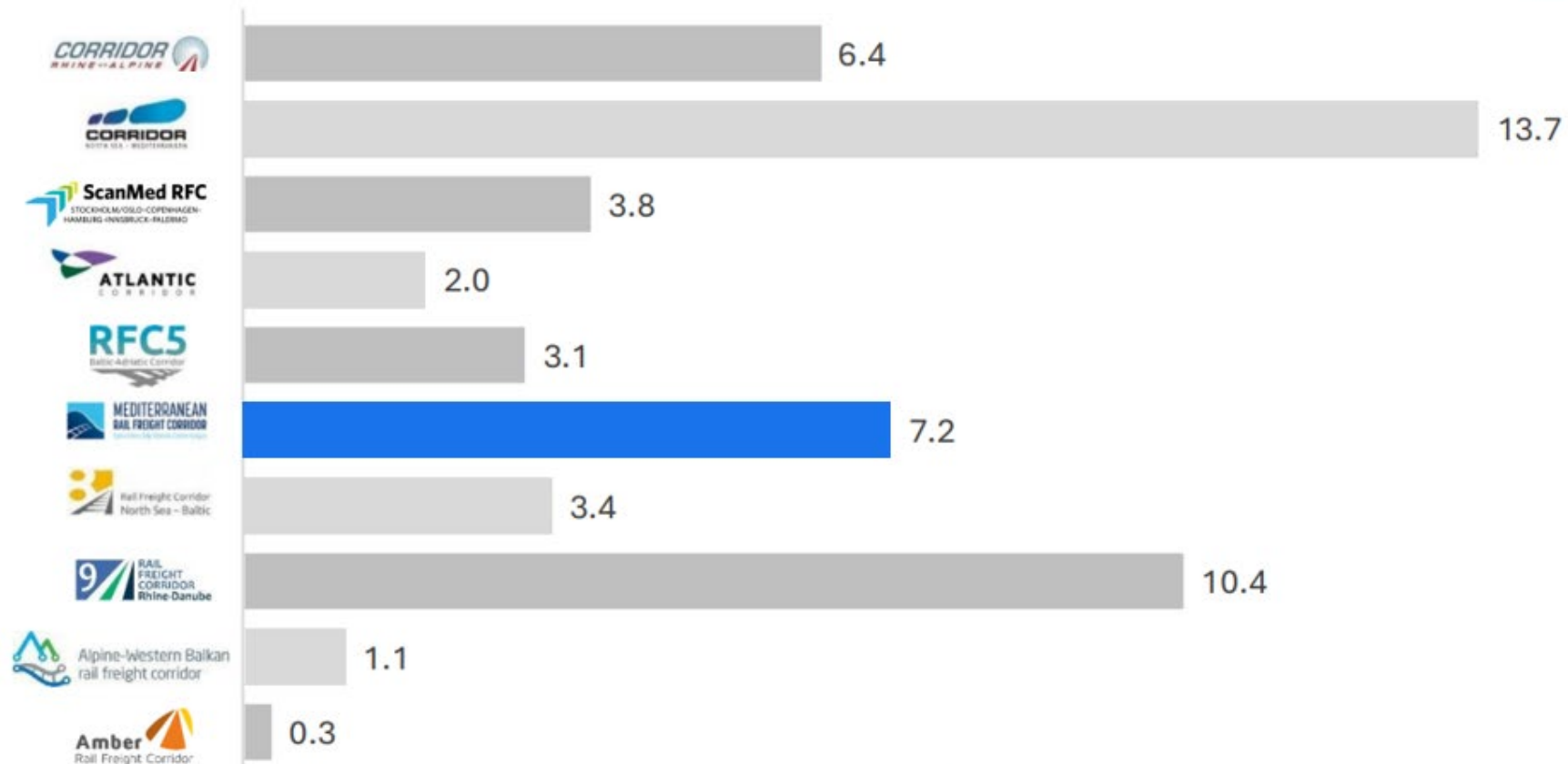


State of play C-OSS activities and TCRs

Final Offer TT2026: KPIs

Volume of requested capacity – PaPs (at X-8) (millions of path kilometers)

Km*days requested

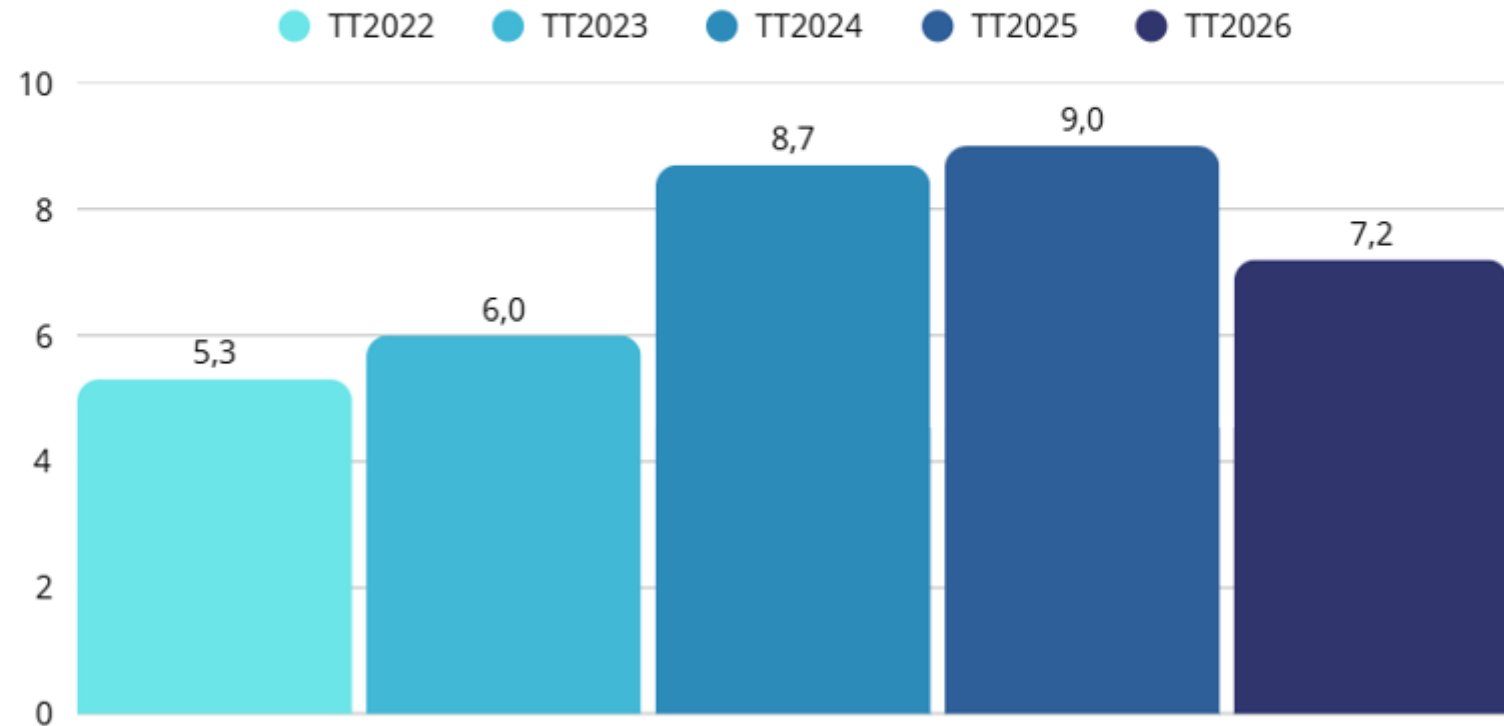


State of play C-OSS activities and TCRs

Final Offer TT2026: KPIs

Volume of requested capacity – PaPs (at X-8) (millions of path kilometers)

Evolution TT22 to TT26

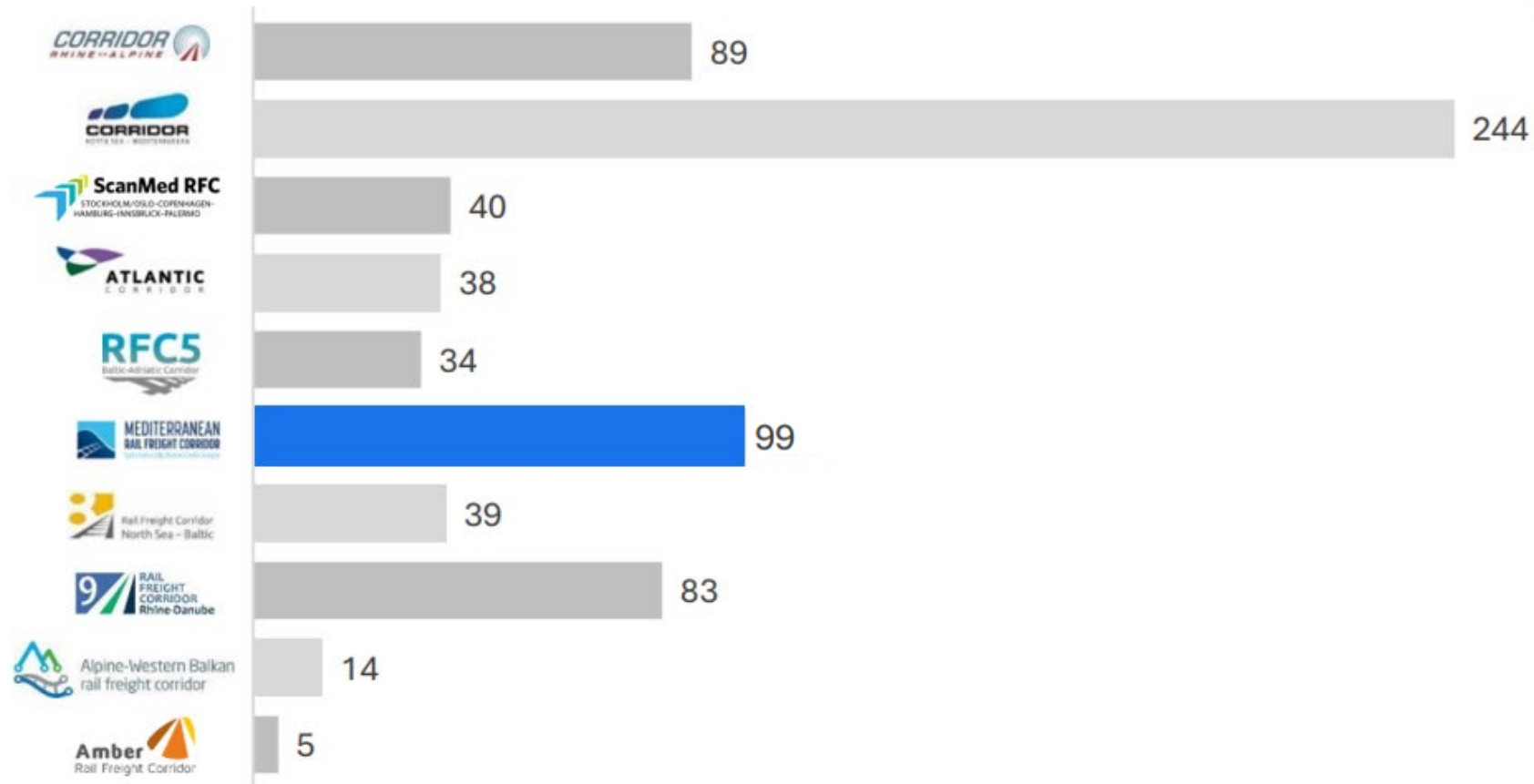


State of play C-OSS activities and TCRs

Final Offer TT2026: KPIs

Number of requests (PaPs)

Number of PCS dossiers submitted

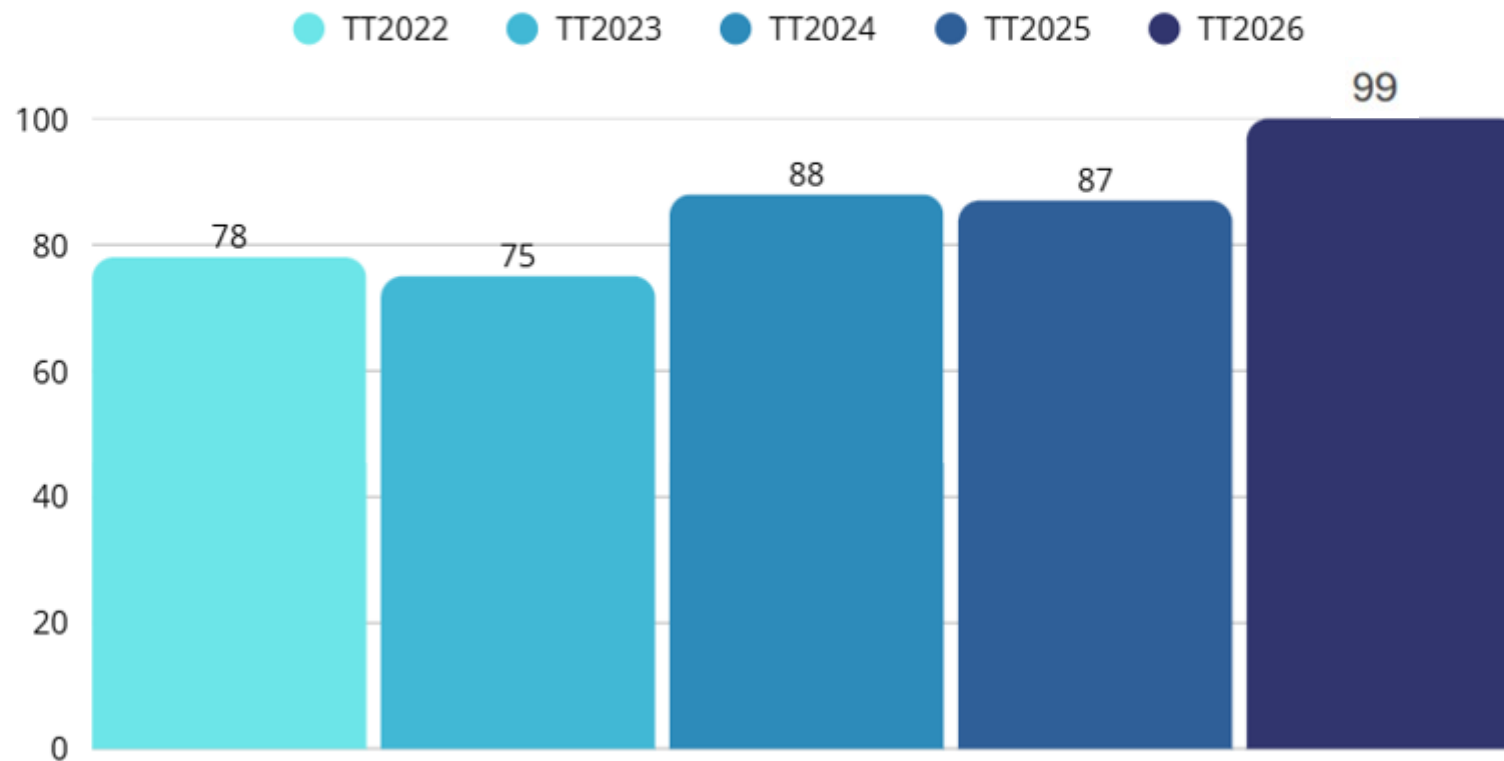


State of play C-OSS activities and TCRs

Final Offer TT2026: KPIs

Number of requests (PaPs)

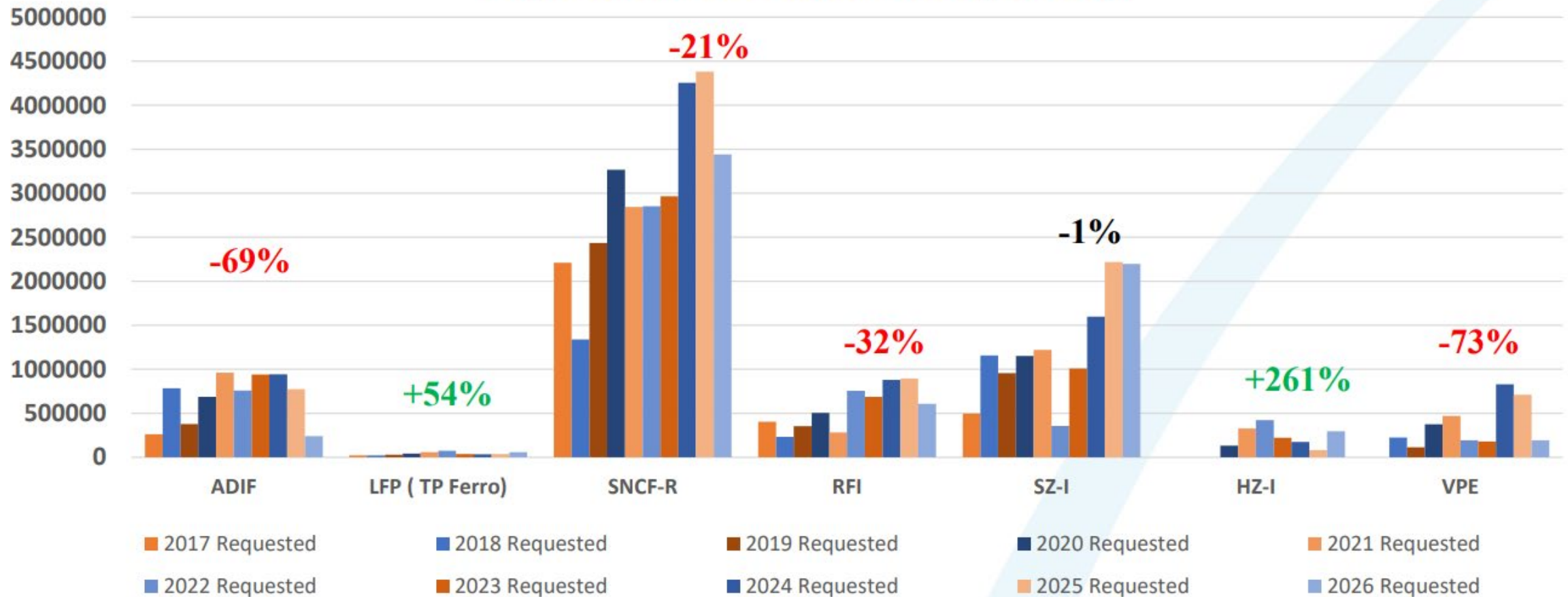
Evolution TT22 to TT26



State of play C-OSS activities and TCRs

Final Offer TT2026

Requests Med RFC distribution by country

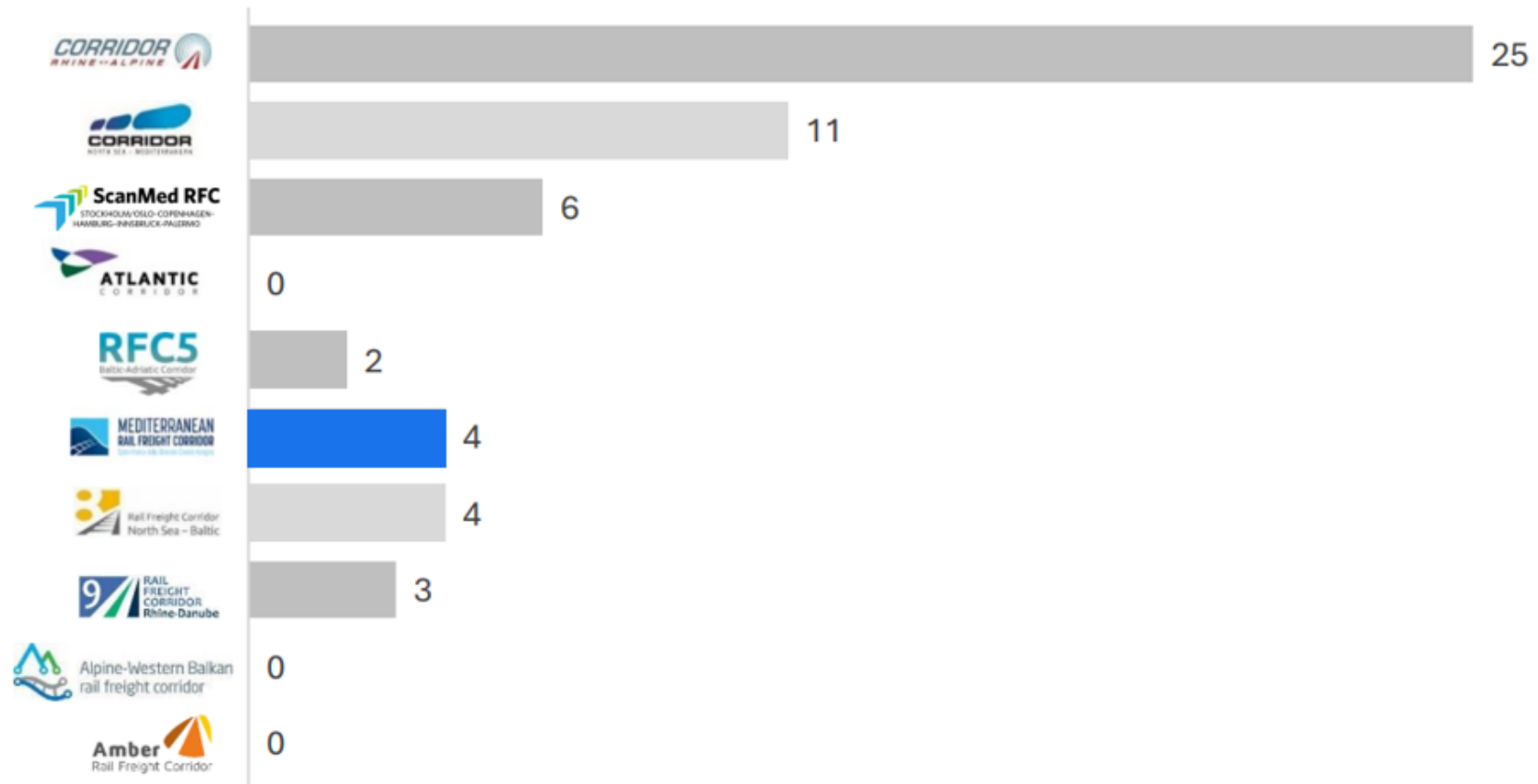


State of play C-OSS activities and TCRs

Final Offer TT2026: KPIs

Number of requests (PaPs)

Number of PCS dossiers submitted which are in conflict with at least one other PCS dossier for PaPs on the same RFC

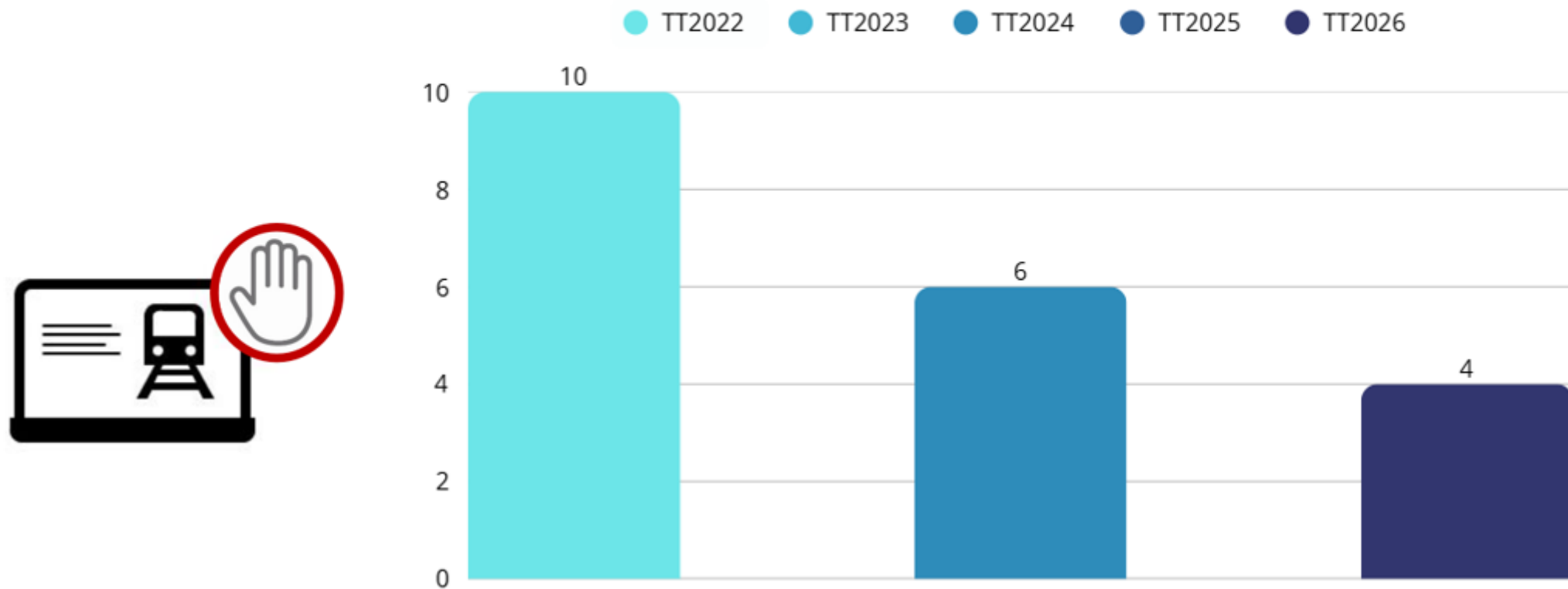


State of play C-OSS activities and TCRs

Final Offer TT2026: KPIs

Number of requests in conflict (PaPs)

Evolution TT22 to TT26

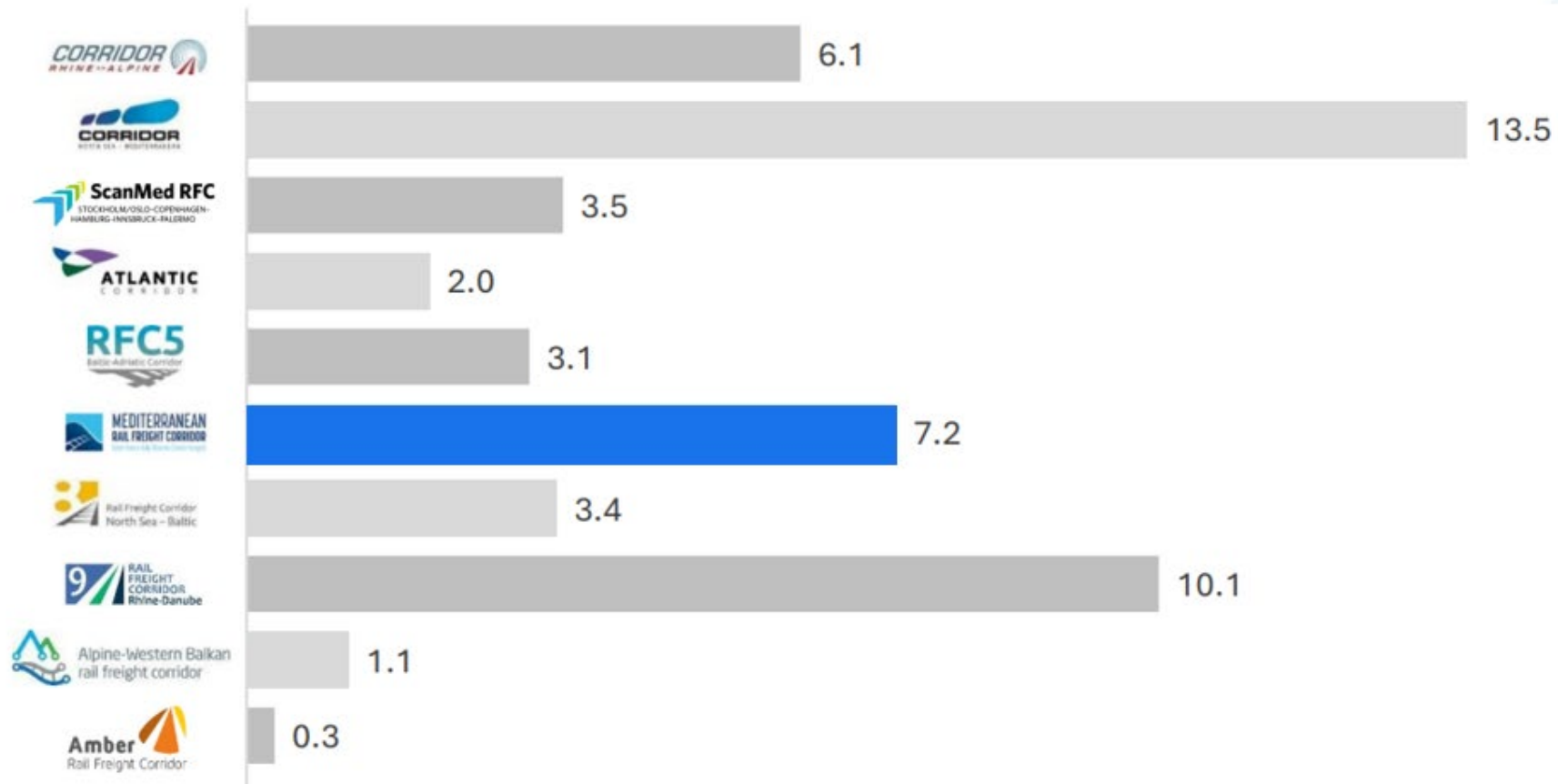


State of play C-OSS activities and TCRs

Final Offer TT2026: KPIs

Volume of pre-booked capacity – PaPs (at X-7.5) (millions of path kilometers)

Km*days (prebooking phase)

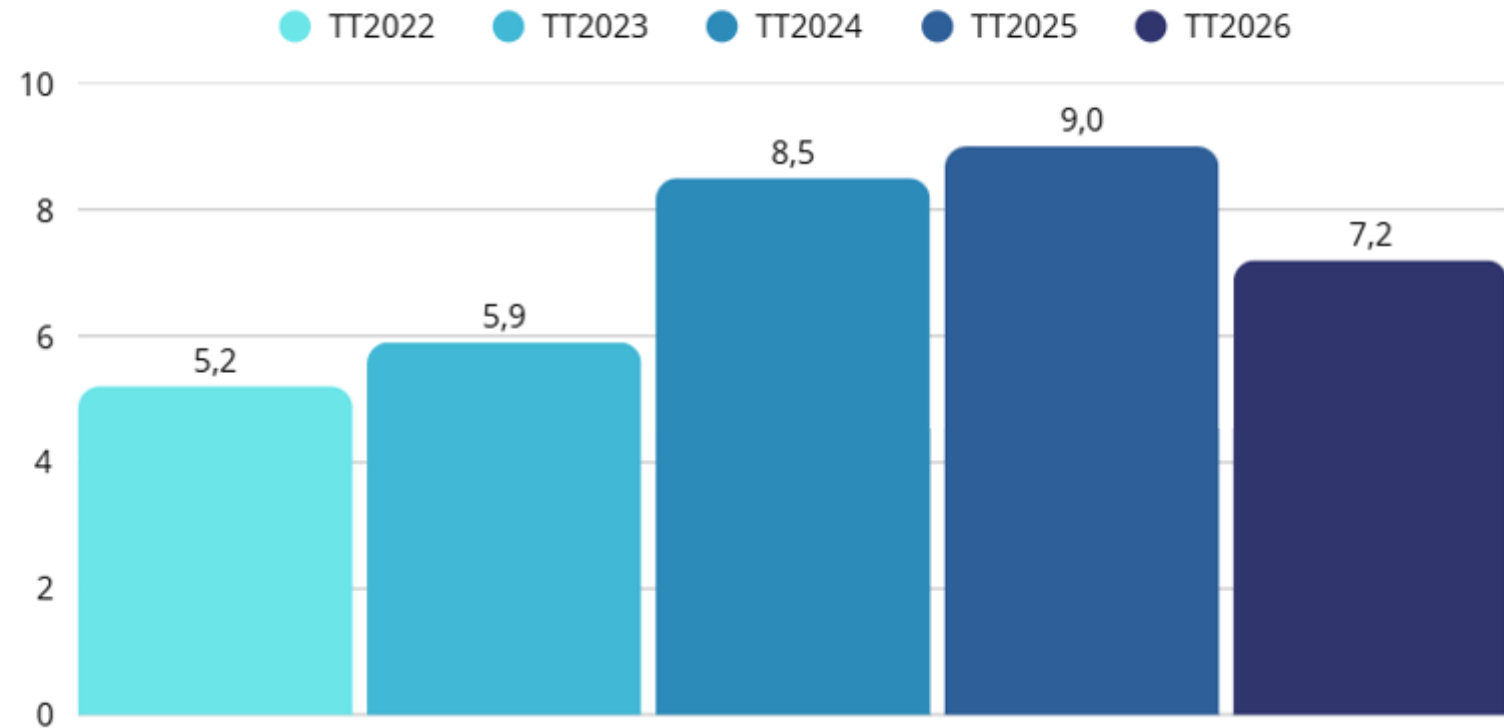


State of play C-OSS activities and TCRs

Final Offer TT2026: KPIs

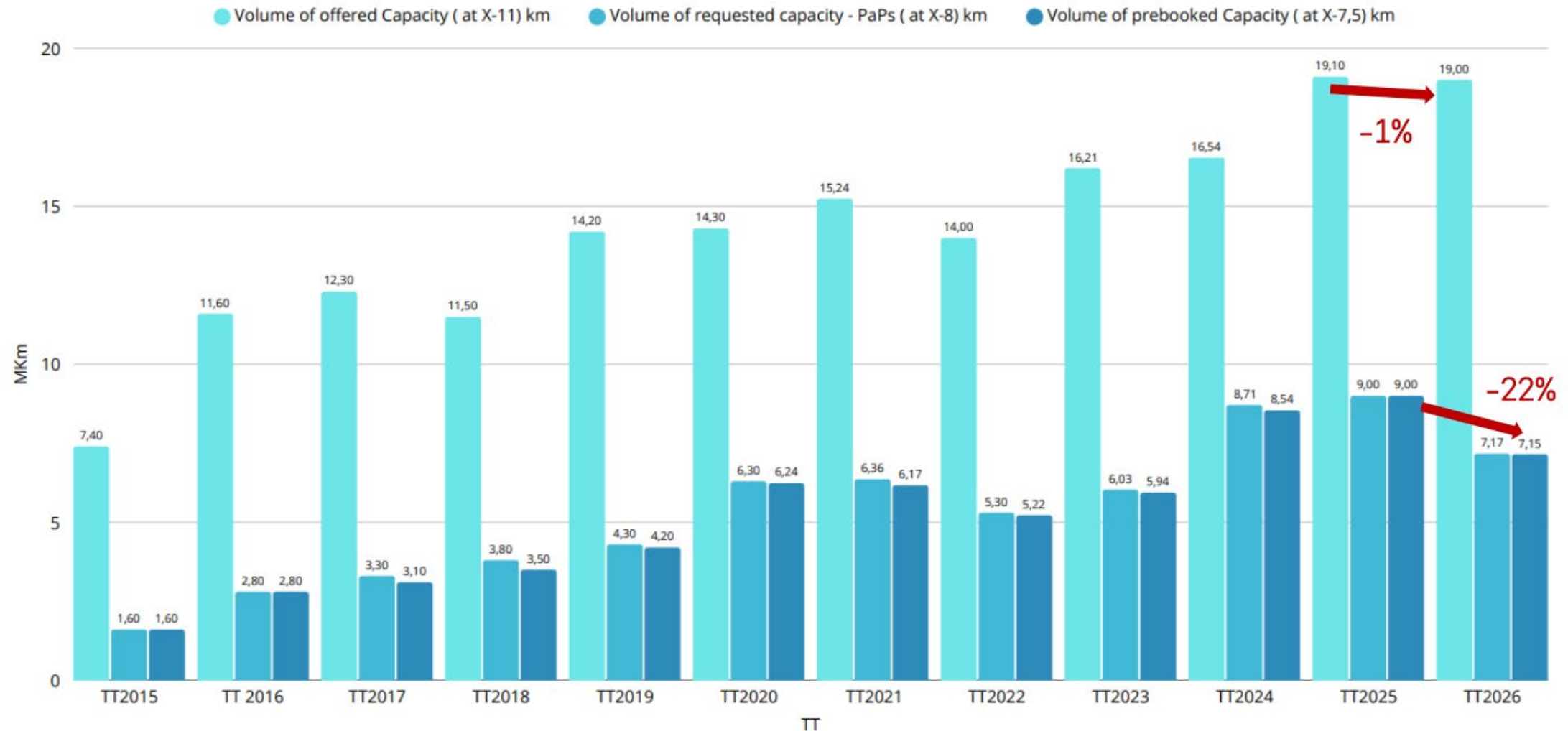
Volume of pre-booked capacity – PaPs (at X-7.5) (millions of path kilometers)

Evolution TT22 to TT26



10.5 State of play C-OSS activities and TCRs

Final Offer TT2026. KPIs

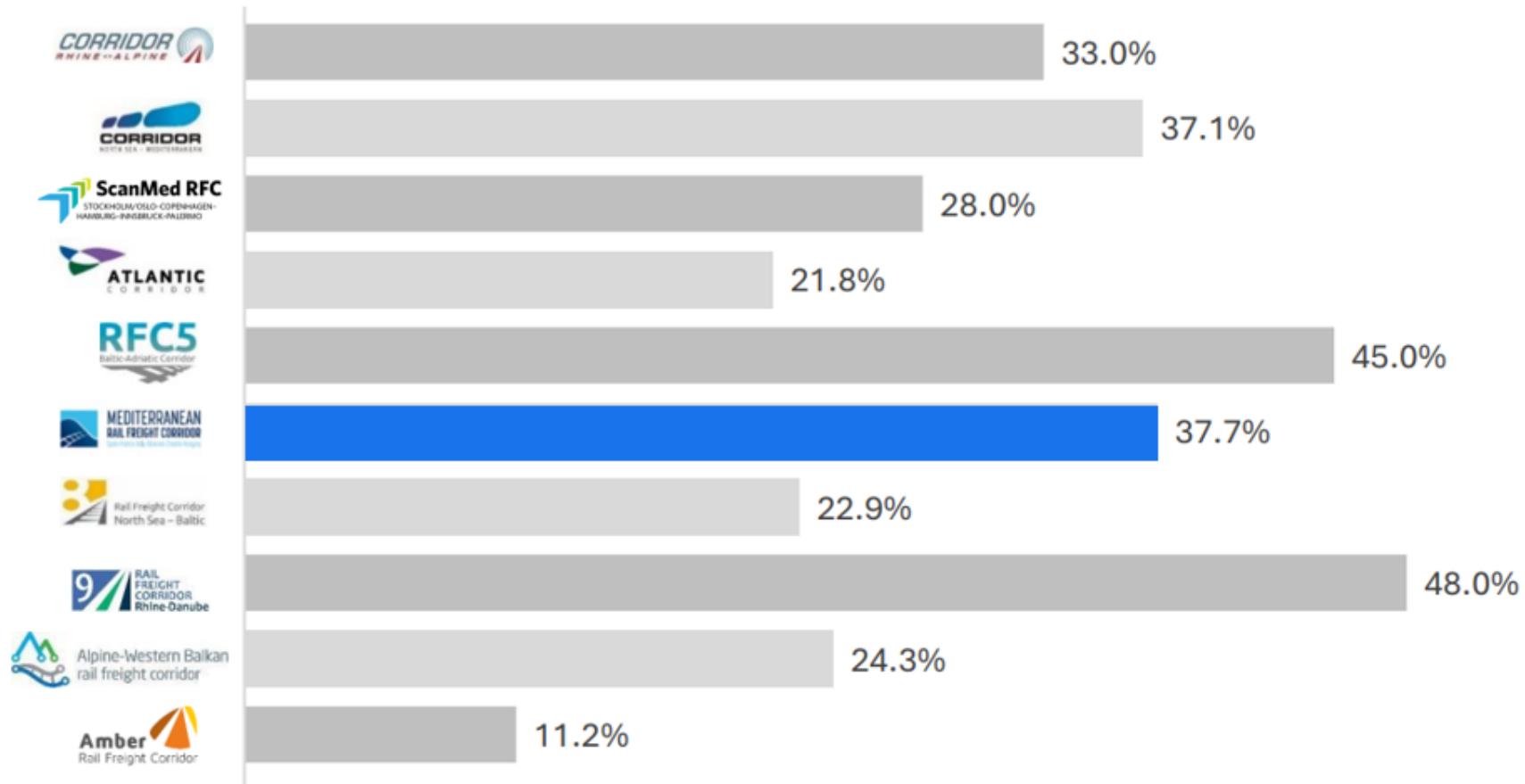


State of play C-OSS activities and TCRs

Final Offer TT2026: KPIs

Ratio of Pre-Booked Capacity (PaPs)

Ratio of the Volume of Pre-booked Capacity on the Volume of Offered Capacity (PaPs)

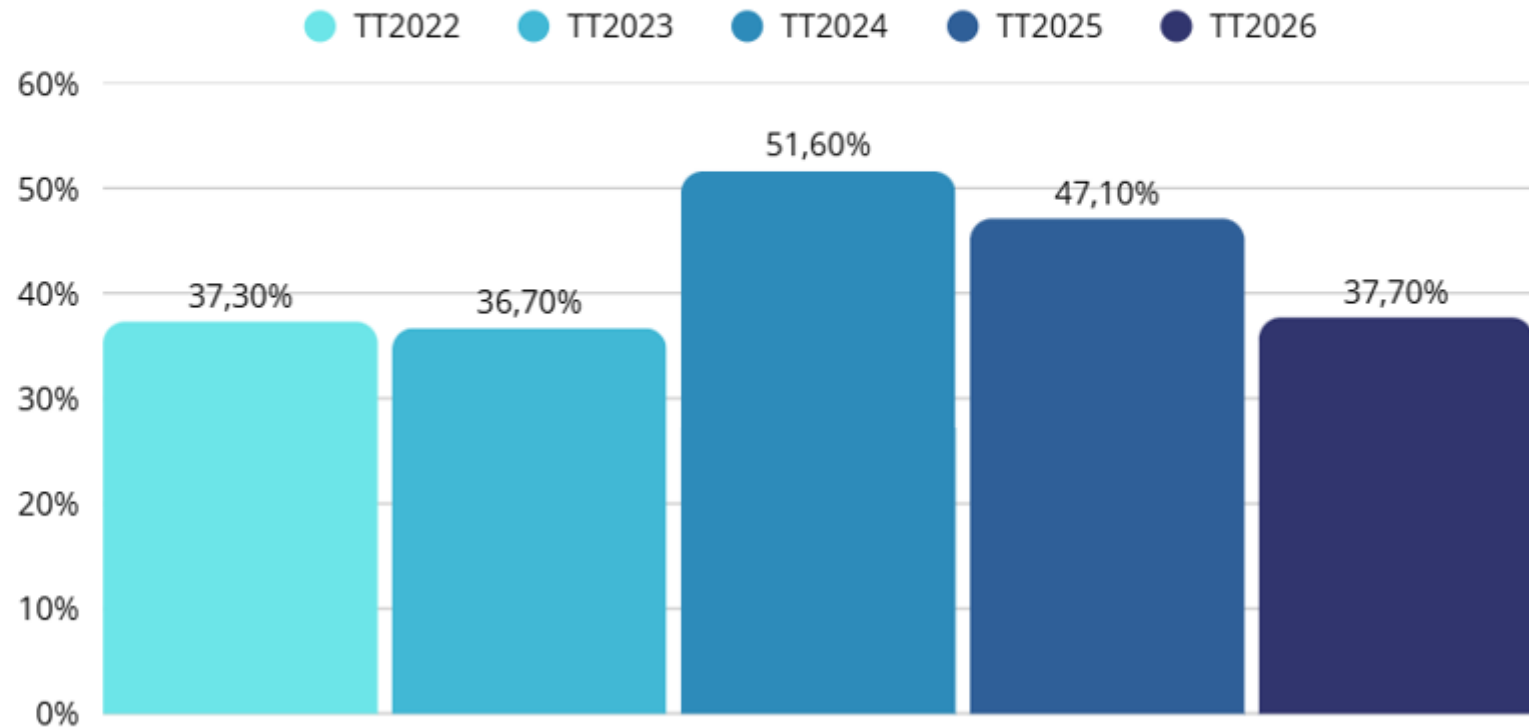


State of play C-OSS activities and TCRs

Final Offer TT2026: KPIs

Ratio of Pre-Booked Capacity (PaPs)

Evolution TT22 to TT26

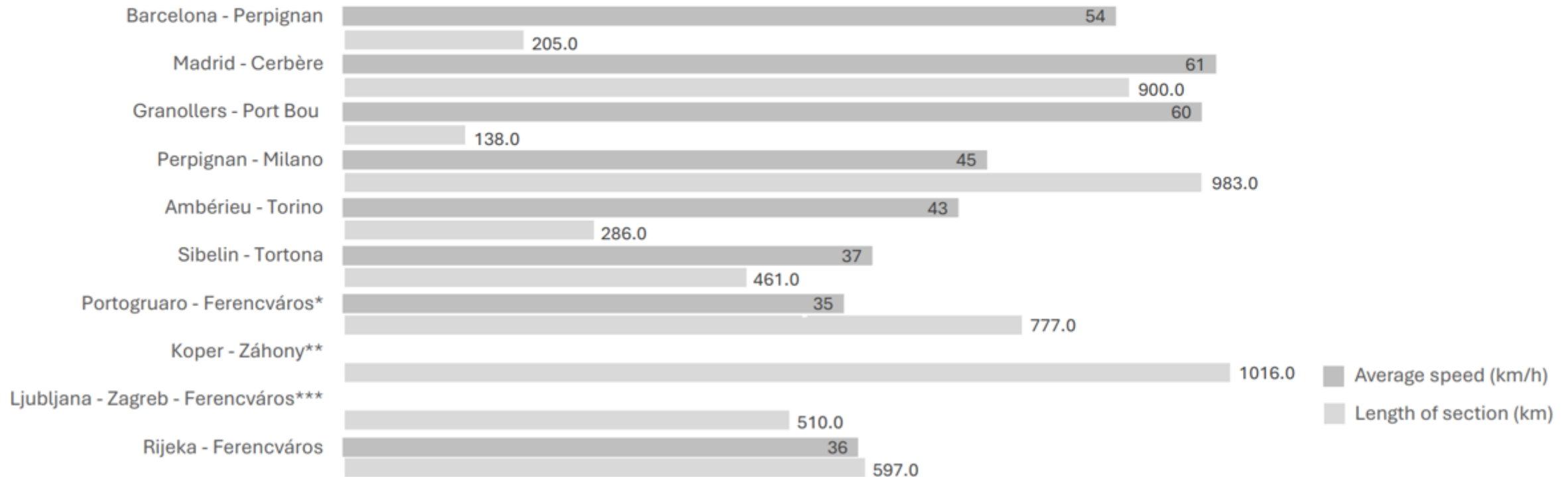


State of play C-OSS activities and TCRs

Final Offer TT2026: KPIs

Average planned speed of PaPs for TT 2026 (calculation per O/D pairs)

Average of the planned commercial speed of the PaPs on the O/D pair concerned per direction

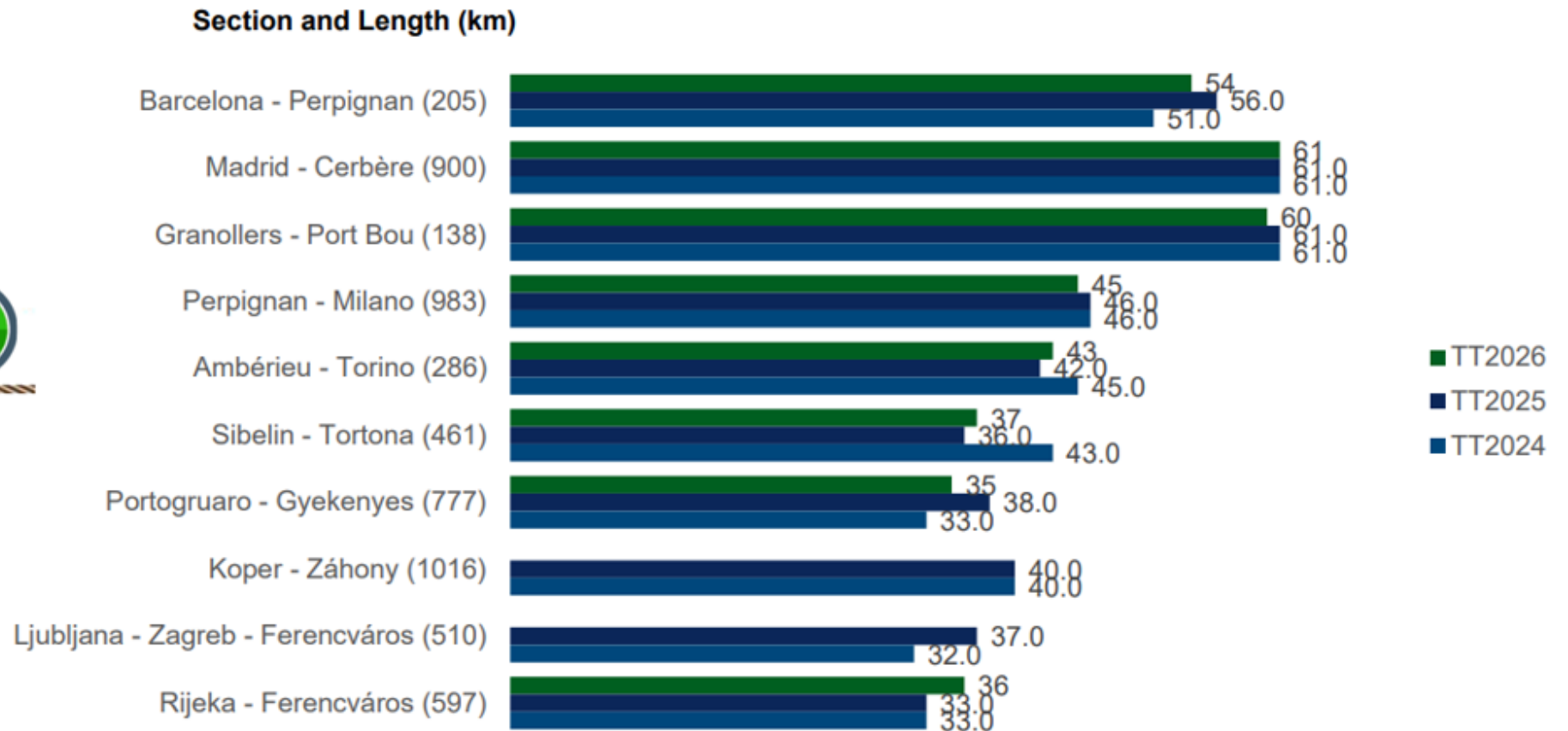


State of play C-OSS activities and TCRs

Final Offer TT2026: KPIs

Average planned speed of PaPs for TT 2026 (calculation per O/D pairs)

Evolution TT24 to TT26



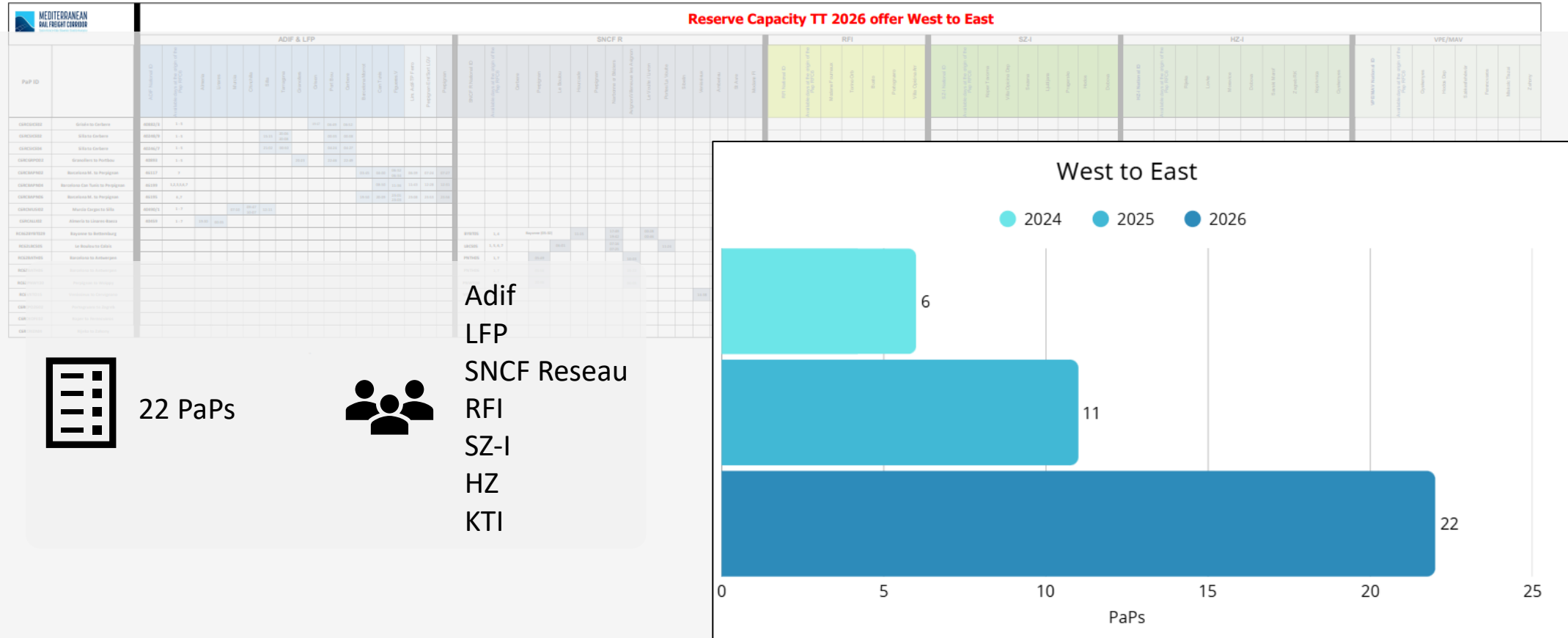
RESERVE CAPACITY 2026



State of play C-OSS activities and TCRs

Reserve Capacity 2026

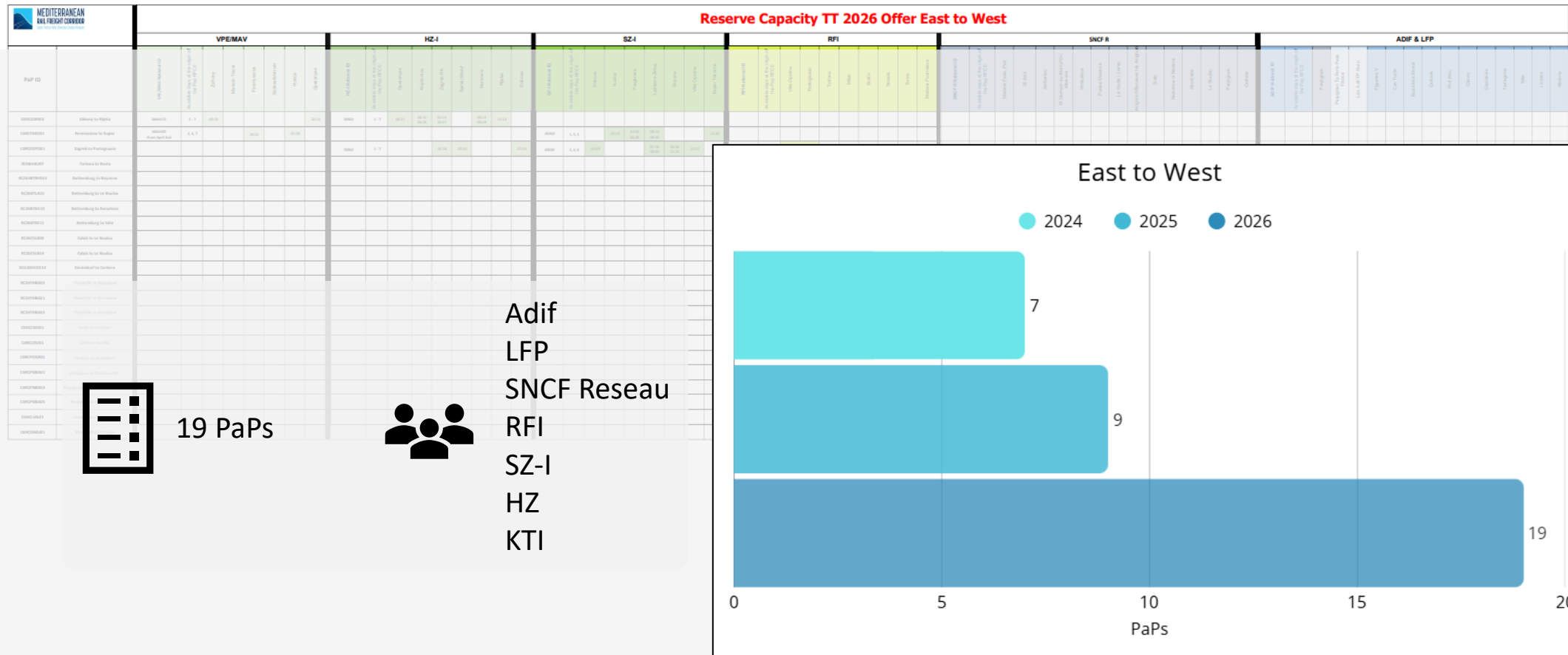
West to East



State of play C-OSS activities and TCRs

Reserve Capacity 2026

East to West



8.2 WISHLIST 2027



State of play C-OSS activities and TCRs

Wishlist TT2027: West



State of play C-OSS activities and TCRs

Wishlist TT2027: West

2026

Wish list distribution

Applicants	Number	Weekly	Flow
	14	98	Luxembourg to Le Boulou
	2	14	Luxembourg to Spain
	6	42	UK to Sete
	2	14	Luxembourg to Bayonne
	11	62	North to Spain
	11	64	North to Spain/Fr border
	2	14	Spain to Italy
	2	14	Spain to Italy
	6	37	North to Spain
	8	46	Belgium to Spain
	4	20	Norway to Spain
Total	68	425	

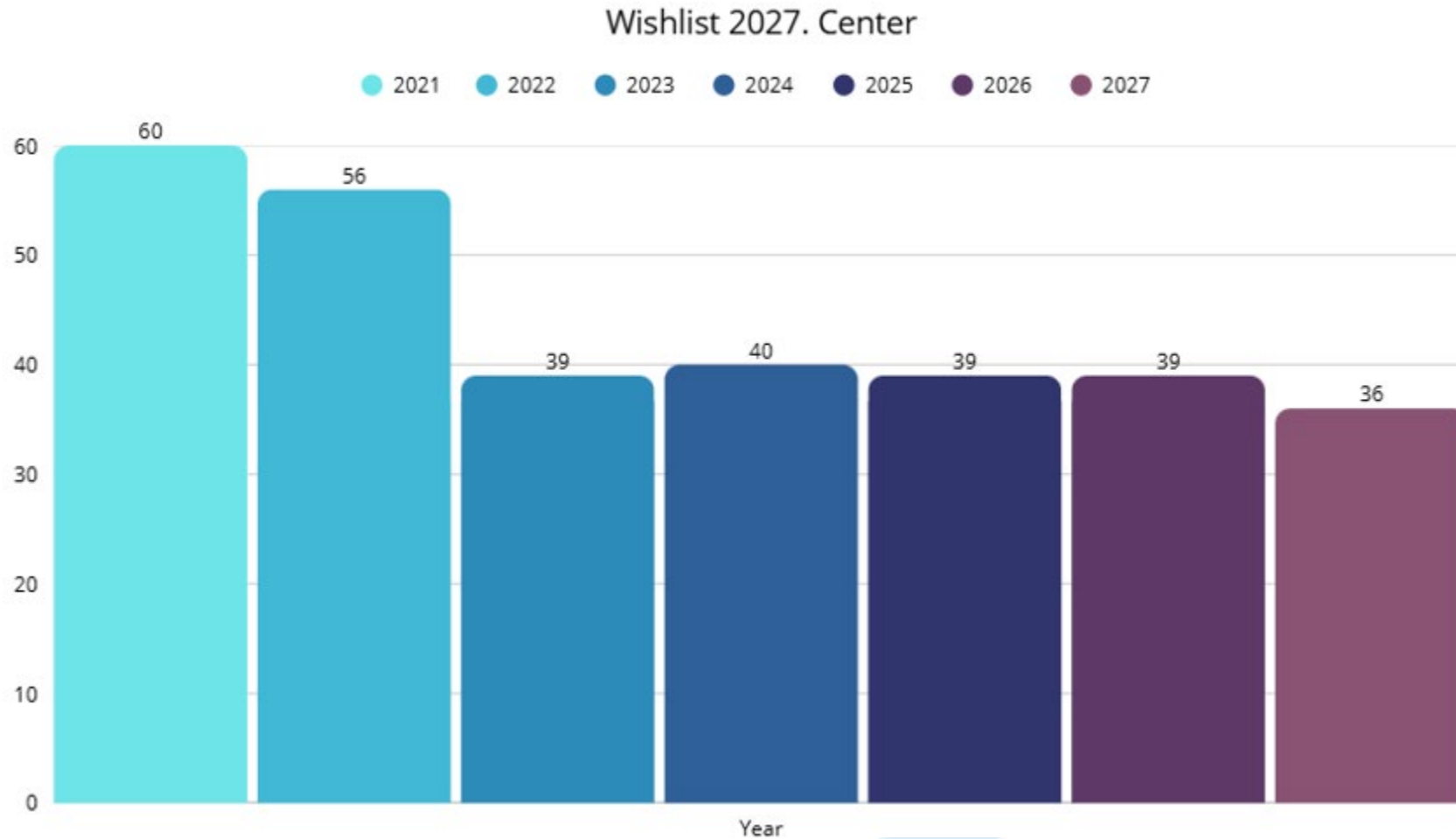
2027

Wish list distribution

Applicants	Number	Weekly	Flow
	3 + 3		Spain - Luxembourg
	1 + 1		Italy - Spain
	1 + 1		Fr border - North Spain
	8 + 8		North to Spain
	1 + 1		Luxembourg to Spain
	1 + 1		North to Spain
	7 + 7		Luxembourg to Spain
	1 + 1		Spain – Le Boulou
	5 + 4		Spain - Belgium
	1 + 1		Germany - Spain
	1 + 1		Luxembourg - Bayonne
	4 + 4		North - Spain
Total	67		

State of play C-OSS activities and TCRs

Wishlist TT2027: Italy - France



State of play C-OSS activities and TCRs

Wishlist TT2027: Italy - France

2026

Wish list distribution

Applicants	Number	Weekly	Flow
	18	75	Italy to France
	2	10	Italy to France (Paris)
	2	14	Spain to Italy
	5	33	Italy to France
	5	25	Italy to France (Paris)
	4	24	Italy to France (Paris)
	2	14	Spain to Italy
	1	1	Germany to Italy
Total	39	196	

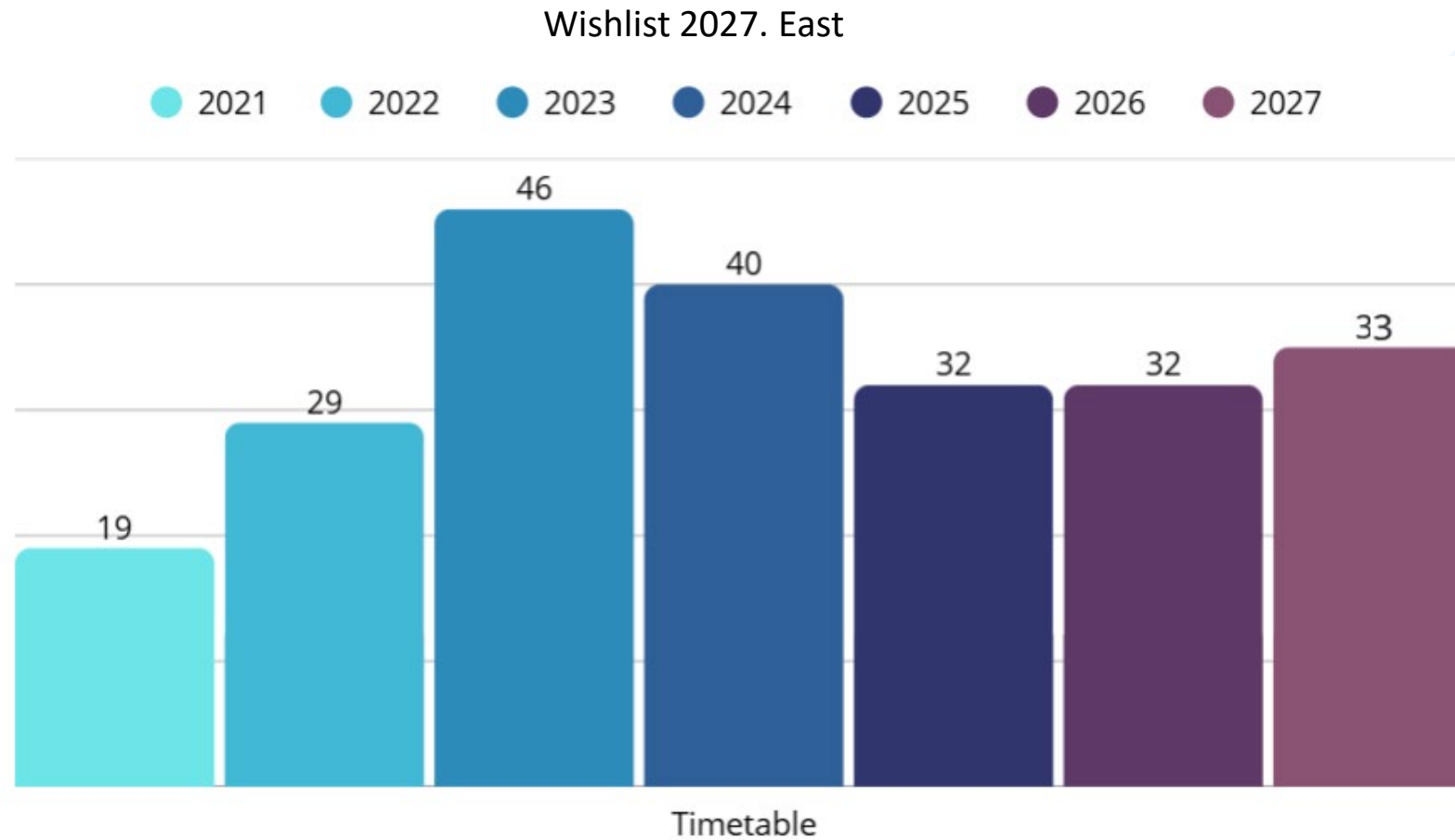
2027

Wish list distribution

Applicants	Number	Weekly	Flow
	2		Italy to France (Paris)
	1		France (Paris) to Italy
	1		Italy to Spain
	1		Spain to Italy
	2		Italy to France
	2		France to Italy
	10		Italy to France
	10		France to Italy
	1		Italy to France (Paris)
	1		France (Paris) to Italy
	2		Italy to France (Paris)
	2		France (Paris) to Italy
Total	35		

State of play C-OSS activities and TCRs

Wishlist TT2027: East



State of play C-OSS activities and TCRs

Wishlist TT2027: East

2026

Wish list distribution

Applicants	Number	Weekly	Flow
	6	20	Hungary to Italy
	2	6	Italy to Croatia
	2	6	Croatia to Slovakia
	2	4	Italy to Romania
	8	56	East to Koper
	3	21	Koper to East
-----	2	4	Italy to Romania
	5	6	Italy to Austria
	2	14	Hungary to Turkey

2027

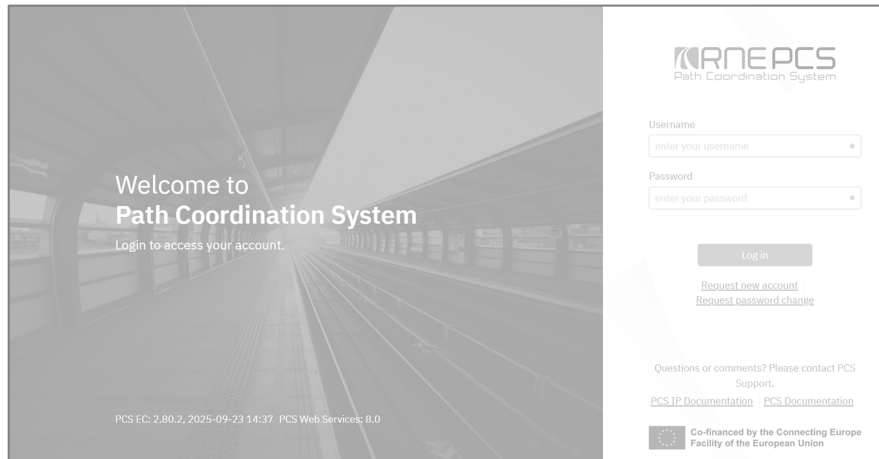
Wish list distribution

Applicants	Number	Weekly	Flow
	2	6	Koper to East
	2	6	East to Koper
	6	40	Koper to East
	5	35	East to Koper
	1	1	Croatia to Slovenia
	1	1	Slovenia to Croatia
	1	4	Croatia to Slovakia
	1	4	Slovakia to Croatia
	3	3	Austria to Italy
	2	3	Italy to Austria
	2	5	Hungary to Italy
	5	16	Italy to Croatia
	2	8	Croatia to Italy

State of play C-OSS activities and TCRs

New version of Path Coordination System (PCS)

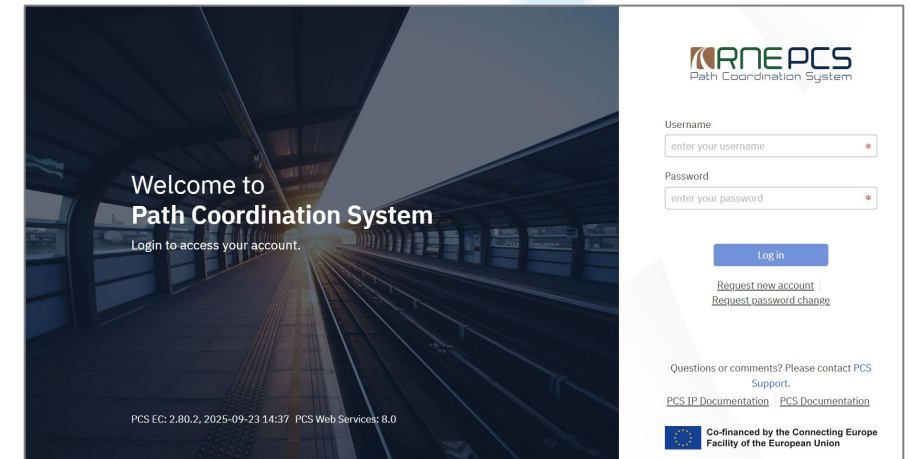
PCS Envelope Concept (PCS-EC)



TAF/TAP TSI architecture
All types capacity allocation



PCS Capacity Broker (PCS-CB)



13/11

14/11

20/11

PCS-EC will continue working until the end of the day on **13 November**

On **14 November**, PCS-EC will switch to read-only mode

The data migration to the new PCS-CB and system testing will continue until the end of the day on **19 November**.

Starting **from 10:00 a.m. on 20 November**, the new PCS-CB application will be available

State of play C-OSS activities and TCRs

New version of Path Coordination System (PCS)

- **New and Late Path Request (LPR) TT 2026 (Annual TT)**

Any active Late Path Request process type dossier for timetable 2026 **needs to be finalized by 13 November**.

- **Ad-Hoc TT 2026**

Any active Ad Hoc request for TT 2026 will be migrated to PCS Capacity Broker and can be continued there. Users are advised to place TT 2026 AdHoc requests starting **from 20 November in PCS Capacity Broker version**.

- **Reserve Capacity 2026**

Reserved Capacity from RFCs is published in PCS-EC and will be migrated to PCS-CB.

- **New Path Request TT 2027**

The New Path Request process (Annual TT 2027) will become available **in PCS-CB from 20 November** as timetable 2027 will be configured only in PCS-CB.

State of play C-OSS activities and TCRs

Wishlist: next steps



Publication offer: 12 January 2026

PCS training (Paris/Brussels) 11 - 12 February 2026

PCS training (Milan) 2 - 3 March 2026

FTE Ljubljana: 24 - 27 March 2026

Deadline for the requests: 12 April 2026

9. Regulation 1679/2024 impact on the RFC and TAG/RAG Cooperation



TEN-T Operational Priorities Background

Article 19 Operational Priorities

1. The Rail Freight governance shall make all possible efforts to ensure by 31 December 2030, that, on the European Transport Corridors, the quality of services provided to railway undertakings and technical and operational requirements for infrastructure use do not prevent the operational performance of rail freight services along the European Transport Corridors from meeting the following target values:

- (a) for each internal cross-border section, the dwelling time of all freight trains crossing the border between two Member States does not exceed 25 minutes on average, except at the sections where a change of track gauge takes place or where the checks carried out at a border where the controls have not yet been lifted on trains in application of point 1.2 of Annex VI to Regulation (EU) 2016/399 do not allow for this time-limit to be complied with; the dwelling time of a train on a cross-border section means the total additional transit time that can be attributed to the existence of the border crossing, irrespective of procedures or considerations of infrastructural, operational, technical and administrative nature; dwelling time does not include the time that cannot be attributed to the border crossing, such as operational procedures carried out in facilities located in the proximity of the border crossing but not intrinsically related to it; and
- (b) at least 75 % of the freight trains crossing at least one border along a European Transport Corridor arrive at their destination, or at the external Union border if their destination is outside the Union, at their scheduled time or with a delay of less than 30 minutes by reasons that are attributable to the infrastructure manager(s) of the Union; delays occurring in and attributable to third countries that are crossed by freight trains shall not be taken into account.

Article 67 Amendments to Regulation (EU) No 913/2010

Article 9

Measures for developing the freight corridor

1. The management board shall draw up and publish an implementation plan at the latest six months before making the freight corridor operational. The management board shall consult the advisory groups referred to in Articles 8(7) and 8(8) on the draft implementation plan. The management board shall submit the implementation plan for approval to the executive board.

This plan shall include:

- (a) a description of the characteristics of the freight corridor, including bottlenecks, and the programme of measures necessary to improve its organisation and management;
- (b) the essential elements of the study referred to in paragraph 3;
- (c) the objectives for the freight corridors, in particular in terms of performance of the freight corridor expressed as the quality of the service and the capacity of the freight corridor in accordance with Article 19 of this Regulation, and, where relevant, quantitative or qualitative targets relating to these objectives. The objectives and the targets shall take into account the priorities set out in Article 19 of Regulation (EU) 2024/1679;

Article 19

Quality of service on the freight corridor

1. The management board of the freight corridor shall promote compatibility between the performance schemes along the freight corridor, as referred to in Article 35 of Directive 2012/34/EU.
2. The management board shall monitor the performance of services provided by the infrastructure managers to applicants in fulfilment of their essential functions, as far as in the scope of Articles 12 to 18, and of rail freight services on the freight corridor. Performance monitoring shall be carried out in qualitative and quantitative terms, where appropriate based on performance indicators relating to the objectives and targets of the freight corridor defined in accordance with Article 9(1), point (c). The management board shall consult the advisory groups referred to in Articles 8(7) and (8) and the European Coordinator on relevant performance indicators.
3. The management board shall assess the results of the performance monitoring with respect to the objectives and targets defined in accordance with Article 9(1), point (c), and to the operational priorities referred to in Article 19 of Regulation (EU) 2024/1679.

TEN-T Operational Priorities

Consultation procedure

Following the recent amendments introduced by the TEN-T Regulation to **Article 19 of the RFC Regulation** (Annual Report), several **new tasks** have been added to the existing process:

1) Inclusion of TEN-T KPIs in the annual report

The **Management Board** shall assess the results of performance monitoring in relation to:

- The objectives and targets set under Article 9(1)(c)
- The operational priorities referred to in Article 19 of Regulation (EU) 2024/1679

➤ This clearly means that **TEN-T KPIs** must now be integrated into the annual report.

2) Mandatory Consultation of Stakeholders

The **Management Board** must consult the **Advisory Groups** (Articles 8(7) and (8)) and the **European Coordinator** on relevant performance indicators.

➤ This is a new step in the process: once the TEN-T figures are available, they must be discussed with both the Advisory Groups and the European Coordinator.

3) Approval of the Annual Report by the Executive Board (ExBo)

➤ Another new requirement: the **annual report** must now be submitted to the **Executive Board for approval** before publication.

10. Wrap-up of the meeting and main conclusions




Terminal VISIT


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