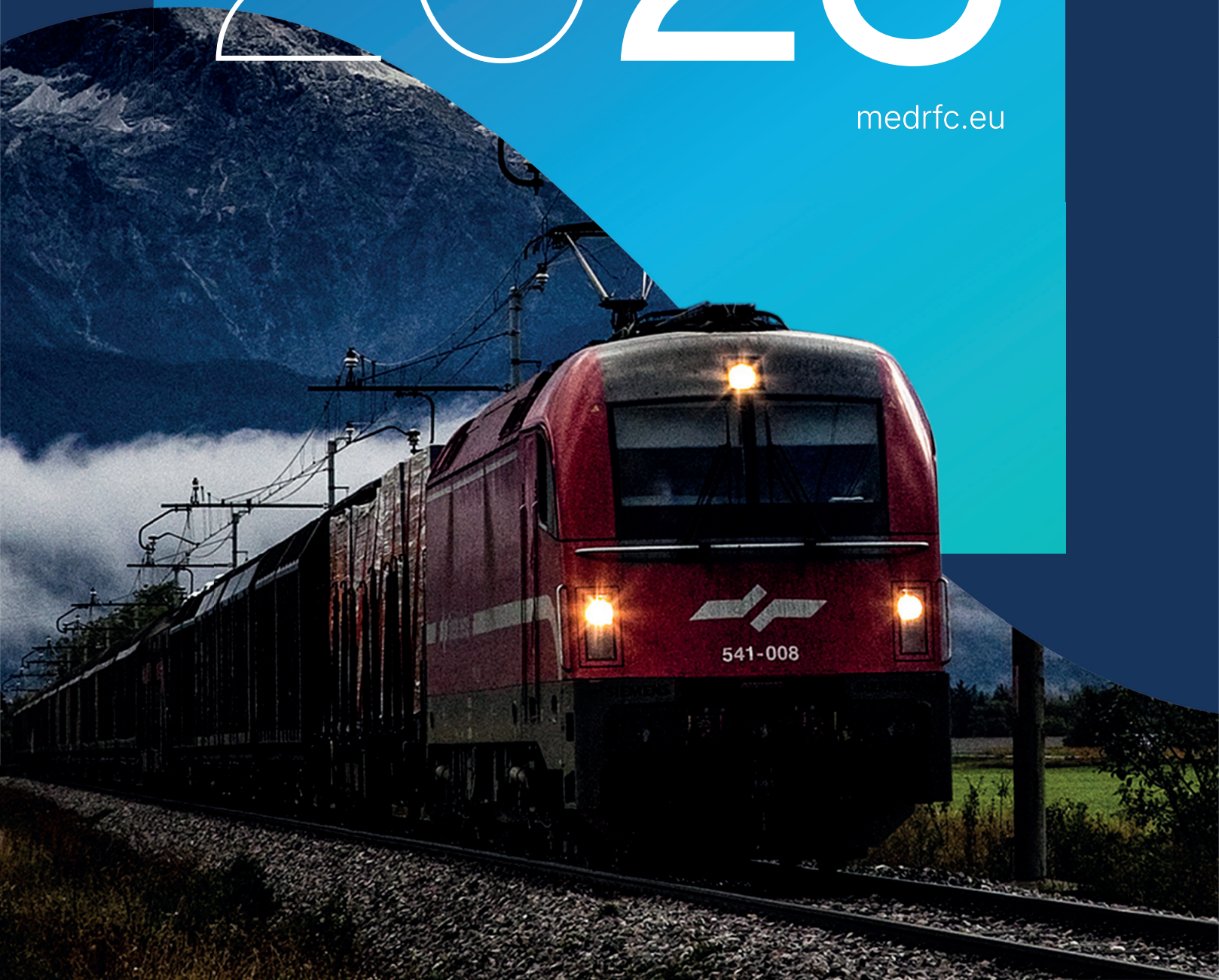
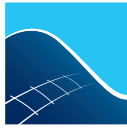


**MEDITERRANEAN
RAIL FREIGHT CORRIDOR**
Spain-France-Italy-Slovenia-Croatia-Hungary

ANNUAL REPORT 2025

medrfc.eu





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Spain-France-Italy-Slovenia-Croatia-Hungary

A N N U A L R E P O R T

2025

medrfc.eu



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1. Introduction

Message by the President of the General Assembly

Dear Partners,

I am glad to present the Annual Report of the Mediterranean Rail Freight Corridor, highlighting the achievements, challenges and progress made during 2025.



Manuel Becerra Galindo
President of the General Assembly

The Mediterranean Corridor continues to play a modest but vital role in supporting efficient, sustainable and competitive rail freight transport across Europe. In a rapidly evolving environment, marked by growing demand for resilient supply chains, digital transformation and the transition towards greener transport solutions, our Corridor has remained committed to delivering value for railway undertakings, infrastructure managers, terminals, ports and customers.

Over the course of the year, we have continued to strengthen cross-border coordination, improve operational performance and enhance cooperation among all actors involved in international rail freight. Significant efforts have been dedicated to increasing capacity management efficiency, promoting digital solutions, facilitating traffic flows and supporting infrastructure development along the Corridor.

While important challenges remain, particularly in terms of capacity constraints, infrastructure works and the need to further improve the competitiveness of rail freight, we are confident that through continued cooperation and innovation, we can successfully address these issues and seize future opportunities.

Looking ahead, the Mediterranean Corridor will continue to support the objectives of the European transport policy and contribute to building a more integrated, sustainable and efficient European railway system. We remain fully committed to fostering dialogue with our stakeholders and delivering tangible benefits to the freight transport market.

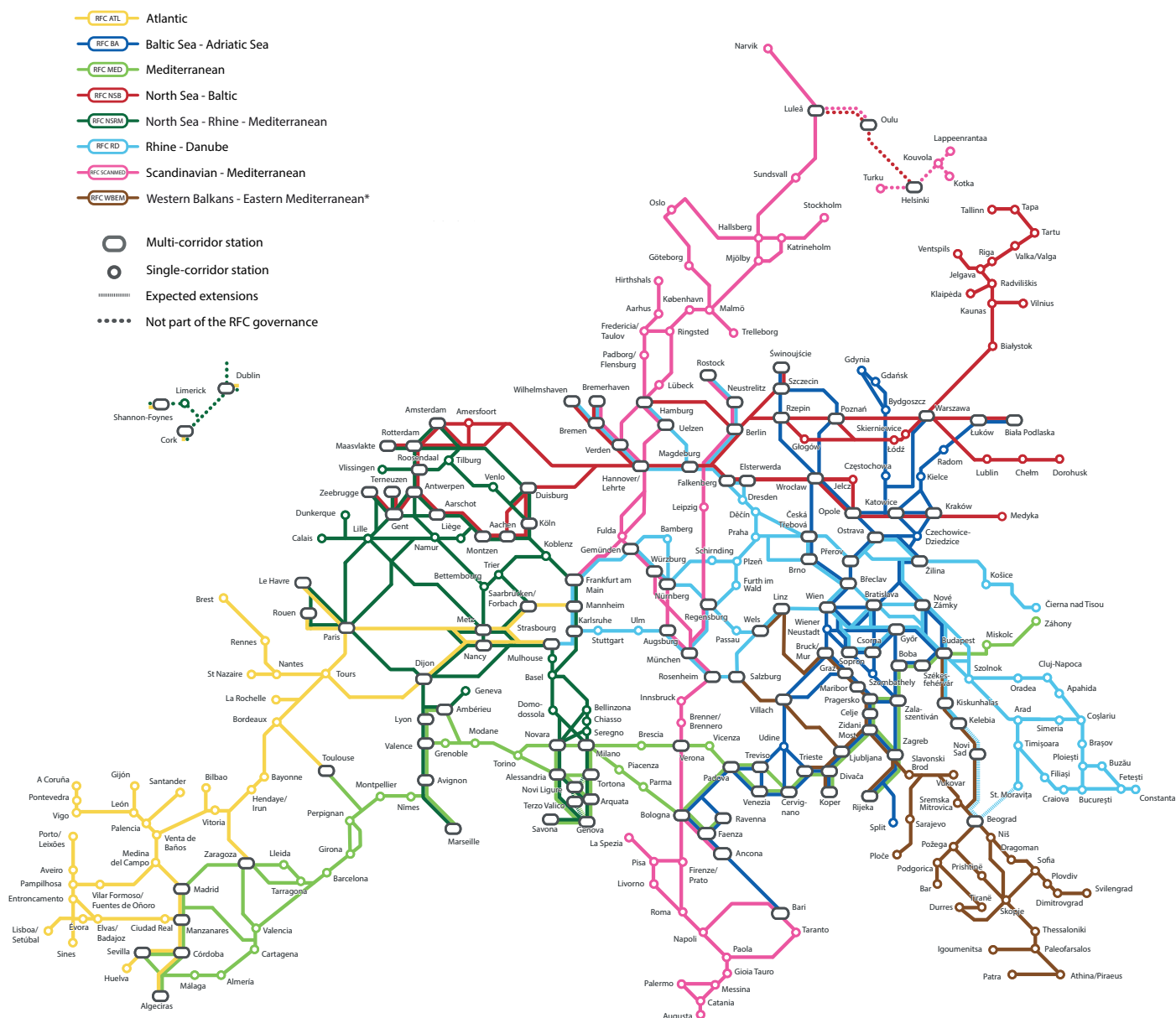
I would like to sincerely thank all those who have contributed to the Corridor's activities throughout the year and whose dedication continues to drive our common success.

I wish you an insightful reading of this Annual Report.

Background and Context

In 2025, the Mediterranean RFC experienced an important transition phase within its management structure, aligned with the evolving framework introduced by **Regulation (EU) 2024/1679** (TEN-T Regulation) and the future implementation of the European Transport Corridors. Under the new framework, the corridor expands beyond its traditional RFC alignment, connecting additional cities, ports and terminals and increasing the overall length and geographical coverage of the network. This evolution strengthens the corridor's role within the future European Transport Corridor (ETC) structure.

Rail Freight Corridors (RFCs) map - 2026



Any use without modifications of this map in electronic or printed publications is permitted with the explicit reference to the Rail Freight Corridors (RFCs) and previous consent from RFC Network Assistant (rfc.network.assistant@rne.eu) as the author. This map does not include the lines of RFC Baltic Sea - Black Sea - Aegean Sea. For the detailed RFC routes, please refer to the individual RFCs' websites or the Customer Information Platform (CIP).

*Due to the transition phase and for legal reasons, the corridor may also use its original designation (RFC Alpine - Western Balkan).

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6

Countries

Spain, France, Italy, Slovenia,
Croatia and Hungary

9

Infrastructure

Managers and
1 Allocation Body

Total length approximately
(including standard and Iberian
gauge lines in Spain & France)

8,547 km

of railway lines

More than

100

**Freight
Terminals**

5

**European Core
Cargo
Seaports**

3

**Important
Riverports**

The most interconnected
Rail Freight Corridor

6 RFCs

interconnected

Main manufacturing areas

Catalonia, Auvergne-Rhone-Alpes and Piedmont-Lombardy

Mediterranean RFC
includes

18% 17%

**of the European
population****of European
GDP**

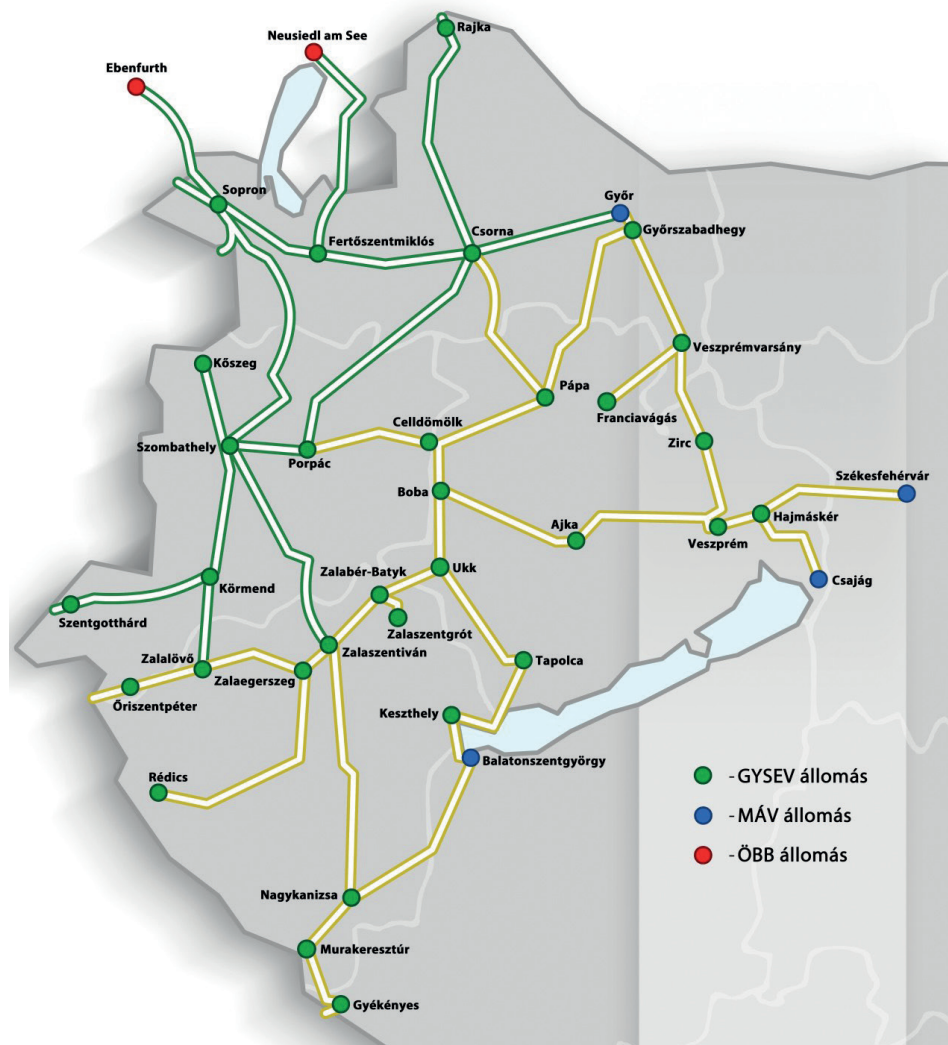
2. Mediterranean RFC Overview

Integration of GYSEV into Mediterranean RFC

Following the transfer of management responsibility for 752 km of railway infrastructure from MÁV Zrt. to GYSEV Zrt., effective from 1 July 2025, GYSEV became the infrastructure manager of a significant section of the Western Hungarian railway network belonging to the Mediterranean Rail Freight Corridor. As a result, GYSEV has become a de facto cooperation partner in the Mediterranean RFC and its corridor related activities. To illustrate the extension of GYSEV's infrastructure management responsibilities, the map below shows the railway lines transferred to GYSEV as of 1 July 2025.

On 19 November 2025, GYSEV Zrt. formally expressed its intention to strengthen its involvement in the governance of the Corridor by submitting an official letter, signed by the Chief Executive Officer of GYSEV Zrt., requesting full membership in the EEIG of the Mediterranean RFC as from 2026.

The application represents an important step towards the further integration of the Hungarian railway network within the Mediterranean RFC and reflects GYSEV's commitment to contributing actively to the Corridor's objectives and activities.



2.1 Executive Board

Message by the President of the Executive Board

In 2025 the Mediterranean RFC Executive Board met twice: on 6th May and on 27th October. The activities carried out in 2025 are summarized in the following President's message.



The year 2025 marked a decisive step in the evolution of the European rail freight sector. As Europe advances towards a more sustainable, resilient and integrated transport system, rail freight corridors continue to play a fundamental role in supporting economic competitiveness, territorial cohesion and the decarbonisation objectives of the European Union. The Mediterranean Rail Freight Corridor, connecting major industrial regions, ports and logistics hubs across Southern and Central Europe, remains a strategic asset within this vision.

The corridor entered 2025 in a context shaped by the implementation of Regulation (EU) 2024/1679 and the gradual transition towards the future European Transport Corridors framework. This transformation represents more than a regulatory change; it is an opportunity to strengthen cross-border cooperation, improve network efficiency and place international freight transport at the heart of Europe's sustainable mobility strategy.

Throughout the year, the Mediterranean Corridor demonstrated its capacity to adapt and evolve while maintaining its commitment to operational activities and stakeholder cooperation.

The Executive Board particularly welcomes the strong collaboration that has characterised the work of the Corridor during this period of transition. Such cooperation will remain essential as Europe seeks to increase the modal share of rail freight, enhance the resilience of supply chains and achieve its climate objectives. More than ever, success depends on our collective ability to harmonise cross-border processes and deliver tangible benefits for customers and citizens alike.

As we look ahead, the Mediterranean Corridor is well positioned to contribute to the development of a truly interconnected European railway network. By building on the achievements of today and embracing the opportunities offered by the new European framework, we can reinforce rail freight as a key driver of sustainable growth, industrial competitiveness and territorial integration.

On behalf of the Executive Board, I would like to thank all partners and stakeholders whose commitment and expertise have contributed to the progress achieved during 2025. Together, we are helping to shape a more efficient, sustainable and resilient future for European transport.

Delphine Chabalier

Chair of the Executive Board
Mediterranean Rail Freight Corridor

2.2 The EEIG

The Management Board (MB) established the EEIG for the Mediterranean Rail Freight Corridor to manage all administrative matters related to the Corridor's activities. The governing body of the EEIG is the General Assembly (GA), which also acts as the Corridor Management Board (MB). Since 2021, Mr Manuel Besteiro Galindo (ADIF) has served as President of the General Assembly and chaired its meetings. The chart below shows the organizational structure of RFC MED.

Governance Chart

GENERAL ASSEMBLY Chairman Manuel Besteiro Galindo

COMPANY	REPRESENTATIVE	DELEGATE
	Pedro Marco de la Peña	Manuel Besteiro Galindo
	Petros Papaghiannakis	Maria José Barrado
	Matthieu Chabanel	Claire Hamoniau
	Stéphanie Rheims	Kévin Kuba
	Aldo Isi	Laura Fortunato
	Matjaž Kranjc	Benjamin Steinbacher Pusnjak
	Damir Lončarić	Ivana Zanki
	Szilárd Kövesdi	Ágnes Lengyelne Kerekes
	Réka Németh	Lőrinc Czákó
	István Varga	Dóra Kondász

EEIG MANAGER

Managing Director	Sandra Ferrari
Deputy Director	József Ádám Balogh
Third Manager	Nikolina Ostrman

PERMANENT MANAGEMENT OFFICE (PMO)

Managing Director	Sandra Ferrari
Deputy Director	József Ádám Balogh
C-OSS Leader	Jose Antonio Grau Gregorio
Project Manager	
Office Assistant	Pamela Chiarappa

INFRASTRUCTURE
Working Group

TPM/TM
Working Group

CAPACITY&TCR
Working Group

FINANCIAL
Working Group



2.3 The PMO and Management Transition

During 2025, the Mediterranean RFC underwent a significant management transition. The mandate of the C-OSS Leader expired in May 2025, followed by the expiration of the mandates of the Managing Director and Deputy Director in June 2025. Following the completion of these mandates, a new management team, selected during the 2024–2025 transition period, assumed responsibility for the operational management of the corridor.

Mr Andrea Galluzzi served as **Interim Managing Director** until the end of 2025. **Mr József Ádám Balogh** was appointed **Deputy Director and Infrastructure Advisor**, supporting infrastructure coordination, operational activities and KPI monitoring, while **Mr José Antonio Grau** assumed the role of **C-OSS Leader**. During the same period, **Stéphane Dastot** and **István Pákozdi** retired after many years of service to the corridor.

Throughout the year, the PMO continued to support the Management Board, Executive Board and corridor stakeholders through activities related to capacity management, operational performance monitoring, Temporary Capacity Restrictions (TCRs), communication, stakeholder engagement and cross-border coordination.

On **11th December 2025**, the General Assembly appointed **Ms. Sandra Ferrari** as new **Managing Director**. She assumed her role within the organisation on 1 January 2026.

The EEIG is legally represented by its appointed Legal Representatives: Ms Sandra Ferrari, Mr József Ádám Balogh and Ms Nikolina Ostrman.

Managing director/EEIG manager



THE ROLE OF THE MANAGING DIRECTOR

Operations & Coordination

Coordinates all operational functions, project-related activities, and Corridor objectives.

Regulatory Compliance

Ensures the proper execution of all tasks and obligations under the applicable European regulatory framework.

Governance Collaboration

Supports key objectives in close cooperation with the Management Board and Advisory Groups.

Transition Management

Guarantees operational continuity and facilitates handovers during management transition periods.

Infrastructure Advisor /Deputy Director/EEIG Manager



István PÁKOZDI
Infrastructure Advisor/
Deputy Director/EEIG
Manager

From June 2013 till June 2025 István served as one of the EEIG Managers and held a full-time managerial role dedicated to the EEIG/PMO and as Infrastructure Advisor of the Mediterranean RFC.



József Ádám BALOGH
Deputy Director /
Infrastructure Advisor/
EEIG Manager

Following the completion of the previous Deputy Director's mandate, the Management Board appointed József Ádám Balogh as Deputy Director and Infrastructure Advisor in 2025.

THE ROLE OF THE INFRASTRUCTURE ADVISOR & DEPUTY DIRECTOR

Deputy Leadership

Supports the Managing Director in coordinating the PMO and contributing to the Corridor's strategic and operational objectives (acting as Deputy Director and EEIG Manager).

Infrastructure & Cooperation

Coordinates infrastructure-related activities and fosters cooperation between Infrastructure Managers and Allocation Bodies.

Documentation & Alignment

Oversees the preparation, review, and update of the Corridor Information Document (CID) and helps develop harmonised operational procedures.

Performance & KPI Monitoring

Manages Train Performance Monitoring (with a focus on Data Quality) and represents the Corridor in RNE and RFC working groups to ensure alignment with European railway policies.

Disruption & Contingency

Plays a central role in disruption management as the primary ICM RFC Coordinator and coordinates international contingency and re-routing planning.

C-OSS Leader



Stephane DASTOT
C-OSS Leader

From December 2019 till June 2025 Stephane served as C-OSS Leader.



José Antonio GRAU
C-OSS Leader

Following the completion of the previous C-OSS Leader's mandate, José Antonio Grau was appointed C-OSS Leader in 2025.

THE ROLE OF THE C-OSS LEADER

Single Point of Contact

Manages the Corridor One-Stop Shop (C-OSS), serving as the primary contact point for applicants requesting international rail infrastructure capacity for cross-border freight trains.

Capacity Allocation & Planning

Coordinates capacity allocation and planning activities to support efficient, customer-oriented international freight services.

Stakeholder Collaboration

Facilitates communication and cooperates with Infrastructure Managers (IMs), Allocation Bodies (ABs), terminals, and C-OSS managers from other European Rail Freight Corridors.

Temporary Capacity Restrictions (TCRs)

Coordinates and aligns Temporary Capacity Restrictions (TCRs) at the corridor level in cooperation with the IMs.

Harmonisation & Competitiveness

Contributes to harmonising capacity management processes and ensuring transparent communication to improve the reliability, attractiveness, and competitiveness of international rail freight.

THE ROLE OF THE MANAGING OFFICE

she supports the day-to-day administrative and organisational activities of the corridor, contributing to the efficient functioning of the EEIG and the implementation of its work programme. Her responsibilities include administrative and financial support, supplier and contract management, assistance in procurement and tendering procedures, and the organisation of meetings, events, and stakeholder activities.

She also provides operational support to the PMO team and contributes to the preparation of reports, documentation, and coordination activities. In addition, she supports the Corridor's communication activities, assisting with the organisation of events, stakeholder communication, website and social media updates, and the dissemination of information related to the Corridor's activities.



2.4 Regulatory Body

Transport Regulation Authority (ART)

In accordance with EU Regulation and Directive 2012/34/EU, the Autorità di Regolazione dei Trasporti (ART) serves as the designated Regulatory Body overseeing the operations of the Mediterranean Rail Freight Corridor. Operating with full autonomy and independence, ART's primary mandate includes monitoring to ensure equitable, non-discriminatory access to the corridor and managing appeals from applicants. More broadly, the Authority's regulatory action aims to guarantee efficiency, competition, and economic sustainability across the entire transport sector, consolidating its role as an independent referee at both national and European levels.

Headquarters & Contacts

Address

- Via Nizza 230, 10126 Turin, Italy (Lingotto Complex)

Website

- www.autorita-trasporti.it/en

E-mail

- art@autorita-trasporti.it

Certified E-mail (PEC)

- pec@pec.autorita-trasporti.it





3. Strategic and Regulatory Framework 2025

The year 2025 represented a transition period for the European rail freight corridor governance framework following the entry into force of Regulation (EU) 2024/1679.

The Regulation introduced the new European Transport Corridors (ETCs) framework and reinforced operational performance objectives for international rail freight services. Particular attention was devoted to the implementation of the operational priorities defined under Article 19, especially regarding punctuality at destination, border dwell times and international coordination.

Throughout 2025, the Mediterranean RFC continued contributing to the discussions coordinated at European level together with RailNetEurope, Infrastructure Managers, Railway Undertakings and European institutions concerning future capacity regulation, operational harmonisation and KPI monitoring methodologies.

The corridor also continued monitoring performance indicators related to capacity allocation, punctuality within the RFC, border crossing operations and traffic management coordination.

4. Corridor Activities 2025

4.1 Stakeholder Engagement and International Cooperation

Throughout 2025, the Mediterranean RFC continued its cooperation activities with Railway Undertakings, Infrastructure Managers, European institutions and corridor stakeholders through technical meetings, training sessions and international transport events.

DATE IN 2025	EVENT	LOCATION	MAIN TOPIC
28–29 January	PCS Training	Paris	Path Coordination System training activities for corridor stakeholders
30 January	RailNetEurope Summit on Capacity Regulation	Vienna	Discussions on future European capacity regulation framework and operational coordination
12 February	Barcelona QCO Meeting	Barcelona	Cross-border operational coordination between Spain and France
21 February	Villa Opicina Operational Coordination Meeting	Milan Hybrid	Cross-border operational coordination between Italy and Slovenia
25–26 February	PCS Training	Milan	Operational PCS training hosted at PCM Meeting Room
15 May	23rd TAG/RAG Meeting and TELT Visit	Modane / Lyon–Turin	Stakeholder discussions on corridor development and Lyon–Turin infrastructure
3–5 June	Transport Logistic 2025	Munich	Participation in the international logistics and transport exhibition
24 June	2nd Mediterranean ETC Forum	Bruxelles, Albert Borschette Congress Center	Cooperation platform between the European Commission and Member States, Infrastructure Managers, Rail Freight Corridors and other stakeholders
14 October	Mediterranean ETC Working Group meeting	Ljubljana	Administrative and operational issues at Mediterranean ETC cross-border sections
28 October	24th TAG/RAG Meeting	Milan (Hybrid)	Stakeholder meeting focused on corridor activities and future priorities
18 November	3rd Mediterranean ETC Forum	Bruxelles, Albert Borschette Congress Center	Cooperation platform between the European Commission and Member States, Infrastructure Managers, Rail Freight Corridors and other stakeholders
19 December	Perpignan FI task force meeting	Online	Cross-border operational coordination between Spain and France

RailNetEurope Summit on Capacity Regulation

Vienna (30 January 2025)

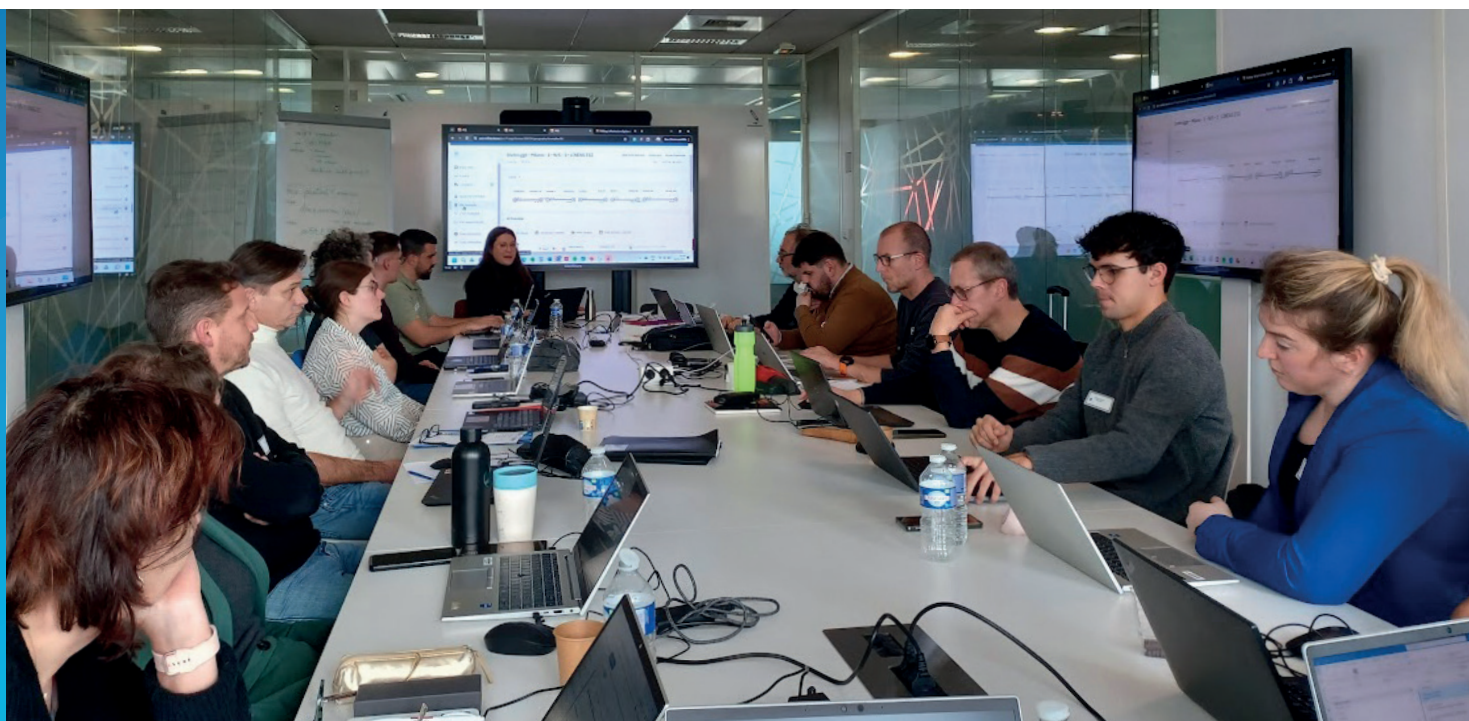
The MED RFC participated in the RailNetEurope Summit on Capacity Regulation held in Vienna on 30 January 2025. The event provided an important platform for discussing the future European framework for capacity regulation and for exchanging views on operational coordination and harmonisation among railway stakeholders at European level.

PCS Training Sessions

Paris and Milan (January–February 2025)

In 2025, the MED RFC organised two PCS (Path Coordination System) training sessions, held in Paris on 28–29 January and in Milan on 25–26 February. Both events attracted active participation from corridor stakeholders and provided practical guidance on the use of the PCS platform for capacity request management. Participants had the opportunity to strengthen their operational knowledge, exchange experiences and gain further insight into the capacity allocation process.

Regular training activities remain essential to ensure that an increasing number of Railway Undertakings and applicants operating along the corridor are able to efficiently use the PCS tool and stay up to date with the latest developments in capacity management procedures. The strong engagement shown throughout both sessions confirmed the continued interest of stakeholders in enhancing their expertise and supporting a more efficient and harmonised management of capacity requests across the corridor.



23rd TAG/RAG Meeting and Workshop “The need for resilient railways and motorways” TELT Visit

Modane / Lyon–Turin (15 May 2025)

The 23rd TAG/RAG Meeting was held in Modane on 15 May 2025, bringing together representatives of Railway Undertakings, terminals, ports, infrastructure managers and other corridor stakeholders. The meeting provided an important platform for discussing key challenges and future developments affecting international rail freight transport along the Mediterranean Corridor.

Main topics addressed during the meeting included:

- ▶ The impact of major Temporary Capacity Restrictions (TCRs) on railway operations and the need for improved planning, coordination and mitigation measures to reduce their effects on freight traffic.
- ▶ Capacity constraints at strategic border sections, including Perpignan, Villa Opicina-Sežana and other critical nodes, and the importance of strengthening cross-border coordination among infrastructure managers and railway undertakings.
- ▶ The contribution of ports and terminals to the competitiveness of the corridor and the need to improve multimodal connectivity in support of sustainable freight transport.
- ▶ The implementation of the new European regulatory framework and the active involvement of TAG and RAG members in the preparation of future corridor planning and performance monitoring activities.
- ▶ Ongoing digitalisation initiatives, including language and communication tools aimed at facilitating cross-border railway operations and improving cooperation between stakeholders.



Along with the main meeting, a dedicated workshop titled **“The need for resilient railways and motorways”** was held to address the severe consequences of the major rockslide that occurred in the Val de Maurienne on 27 August 2023 near Saint-Michel-de-Maurienne.

The workshop brought together key institutional stakeholders, including the EU Coordinator for the Mediterranean Corridor (Mr. Mathieu Grosch), the Mayor of Modane, representatives from the Prefecture de la Savoie, MED RFC, SNCF Réseau, RFI, and various Railway Undertakings (RUs). Discussions focused on the highly demanding technical and engineering projects developed to safely reopen this essential connection.

Participants highlighted the profound economic and environmental impacts of the prolonged blockage, which caused an estimated **€70 million in cumulative losses** for French and Italian railway operators and triggered an unsustainable **“reverse modal shift”** that forced over a million shipments onto roads.

The session concluded with a strong consensus on the urgent need to enhance cross-border coordination and invest in long-term infrastructure resilience to mitigate the impact of future climate and environmental disruptions.

24th TAG/RAG Meeting

Milan (28 October 2025)

The 24th TAG/RAG Meeting was held in Milan on 28th October 2025, bringing together Railway Undertakings, ports, terminals, Infrastructure Managers and other corridor stakeholders to discuss the main operational and strategic challenges affecting international rail freight transport along the Mediterranean Corridor.

Key topics discussed during the meeting included:

- The impact of major Temporary Capacity Restrictions (TCRs) and infrastructure works across several countries of the corridor, and the need for improved planning and mitigation measures to minimise disruptions to freight traffic.
- Operational challenges at key cross-border sections, including Barcelona–Perpignan, Modane and Villa Opicina–Sežana, where stakeholders highlighted the importance of enhanced coordination and communication among all parties involved.
- The expected development of strategic infrastructure projects, including the Barcelona–Perpignan section, the Divača–Koper second track and upgrades at major ports and terminals along the corridor.
- The importance of strengthening rail-port connectivity and intermodality to support sustainable freight transport and improve the competitiveness of the corridor.
- The implementation of the new European regulatory framework, including enhanced performance monitoring and closer cooperation between TAG and RAG representatives in the preparation of future corridor activities and planning documents.

The MED RFC participated in Transport Logistic 2025, held in Munich from 3 to 5 June 2025, as part of a joint RFC Network stand, together with the Atlantic, North Sea–Rhine–Mediterranean, North Sea–Baltic and Scandinavian–Mediterranean Rail Freight Corridors, as well as RailNetEurope.

As one of the leading international exhibitions for logistics, mobility and supply chain management, the exhibition provided an excellent opportunity to promote rail freight corridor services, engage with railway undertakings, logistics operators and other stakeholders, and strengthen cooperation across the European rail freight network. The joint presence also highlighted the commitment of the participating corridors to supporting efficient, sustainable and internationally coordinated rail freight transport across Europe.



Mediterranean European Transport Corridor (ETC) Corridor Fora

Throughout 2025, the MED RFC actively participated in the governance activities of the Mediterranean European Transport Corridor (ETC), including the 2nd Corridor Forum held in Brussels on **24 June 2025** and the 3rd Corridor Forum held on **18 November 2025**.

Contributing to the discussions supporting the implementation of the revised TEN-T Regulation and the development of the future Mediterranean ETC Work Plan.

The Corridor Fora – chaired by European Coordinator Mr Mathieu Grosch – provided a platform for cooperation between the European Commission, Member States, Infrastructure Managers, Rail Freight Corridors and other stakeholders, addressing strategic infrastructure priorities, cross-border bottlenecks, climate resilience, interoperability and future investment needs across the corridor as well as regular monitoring of the compliance of the TEN-T technical parameters.

MED RFC contributed its operational expertise to the process, supporting consultations on infrastructure projects, sharing information on daily operational challenges and bottlenecks, and presenting the state of play TEN-T Operational Priorities including cross-border dwell times, arrival punctuality and the operation of 740-meter freight trains.

The meetings also reinforced cooperation between the Mediterranean ETC and the Mediterranean Rail Freight Corridor, ensuring that operational railway perspectives are integrated into the future corridor planning process and the preparation of the 2026 Corridor Work Plan.





The meeting was organized by the European Coordinator, Mr. Mathieu Grosch, and his consultancy team and focused on the administrative and operational issues at Mediterranean ETC cross-border sections.

In his opening remarks, Mr. Grosch emphasized the importance of establishing strong ETCs. He identified cross-border operations as the weakest element of the corridor system, highlighting that significant EU investments in railway infrastructure cannot fully deliver their intended benefits as long as border crossings continue to negatively affect the commercial speed of freight trains.

According to Mr. Grosch, substantial improvements can be achieved through operational and procedural measures without requiring major financial investments. He also referred to the European Union Agency for Railways' efforts to eliminate outdated national rules, stressing that the European railway sector still suffers from an excess of national regulations and a lack of harmonized European rules.

The presentations held by representatives of Infrastructure Managers and RFC MED highlighted significant differences between the western and eastern sections of the corridor, indicating that a uniform approach cannot effectively address all challenges.

The western section benefits from better infrastructure conditions and relies primarily on annually planned train paths. In contrast, the eastern section faces infrastructure constraints, including numerous single-track lines, extensive modernization works, and a high proportion of trains operating on ad hoc paths, representing approximately half of all traffic.

Several recurring issues were identified and grouped into thematic categories. Communication problems were found to be a common challenge at nearly all border crossings. Existing cross-border working groups (QCOs) at certain borders may provide valuable best practices, including the potential application of Villa Opicina Train Programming (VOPT) procedures at other cross-border locations.

The discussions also emphasized the urgent need for improved digital support. In the long term, communication based on standardized TAF-TSI messages – particularly the Train Composition Message (TCM) and Train Ready (TR) message – could significantly improve the linking of ad-hoc trains and enhance traffic planning & forecasting capabilities.

The meeting marked the beginning of a longer-term improvement process. The Coordinator made it clear that the focus will not only be on identifying problems but also on implementing practical solutions and demonstrating measurable results.

Regular follow-up meetings are expected every six to twelve months, during which participants will be required to report on progress achieved. It is anticipated that these activities will shape the primary work program of the Rail Freight Corridors (RFCs) for the next four to five years.

The improvement process will primarily rely on soft measures. While Infrastructure Managers (IMs) remain the owners of the operational processes, RFC MED can provide the necessary platform for coordination, stakeholder cooperation, decision-making support, and monitoring of implementation activities.

Based on the discussions, the following actions were considered necessary:

- Establish a dedicated coordination platform under the RFC MED framework.
- Map and analyse existing cross-border operational procedures.
- Consult relevant stakeholders, including Railway Undertakings, Infrastructure Managers, and public authorities, to identify operational barriers.
- Develop a joint action plan together with stakeholders.
- Monitor the implementation of agreed actions.
- Prepare regular progress reports based on a predefined reporting framework.

4.2 Cross-border coordination

Barcelona – Perpignan

On 19 December 2025 a task force meeting was organized with the participation of SNCF-R, ADIF, LFP and RFC MED representatives. Key findings were as follows:

Coordination issues

- ▶ Lack of information exchange between SNCF Réseau (Montpellier TCC) and ADIF Zaragoza TCC.
- ▶ Lack of real-time operational visibility.
- ▶ Unclear separation between operational and pre-operational responsibilities.
- ▶ Insufficient anticipation of Perpignan FI saturation (2 hours would be required, currently less).

Communication issues

- ▶ Lack of unified communication tool for stakeholders
- ▶ Lack of updated contact lists btw IMs and RUs
- ▶ Limited cross-border coordination tools between IMs
- ▶ Operational data arrives too late, difficulty integrating last-minute changes into the IM systems.

Capacity issues

- ▶ Currently excessive dwell times, up to 5 hours
- ▶ No enforceable mechanism to clear tracks, no penalty system
- ▶ Infrastructure flexibility needs to be improved (lack of passing loops at intermediate stations between Barcelona and Perpignan)

Proposed solutions

- ▶ Enhance communication by introduction of common tool e.g. Teams Border, organise regular coordination meetings between ADIF, LFP and SNCF-R, establish and maintain operational contact list
- ▶ Set up crisis management
- ▶ Optimise operational planning
- ▶ Improve infrastructure flexibility by studies on using intermediate sidings
- ▶ Reduce Perpignan FI saturation by reducing parking time from 5 hours to 2 hours maximum



Villa Opicina Operational Coordination

Performance data recorded in 2025 show a decrease of approximately 18% compared to 2024, based on data extracted from the RFI national traffic monitoring platform (PIC WEB). The results highlight ongoing operational challenges while also providing a clear basis for targeted improvement actions.

In 2025, average daily freight traffic amounted to 22 trains per day, of which around 50% were ad hoc services. Punctuality at the border crossing remains a key area for improvement, reaching 50% for incoming trains and 23% for outgoing trains. The main challenge continues to be the prolonged dwell times of rolling stock at Villa Opicina station, particularly affecting departures towards the Slovenian network and impacting the efficiency of the overall transport chain.

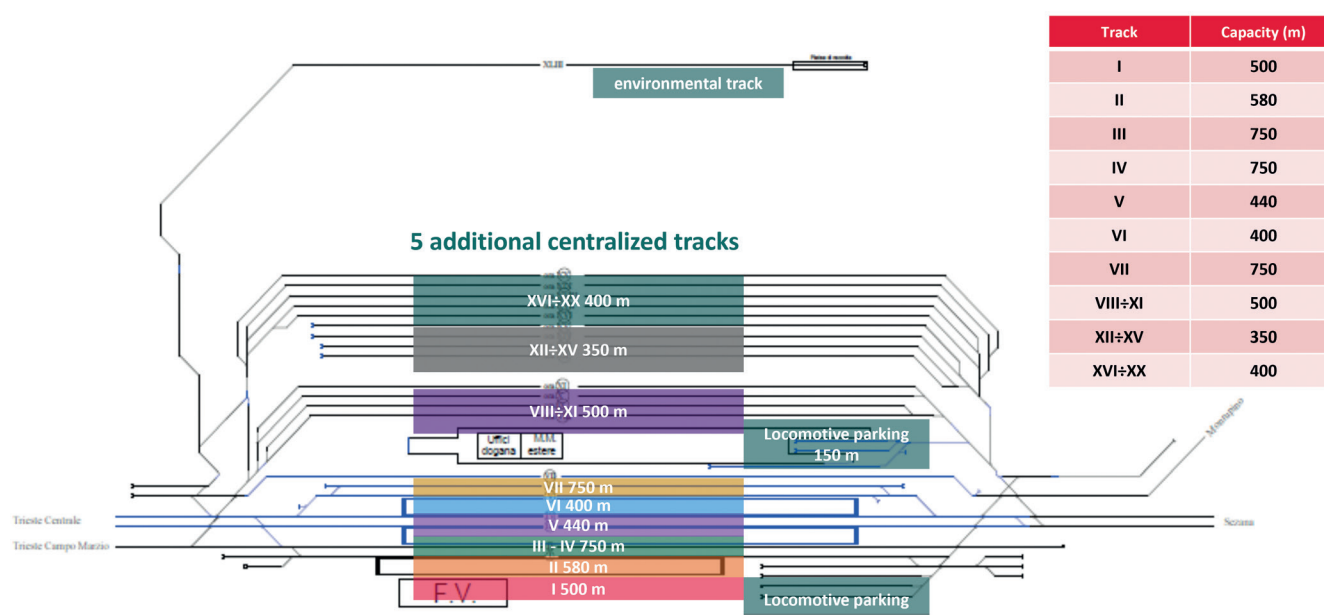
Non-compliance with planned dwell times often requires the use of nearby stations to temporarily hold trains while waiting for track availability at Villa Opicina, highlighting the need for further optimization of traffic management and capacity utilization.

To address these challenges, Infrastructure Managers are strengthening cooperation through enhanced communication and coordination, particularly in managing unplanned disruptions and traffic irregularities. The renewed commitment of RFI and SŽ-Infrastruktura to resume the dialogue within Villa Opicina Task Force represents an important step towards a more coordinated and solution-oriented approach with the involvement of Railway Undertakings.

Together with the infrastructure investments planned by RFI for 2026, including the increase of tracks at Villa Opicina station, these initiatives demonstrate the shared objective of both Infrastructure Managers to improve the efficiency, reliability and performance of cross-border freight traffic at Villa Opicina

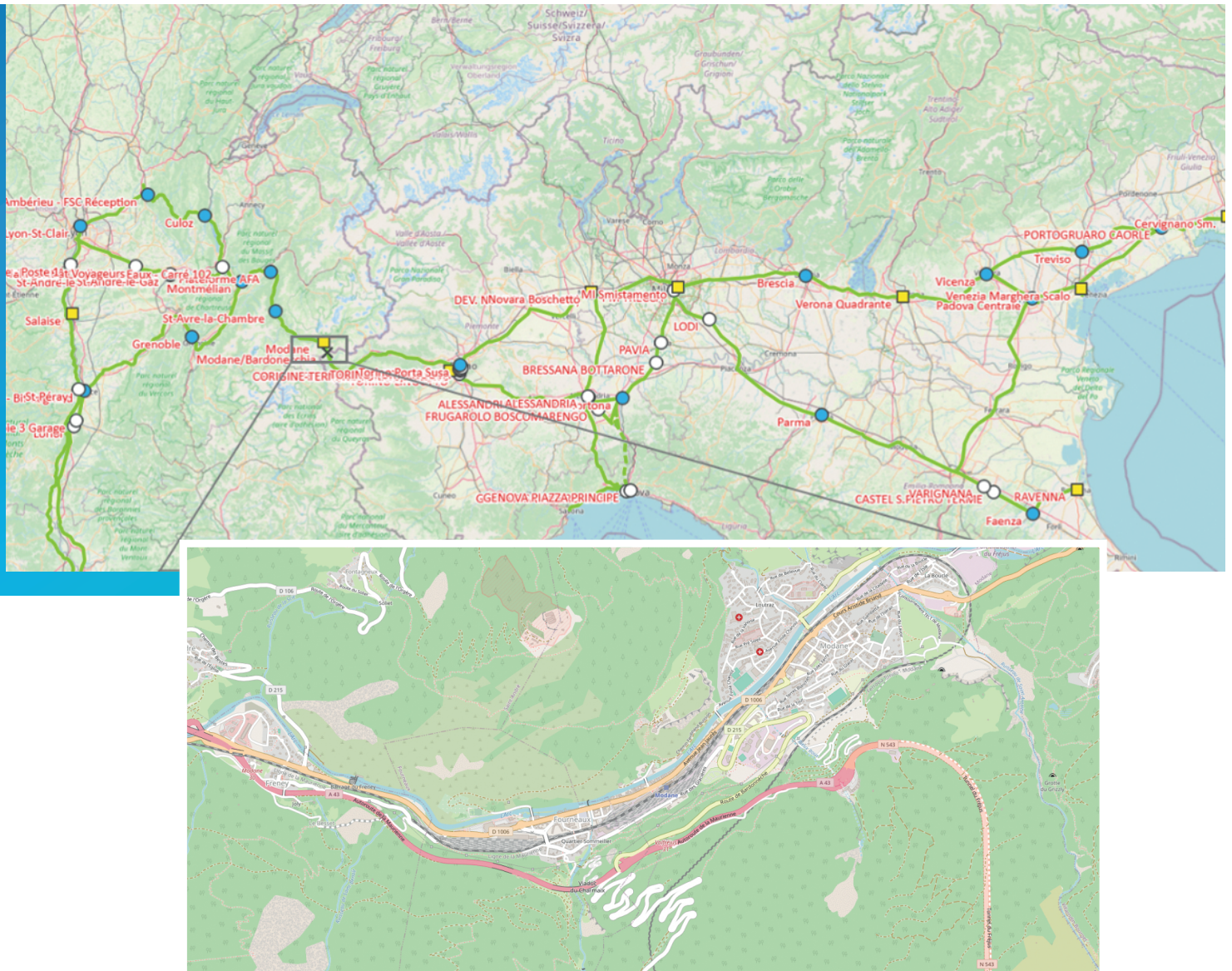
Among the planned corrective measures, RFI is also focusing on the maintenance program scheduled for 2026. The project includes an increase in the number of tracks at Villa Opicina station, with the aim of improving the capacity for handling international traffic. This measure is expected to enhance the punctuality of freight trains arriving from the national network and ensure better compliance with the agreed train paths between partner Railway Undertakings, as defined in the daily VO.P.T. timetable.

Villa Opicina - future layout



4.3 Management and Coordination of International Disruptions – Maurienne Valley

Incident summary



After 19 months of closure, rail traffic on the Maurienne Valley (Modane – Bardonecchia cross-border) resumed on 31 March 2025. Triggered by a major rockslide on 27 August 2023 near Saint-Michel-de-Maurienne in France, the event closed the critical Modane–Culoz railway line and the Fréjus rail tunnel between France and Italy for 612 days.

The closure represented the longest recorded rail interruption in Europe and severely affected freight flows along one of the principal rail freight corridors connecting Italy and France.

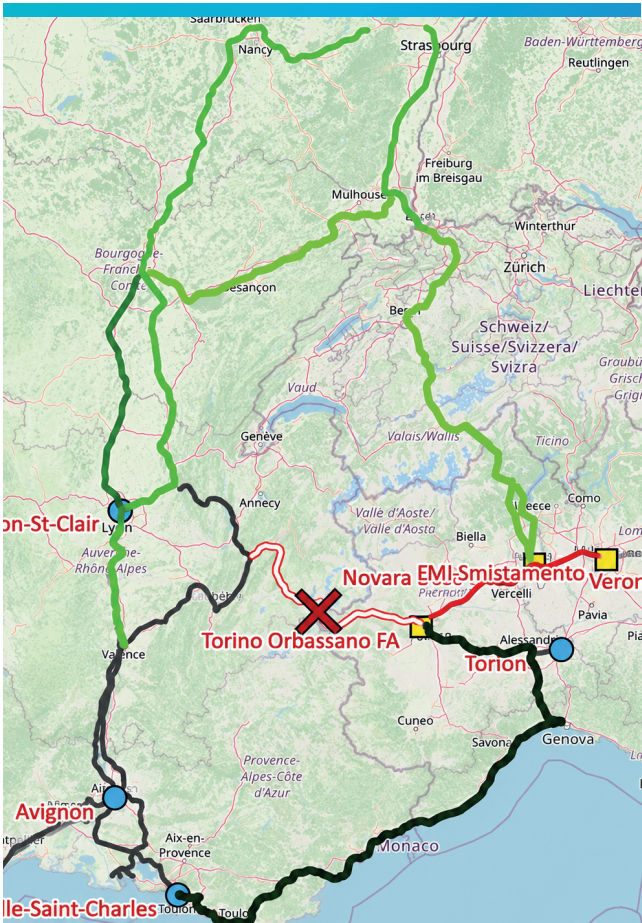
The disruption effectively eliminated rail freight traffic through the Modane border crossing, which had previously handled approximately 60% of rail freight movements between Italy and France.

During 2024, traffic through this border fell to almost zero, meaning that virtually no trains operated through the corridor.

Alternative rail routes proved insufficient and costly. The two principal rerouting options—via Switzerland and via the Mediterranean coastal route through Ventimiglia and Marseille—required longer journeys, additional locomotives and train crews, and faced infrastructure constraints such as train length, gauge, and dangerous goods restrictions.

Capacity on these alternative routes was extremely limited, particularly as the simultaneous closure of the Gotthard Base Tunnel further constrained Swiss transit capacity. As a result, only a small proportion of affected traffic could be rerouted.

The reported rerouting ratios were approximately 10.9% for SNCF Réseau and 16.3% for RFI, demonstrating the limited ability of the rail network to absorb the disruption.



Map of rerouting options

With rail alternatives limited and expensive, many shippers moved their traffic to trucking services. During 2024, approximately 1.1 million trucks crossed the Fréjus road tunnel, representing an increase of 183,000 trucks (almost 20%) compared with 2023.

Based on the road traffic increase the rail traffic loss can be estimated between 3,660 (1 train = 50 trucks) and 8,714 (1 train = 21 trucks) freight trains. Daily rail freight traffic fell from a normal average of 14 trains per day to only about 4 rerouted trains per day, implying losses of roughly 10 trains per day throughout 2024.

The prolonged interruption had already driven many customers to secure long-term road transport contracts extending through the end of 2025, limiting the immediate return of freight volumes to rail. Early recovery figures indicate that traffic remained below historical levels, highlighting that infrastructure restoration alone is insufficient to recover market share once customers have shifted to alternative transport modes.

This rail traffic loss represents a significant reversal of European transport policy objectives by moving freight away from rail and onto roads, increasing environmental impacts and undermining sustainability goals, in other words a “reverse modal shift” took event in this region. The financial consequences for railway undertakings were substantial.

Estimates indicate

- Approximately €40 million in losses for Italian railway operators.
- Approximately €30 million in losses for French railway operators.
- Total direct losses and additional costs of around €70 million across affected railway undertakings.

The experience demonstrates that the economic and commercial effects of a major rail disruption can persist well beyond the physical reopening of the line.

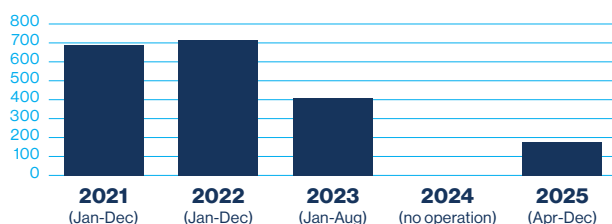
Second incident (30 June – 11 July 2025)

Triggered by severe thunderstorms and flooding on 30 June 2025, the incident caused mudslides and substantial deposits of water and debris on the tracks at Modane station, forcing SNCF Réseau to immediately suspend all rail traffic through the corridor.

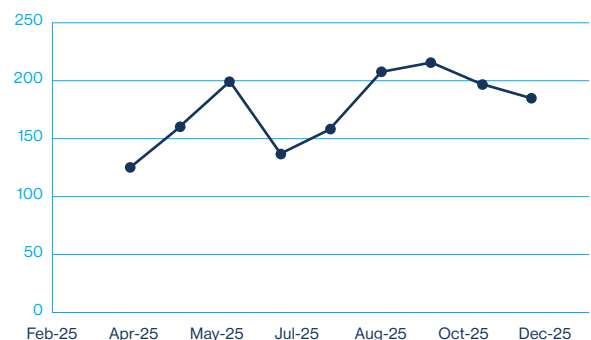
The second disruption was managed rapidly and effectively. SNCF Réseau restored limited operations from 5 July 2025, allowing long-distance passenger trains and freight trains using interoperable locomotives to operate under speed restrictions. Full reopening of the line was achieved on 11 July 2025, only 11 days after the incident occurred.

The short duration of the closure significantly reduced the need for extensive contingency measures and minimized the longer-term market consequences that had characterized the previous closure.

Evolution of freight traffic Modane - Bardonecchia cross-border (monthly average)

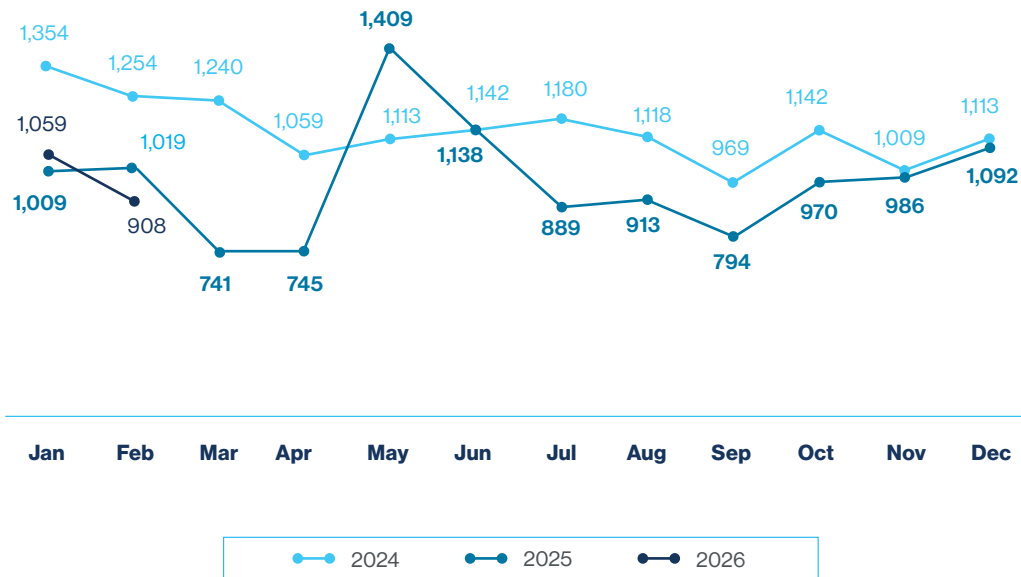


Number of freight trains per month - 2025



4.4 EU-Ukraine Solidarity Lanes Activities

Ukraine’s Solidarity Lanes was launched by the EU Commission in April 2022, duo to the Russia-Ukraine war. DG Move, Ministries, Port Authorities, RFCs, Infrastructure Managers, Railway Undertakings, and other operational stakeholders were involved in facilitating and stimulating the export of UA agricultural products by rail. The mediterranean RFC has been involved in the Coordination Platform, led by DG MOVE, focusing on the “Adriatic Corridors” to ease rail transport toward Adriatic ports in Slovenia, Croatia and Italy, by rail aiming to strengthen connectivity between the EU and Ukraine.



DG MOVE reported that since May 2022, the Solidarity Lanes have facilitated more than EUR 209 billion in goods transported to and from Ukraine. Solidarity Lanes remain crucial for Ukrainian imports (around 80%) and for Ukraine’s non-agricultural exports (around 80%), while serving as a complementary route for Ukrainian grain exports (~20%). Of this 20% share, approximately 42% of grain and related products cross Ukraine’s border with Slovakia and Hungary. Road cargo movements increased by around 20% in 2025 compared with 2024, while average waiting times for trucks decreased significantly.

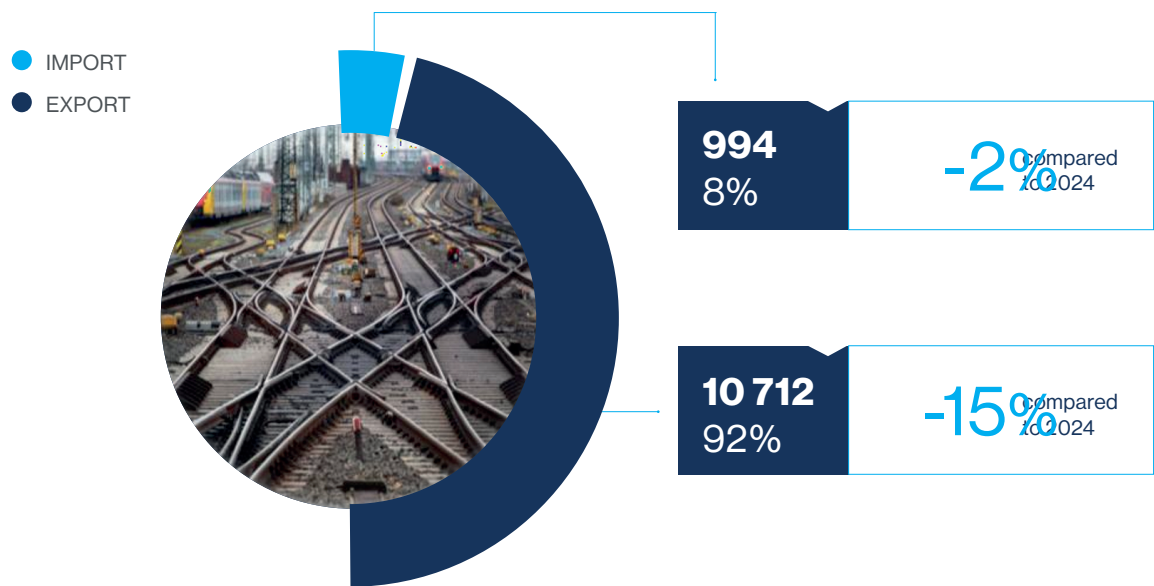
Volumes of railway transportation of goods across the Slovak and Hungarian borders th.t.

Source: Ukrainian Railways, data presented during “Solidarity Lanes” meeting

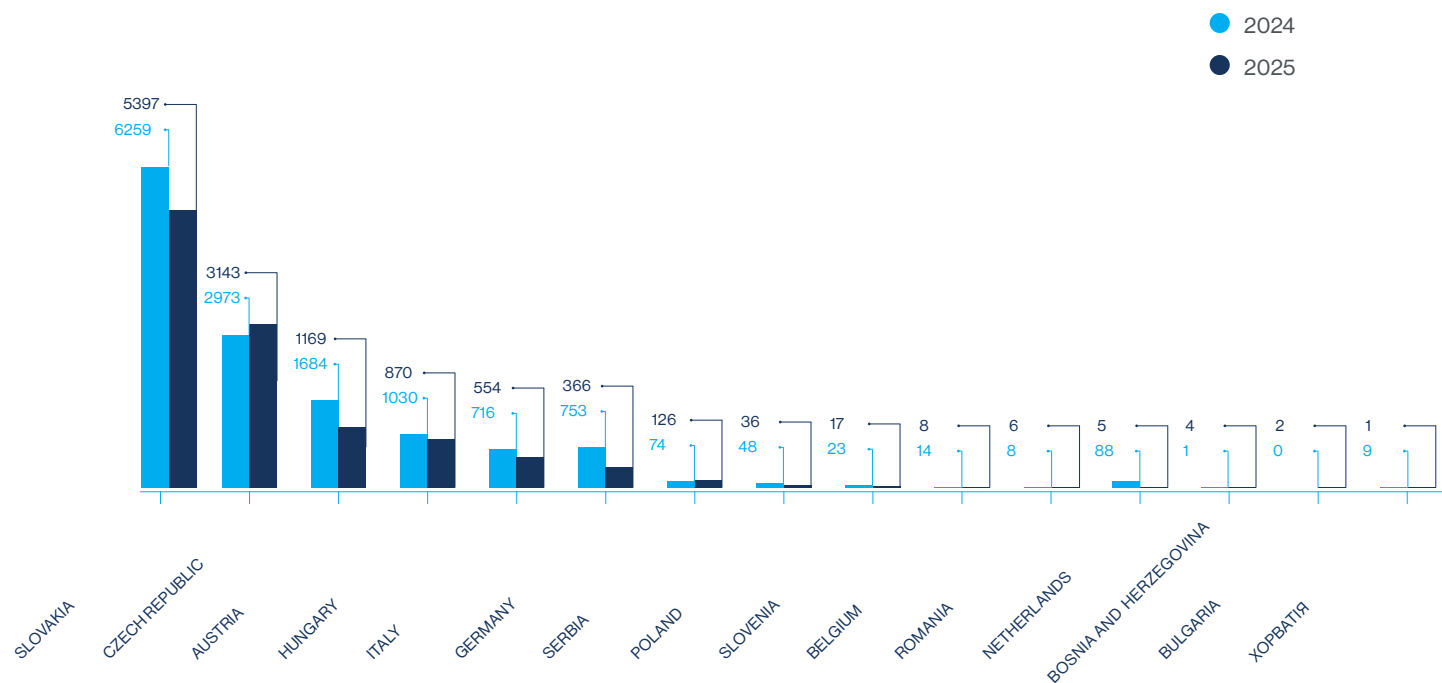
Chop/Cierna nad Tisou	SHARE
4 992 ths. t	-16% 43%
Uzhhorod/Motovce	SHARE
4 546 ths. t	-7% 39%
Batiovo/Eperjeske	SHARE
1 461 ths. t	-24% 12%
Chop/Zahon	SHARE
707 ths. t	-23% 6%

13% share of the total volume of cargo transportation in the export-import connection

Freight transport volumes by traffic flow direction, th.t.



Freight transport volumes by countries th.t.



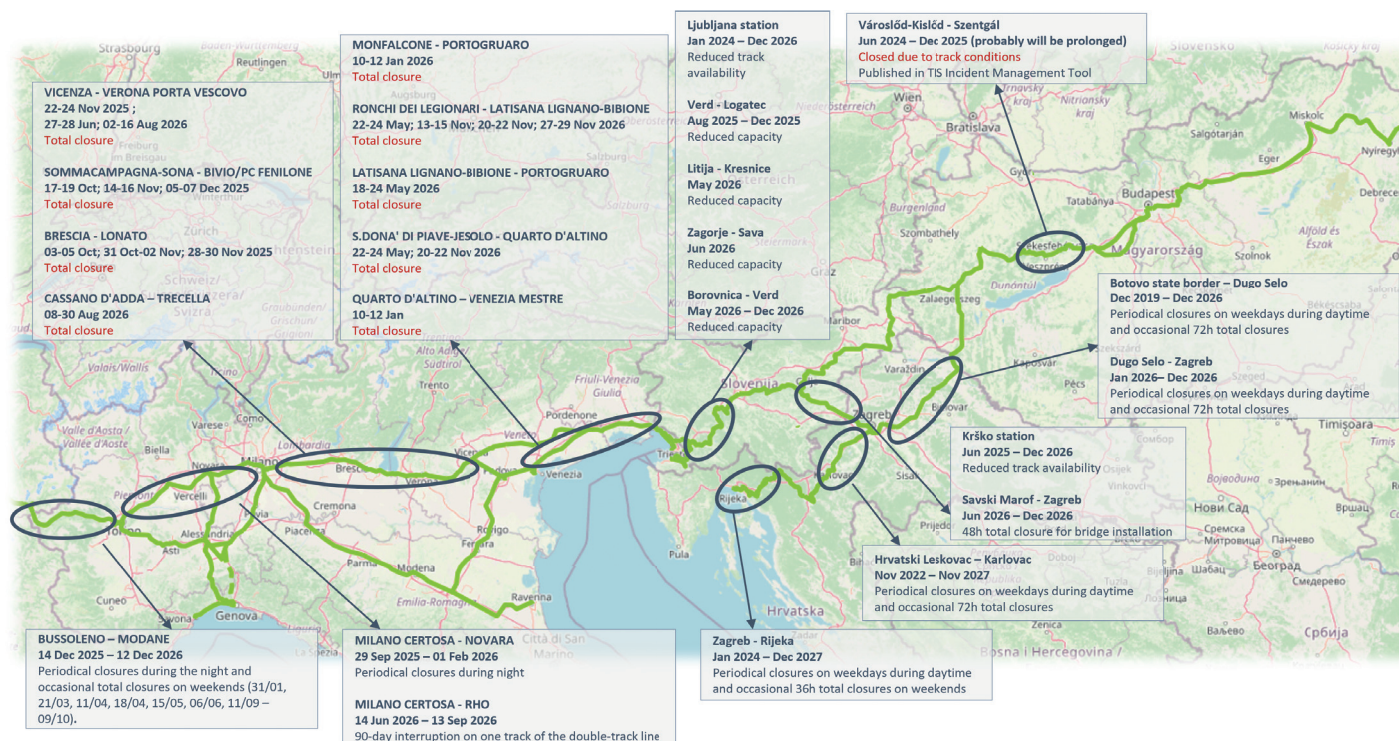
Volumes of transportation of the main cargoes, th.t.

IRON ORE AND MARG. ORE	8346	9423	-11%
GRAIN AND MILLING PRODUCTS	1123	1758	-36%
OTHER CARGOES	719	954	-25%
COAL	458	377	+22%
MINERAL CONSTRUCTION MATERIALS	266	334	-20%
FERROUS METALS	239	199	+20%
OIL AND OIL PRODUCTS	199	240	-17%
CEMENT	168	233	-28%
CHEMICALS	88	82	+7%
COKE	36	29	+23%
SCRAP OF FERROUS META	18		

Throughout 2025, the MED RFC continued to support the EU-Ukraine Solidarity Lanes initiative coordinated by DG MOVE. In addition to providing regular information on Temporary Capacity Restrictions (TCRs) and infrastructure works affecting international freight flows, the corridor actively contributed to discussions within the Mediterranean European Transport Corridor (ETC), including the working group “The Mediterranean Corridor between Solidarity Lanes and the Cotton Road” held in Venice in September 2025.

The MED RFC presented the outcomes of its cross-border coordination activities, particularly regarding the Italy-Slovenia border section, and provided operational data and analysis related to border-crossing performance and international freight operations.

Particular attention was devoted to the Adriatic corridor section, where **extensive infrastructure works** and capacity restrictions are planned across Slovenia, Croatia, Hungary and Italy.



While these investments are expected to improve the network in the long term, close coordination among infrastructure managers, railway undertakings, corridor organisations and public authorities remains essential to minimise their impact on international freight traffic and maintain efficient transport connections with Ukraine.

The activities carried out within the Solidarity Lanes framework further strengthened the role of the MED RFC as a railway-sector reference point for cross-border operational coordination and performance monitoring within the Mediterranean ETC.



4.5 Capacity Management

In 2013, a centralized allocation office (C-OSS) was established to streamline access to international rail freight capacity. As mandated by regulations, the C-OSS serves as the primary point of contact for applicants seeking information and assistance related to infrastructure capacity for international freight trains along the Mediterranean RFC.

This centralized approach ensures that applicants can conveniently request and obtain all necessary answers in one place and through a single process.

The Mediterranean Rail Freight Corridor's C-OSS operates in close collaboration with a dedicated team of experts appointed by each corridor member. In 2025, this collaborative effort also ensured efficient coordination and facilitation of freight operations across the corridor during the important cases of ICM throughout the year.

The two main products offered by Mediterranean RFC are:

Annual TT offer (Pre-arranged Paths – PaPs)

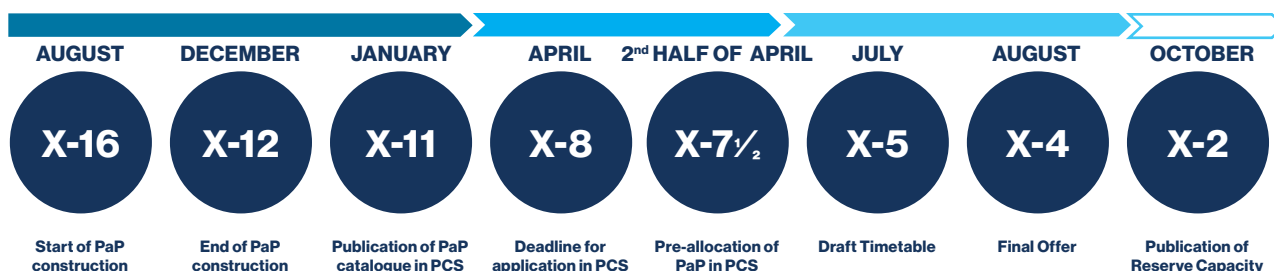
Focused on medium/long-term capacity needs with high frequency according to the customers' capacity wish list. PaPs are published on the second Monday in January (at X-11). The deadline for Annual Paths Requests is the second Monday of April (at X-8) followed by a two-week pre-booking phase.

RC (Reserve Capacity)

Addresses ad hoc capacity needs at rather short notice. Ad hoc requests for individual train paths can be requested until 30 days before the planned train runs. The RC offered by Mediterranean Rail Freight Corridor is provided in the form of PaPs, and it is published on the second Monday of October (X-2).

The general principles related to the functioning of the C-OSS are published in the Corridor Information Document (CID).

CORRIDOR PaP PROCESS





Preparation of The PAP offer TT 2026

The PaP offer TT 2026 was published on PCS on the 13th of January 2025, according to the International Timetabling Calendar 2025 (TT2026). The path catalogue is always available on the Mediterranean RFC website and CIP.

The offer was constructed with the C-OSS capacity Working Group, duly taking into account:

1. Customer's feedback as a result of the collection of needs
2. Customer's expectations and needs (e.g. received from the Railway Undertakings Advisory Group)
3. Experiences from previous years

According to the above-mentioned inputs and analysis for the offer 2026, published offer was 19 million Km; There has been stability in the capacity offer, with only a 1% reduction compared to the previous year. More dossiers were received, reaching a total of 100, but there was a sharp decline in requests of 22%.

Several multi-corridor PaPs have been offered in cooperation with North Sea-Mediterranean, Baltic-Adriatic and Atlantic RFCs.

The PaPs published in 2025 for the TT 2026 can be found on the Mediterranean RFC website: <https://www.medrfc.eu/our-services/commercial-offer/>

Reserve Capacity TT 2026

The Reserve Capacity published in 2025 for TT 2026 can be downloaded on the Mediterranean RFC website: <https://www.medrfc.eu/our-services/commercial-offer/>

5. Quality of Service and KPI Monitoring

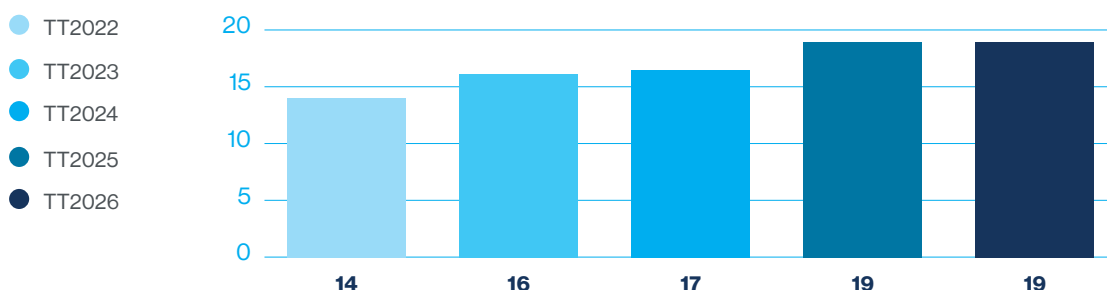
5.1 Capacity Management for 2025 (TT 2026)

The graphics below show the results and the evolution of the KPIs related to the development of the PaP capacity offered (at X-11), requested (at X-8), conflicts, pre-booked (at X-7,5), ratio of the Volume of Pre-booked Capacity on the Volume of Offered Capacity (PaPs), volume of offered capacity – Reserve Capacity (at X-2) and average planned speed of PaPs by the Mediterranean RFC.

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

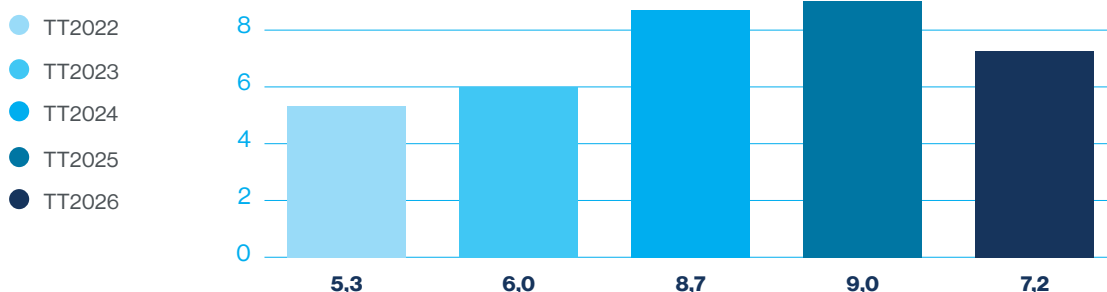
Where km means PaP km between operation points without feeder and outflow sections.

EVOLUTION

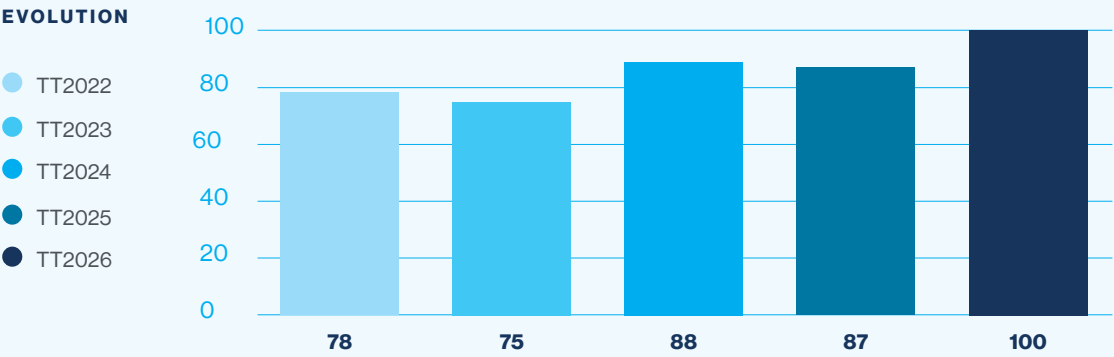


Volume of offered capacity PaPs (at X-8) (millions of path kilometers)

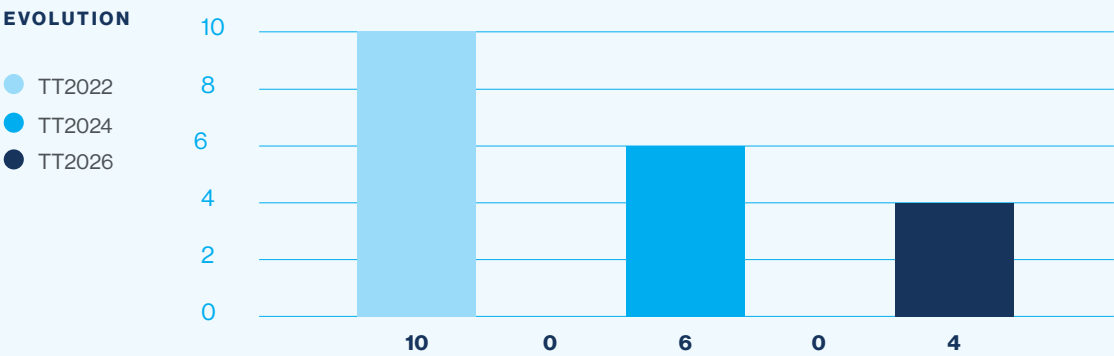
EVOLUTION



Number of requests PaPs

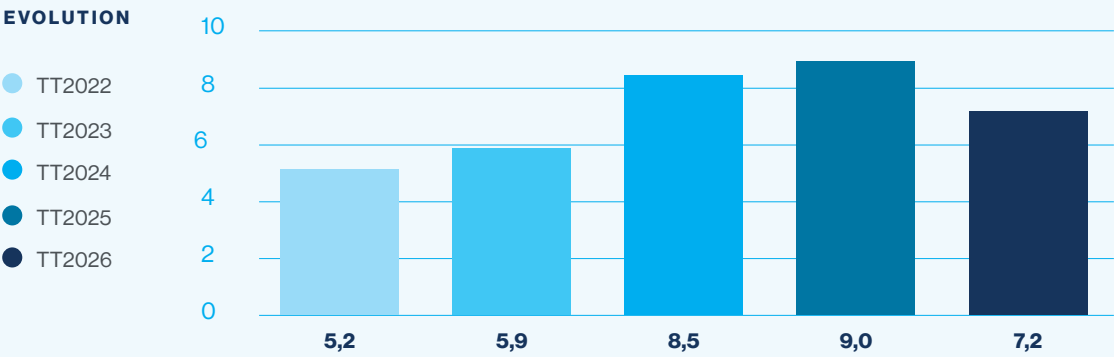


Number of requests in conflict PaPs



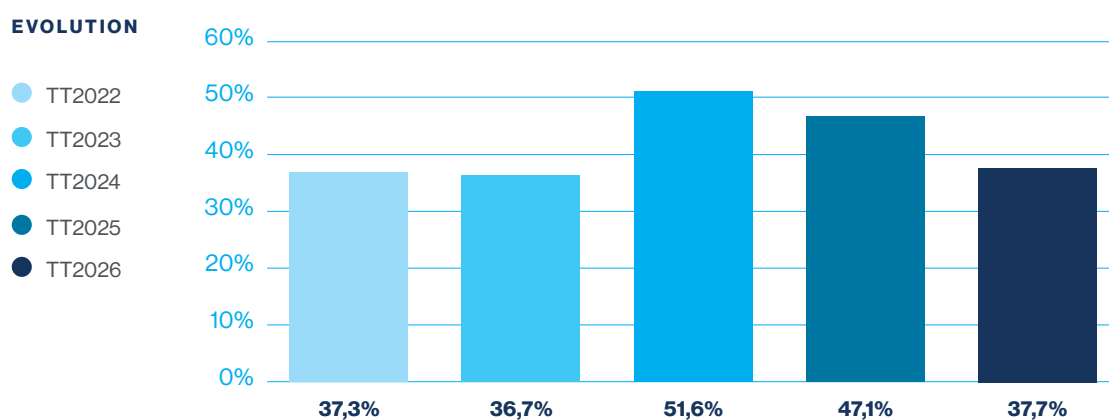
For TT2023 and TT2025 there were no conflicts.

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

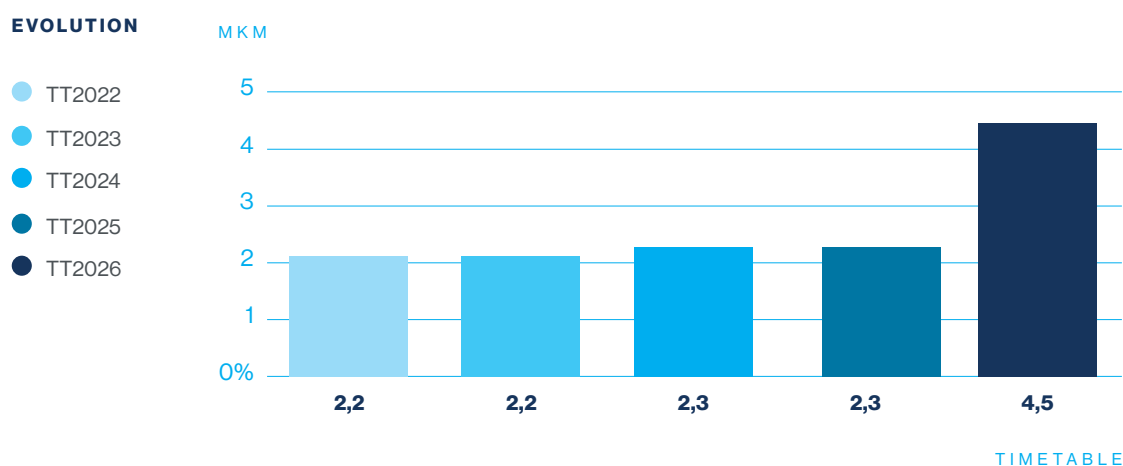




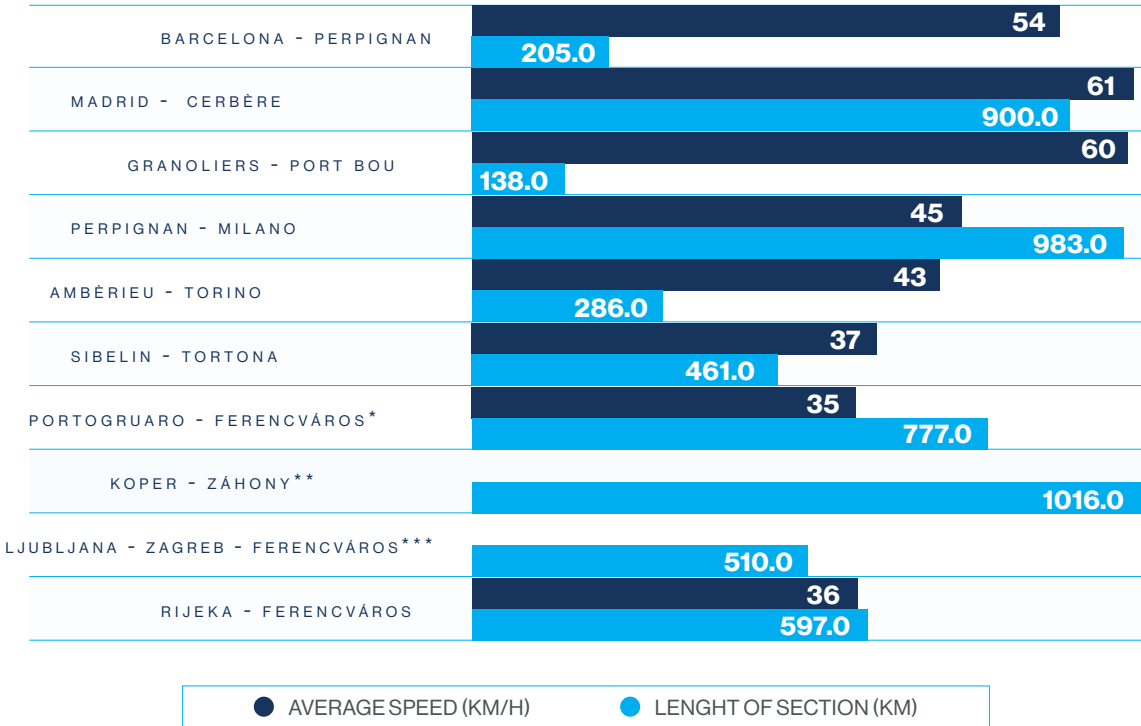
Ratio of the Volume of Pre-booked Capacity on the Volume of Offered Capacity - PaPs



Volume of offered capacity Reserve Capacity (at X-2)

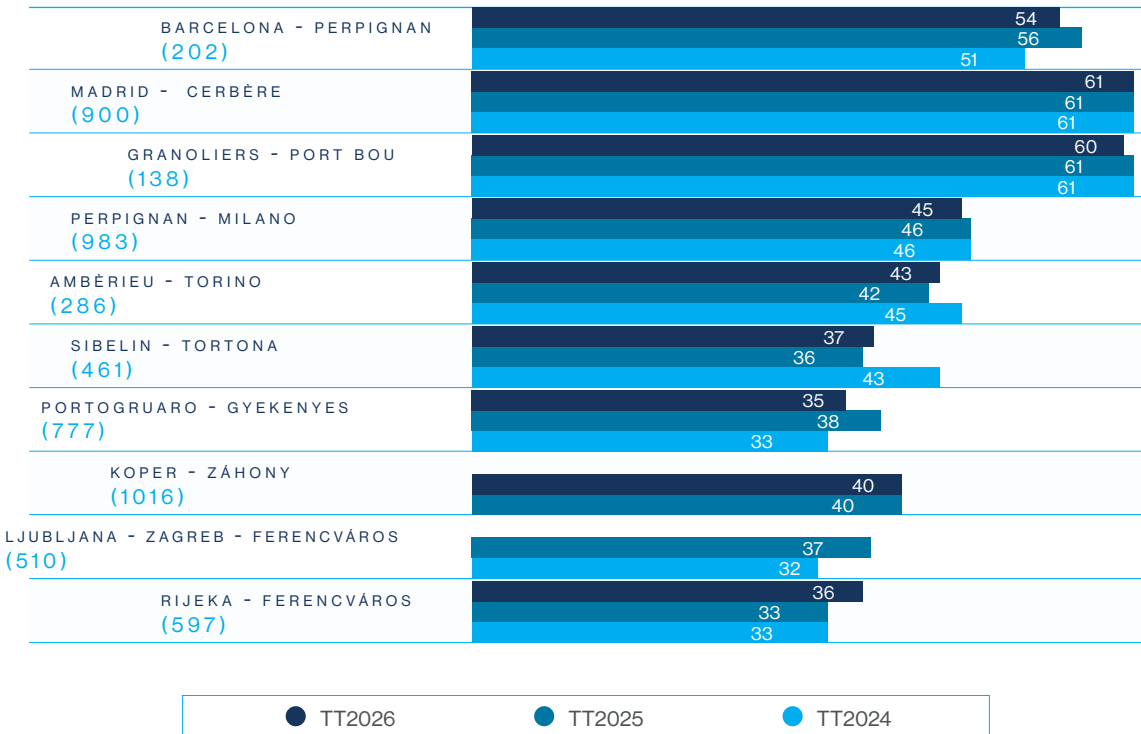


Average planned speed of PaPs for TT 2026 (calculation per O/D pairs)



EVOLUTION

SECTION AND LENGHT (KM)

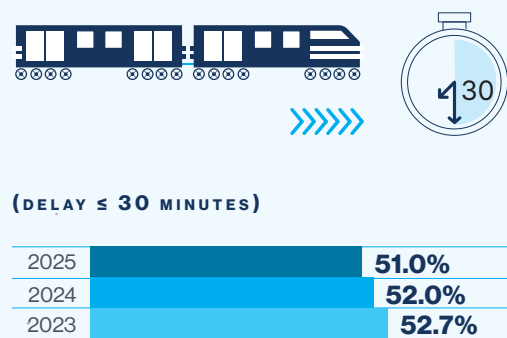


5.2 Operation & Market and Development for 2025

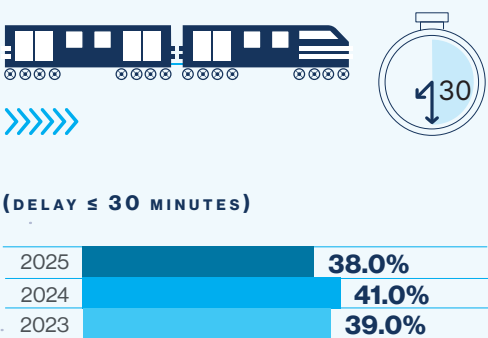
RFC Punctuality

The KPIs related to punctuality are calculated using RNE’s Train Information System (TIS). The data is calculated by comparing the TT information delivered to TIS and the running data measured at defined points along the RFC. In the calculation, the international freight trains cross a border of the RFC. The RFC entry point is considered the origin, and the RFC exit point is considered the destination.

Punctuality at RFC entry



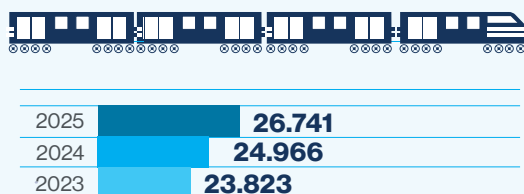
Punctuality at RFC exit



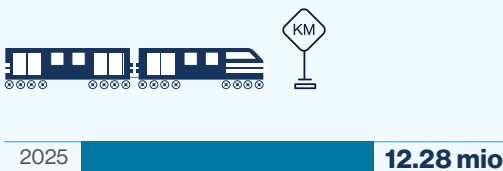
Number of trains and train-kilometers

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

Number of trains



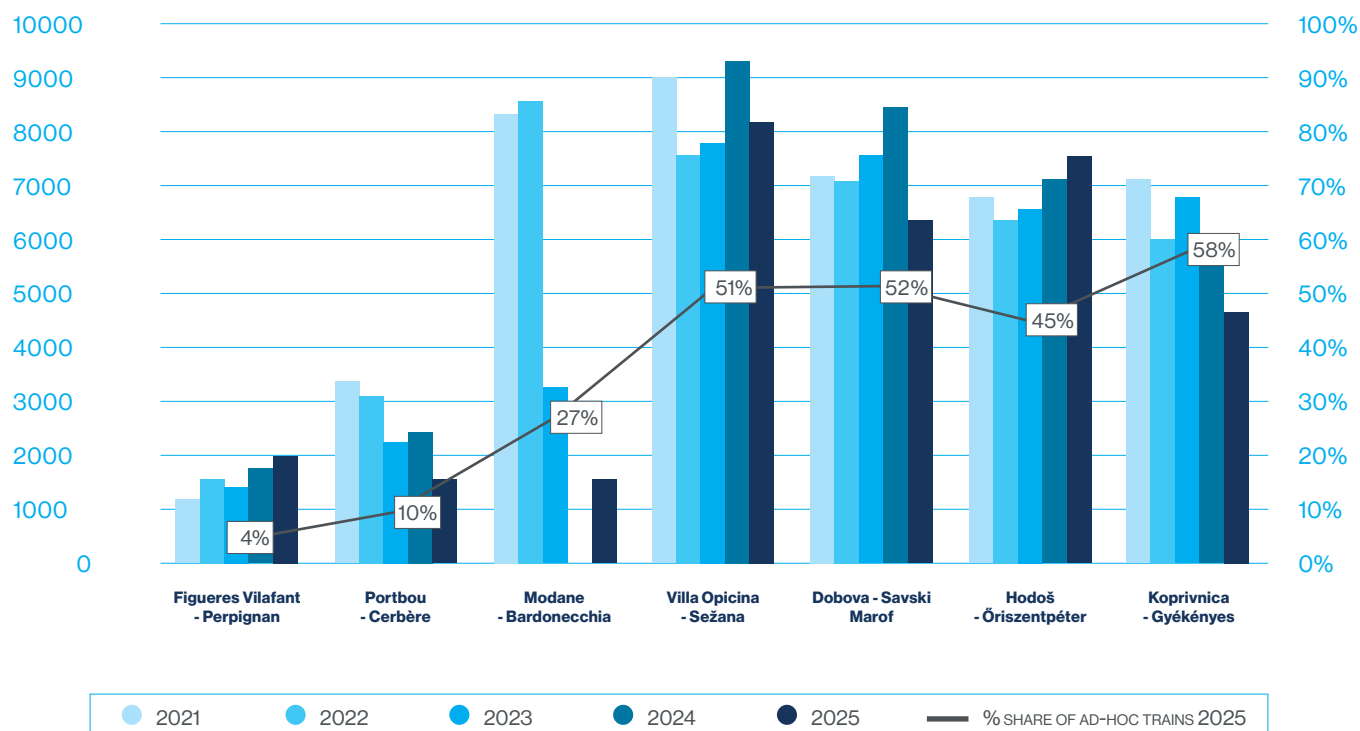
Train Kilometers (million) of trains



Number of trains per border

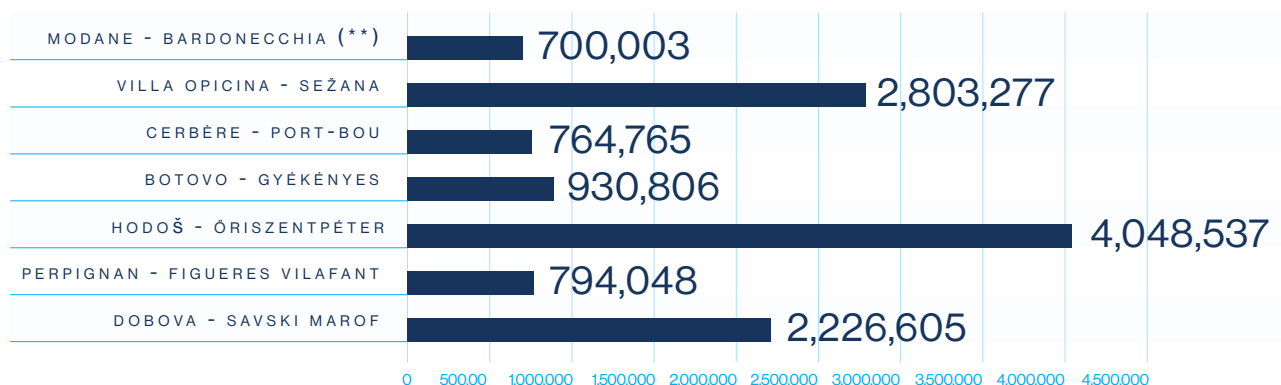
The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Number of trains per RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border. The figures further show the proportion of ad-hoc (requested after the annual timetable allocation, typically a few weeks or days before scheduled operation) trains at border crossings.

MED RFC Number of freight trains per border



Train kilometers of trains per border

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



* *Modane –Bardonecchia border was closed from 08-2023 to 03-2025*

● TRAINKM

Ratio between capacity allocated by the C-OSS and the total amount of allocated capacity for international freight trains

LOCATION CODE	BETWEEN MEMBER STATES		BETWEEN OPERATIONAL POINTS		RFC(S) INVOLVED	RFC LINE CATEGORY	ALLOCATED BY C-OSS 2025 (FOR TT2026)
EU00120	France	Spain	Cerbère	PortBou	RFC 6 Mediterranean	Principal	11,8%
EU00121	France	Spain	SNCF Réseau/LFP	Limite LFP/ADIF	RFC 6 Mediterranean	Principal	14,9%
EU00127	France	Italy	Modane	Bardonecchia	RFC 6 Mediterranean	Principal	89,7%
EU00151	Italy	Slovenia	Villa Opicina	Sežana	RFC 6 Mediterranean	Principal	4,9%
EU00185	Slovenia	Hungary	Hodoš	Őriszentpéter	RFC 6 Mediterranean	Principal	63,6%
EU00192*	Hungary	Ukraine			RFC 6 Mediterranean	Principal	
EU00201	Croatia	Hungary	Botovo	Gyékényes	RFC 6 Mediterranean	Principal	6,7%
EU00216	Slovenia	Croatia	Dobova	Savski Marof	RFC 6 Mediterranean	Principal	8,70% (MED RFC) 2,5% (AWB RFC) Combined 11,2%

5.3 Operational Priorities as per Article 19 (1) of Regulation (EU) 2024/1679

RFC Punctuality

Regulation (EU) 2024/1679 (TEN-T Regulation) introduces objectives for the operational performance management of international rail freight to be achieved by 2030.

By 31 December 2030, the Rail Freight governance should ensure that infrastructure and operational conditions on the European Transport Corridors support efficient freight train operations and allow the following performance targets to be achieved:

a) Cross-border dwell times

For every internal EU border crossing, the average border stop time of freight trains should not exceed 25 minutes.

Exceptions apply:

- where a change of track gauge is required² and
- where border controls are still carried out under applicable legislation and make compliance with the 25-minute target impossible³.

Border stop time means the additional transit time caused solely by crossing the border, regardless of whether the reasons are operational, technical, administrative, or infrastructure related. It does not include activities that take place near the border but are not directly related to the border crossing itself.

b) Freight train punctuality

At least 75% of freight trains that cross one or more borders on a European Transport Corridor should arrive:

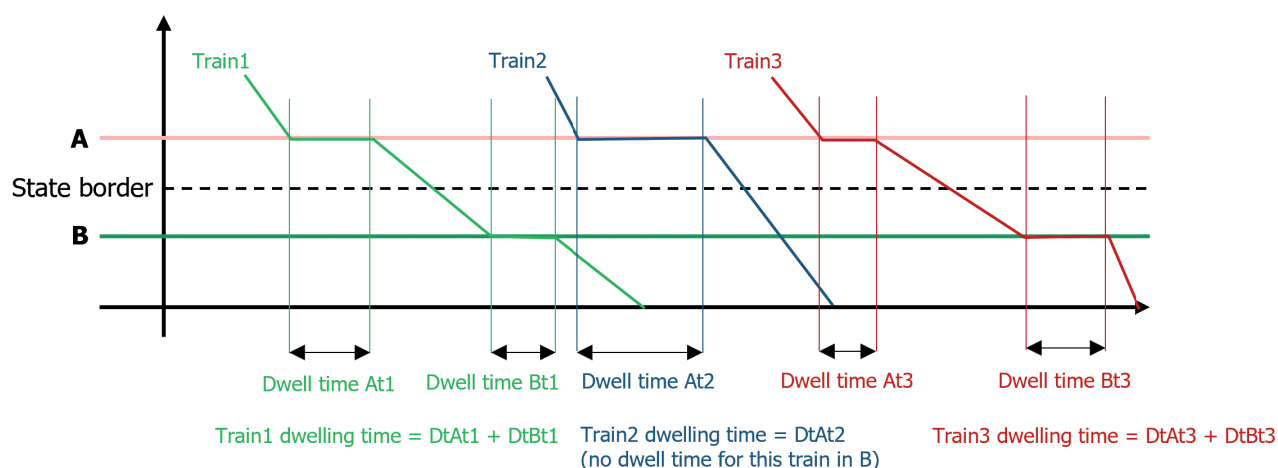
- at their final destination within the EU, or
- at the EU external border if their destination is outside the EU, on time or with less than 30 minutes delay by reasons that are attributable to EU Infrastructure Managers.

In 2025 RFCs within RNE Performance Management Group have developed methodologies for reporting punctuality and dwell time⁴. The RFC High Level Group had endorsed this approach, and the RFC network prepared a common communication strategy to present at the ETC Fora in June 2025. DG MOVE accepted the proposed indicators, and as a final step the methodology was formally approved by the RFCs' Executive Boards.

² For this reason, RFC MED does not publish KPI for the Portbou - Cerbère (ES-FR) border crossing.

³ For this reason, RFC MED does not publish KPI for the Záhony - Chop (HU-UA) border crossing.

⁴ Cross-border dwell time figures presented in this report are based on calculation methodology "real dwell time" using the available TIS data sample. Differences may therefore exist compared with certain RNE publications for 2025 that are still based on methodology "clean dwell time" (dwell time excluding earlier arrivals). From 2026 onwards, RFC and ETC reports will use the same "real dwell time" methodology.

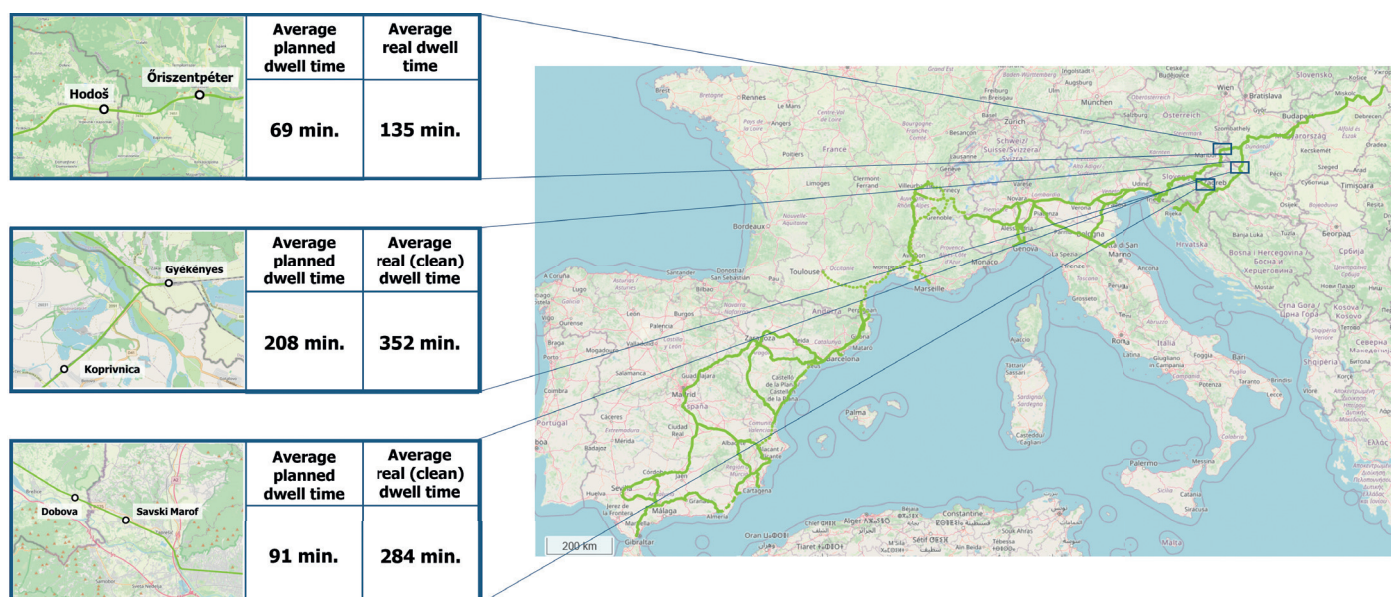


A, B – measuring locations of the cross-border where the border procedures occur.

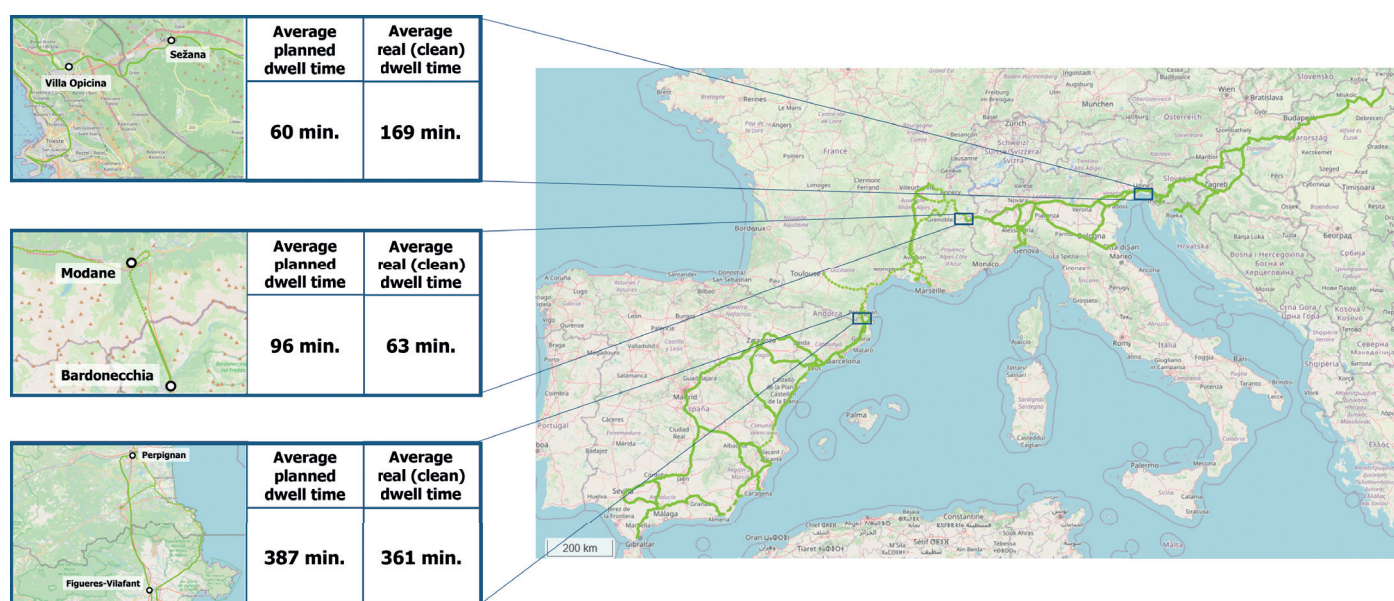
$$\text{Border section dwell time} = \frac{\text{Train 1 DT} + \text{Train 2 DT} + \text{Train 3 DT} \dots + \text{Train X DT}}{\text{Sum of trains crossing the border}}$$

Agreed methodology for cross-border dwell time indicator

Cross-border dwell times 2025 RFC MED East



Cross-border dwell times 2025 RFC MED Center & West



Presented figures provide an indicative overview, as the calculations are made based on the available data sample in TIS. Only trains with complete data (either run through or arrival + departure) are considered in the calculation. Timetables of certain train paths, especially ad-hoc ones, are not synchronized between neighbouring IMs. Another factor is the train linking ratio, which – at certain border crossings – is below 50%. IMs are constantly working on improving data quality. A tangible breakthrough can be achieved after the mandatory implementation of TAF/TAP TSI messages by the sector.

Arrival punctuality in 2025 and 2024 (Share of trains arriving at their destination with a delay of less than 30')

PERIOD	PUNCTUALITY	IM SHARE	RU SHARE	EXTERNAL SHARE	SECONDARY SHARE
2025	34,17%	13,41%	48,71%	7,77%	30,12%
2024	37,88%	12,89%	56,57%	5,46%	25,08%

- ▶ The punctuality indicator is shown as a comprehensive metric considering all delay reasons, complemented by the share of delay reasons as additional information.
- ▶ Arrival punctuality is based on time delta between planned and real arrival; it is not excluding delays occurring at origin (e.g.: non-TIS members and non-EU-MS)
- ▶ Share of delay reasons are aggregated on train level for all TIS members and then allocated per RFC; it is based on documented delays by the IMs, groups and codes based on UIC leaflet 450-2



Leaflet UIC 450-2

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

Main hampering factor identified by IMs that are responsible for the low punctuality and the high cross-border dwell times

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



Besides the issues above the lack of proper coordination, which makes the life of IMs difficult programming the train run. Especially in an environment where, the most dominant train path is ad-hoc request (Eastern part of MED RFC), making the traffic planning environment volatile.

Normally, in this case an in-time information is required from the RUs for a more flexible IM border coordination, with an aim to optimise the behaviour of individual actors and avoiding the planning uncertainties, and saturation.

Hopefully by the end of 2027, the development of the existing IT tools in order to communicate based on standard TAF-TSI, in particular the Train Composition Message (TCM) and Train Ready Message (TR), shall greatly contribute to linking of ad-hoc trains, facilitate traffic planning and forecasting.

6. Conclusions



Looking ahead, the challenges of the next phase can be summarized in a simple principle: “evolution, not disruption”.

2025 marked a year of transition and adaptation for the Mediterranean Rail Freight Corridor.

In a rapidly evolving European regulatory environment, the Corridor continued to deliver tangible added value through coordinated capacity management, cross-border operational cooperation, performance monitoring, stakeholder consultation and disruption management activities.

The implementation of these functions, supported by Infrastructure Managers, Allocation Bodies, Railway Undertakings and public authorities, has once again demonstrated the importance of corridor-level coordination for the efficient operation of international rail freight services. Despite there is still room for crucial improvements, the RFC role as main interface for operators is key.

The achievements recorded throughout the year confirm that cooperation across borders remains essential to address capacity constraints, improve service quality and support the competitiveness of rail freight.

At the same time, the implementation of Regulation (EU) 2024/1679 and the ongoing discussions on the future Capacity Regulation open a new chapter for the governance of the European rail system. As the sector moves towards a new framework for capacity management, it is essential to integrate and further develop the expertise, operational tools and cooperation mechanisms established by the Rail Freight Corridors over the past decade. Functions such as international capacity coordination, cross-border performance monitoring, contingency management, stakeholder engagement and corridor-level operational governance have proven their value and should remain at the heart of the future framework.

To this purpose and despite the big challenges required by the new regulatory framework, the functions developed within RFC Network should evolve into the new governance model, ensuring continuity, efficiency and a customer-oriented approach. Building on the experience and achievements of the RFCs will be crucial to support a seamless transition towards the new European capacity management framework and to contribute effectively to the objectives of the Single European Railway Area, the TEN-T policy and the modal shift ambitions of the European transport policy.

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