



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

RUs feedback

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RUs feedback

- **Spanish Developments along the Mediterranean RFC:** RUs take note of the infrastructural development planned in Spain as presented last June. In light of the **extra costs related to the technological transition of the infrastructure that the RUs will necessarily have to bear in the next 10 years**, RUs would like to ask for the possibility of obtaining financial support from the Iberian government through the provision of grants.
- **Frejus Tunnel:** RUs would like to know in detail the **future technological equipment of the Frejus tunnel** (will it need some Rus fleet upgrade?). If possible, **it is proposed to organize an ad hoc meeting to address the issue.**

RUs feedback

- **Start up of Modane and Villa Opicina working groups:** positive feedback from the RUs for the excellent organization, by the Corridor, of the Modane and Villa Opicina Operational Task Forces and for the very effective and direct collaboration with the RUs in the collection of contents and issues to be face up to
- **Villa Opicina - Sezana as a "*border line*":** RUs are asking for the possibility of **using Sezana as a border station where trains can be picked up / delivered** in order to use the Villa Opicina-Sezana line as a "*border line*" with simplified common operating rules (to be defined). Among the aspects to consider:
 - The voltage of the line is the same therefore it does not represent a constraint
 - It is a simple line (no branches, no intersections)
 - Introduction of the bilingualism of the personnel involved in the Villa Opicina-Sezana line
 - Extension of the Italian and Slovenian safety certificates to Sezana and Villa Opicina respectively

RUs feedback

➤ Ljubljana – Brezovica line's closure

1. Short notice announcement:

- According to Annex VII of Directive 2012/34/EU, **track closures with medium impact should be announced 24 months prior** to the change of timetable. Also based on this Directive IMs should set up a **coordination with RUs 13.5 months prior** to the change of timetable.
- Indeed, **RUs got information** of the planned works in late May, **only 2-3 months in advance**. This short time was not enough for RUs to prepare with alternative operational solutions and rerouting options.

2. Withdrawal of pre-booked PaPs:

- In Westbound direction, 46% of RUs pre-allocated PaP capacity was withdrawn for the next timetable period. All the rejected paths were already agreed on FTE-B conference and also accepted in PCS both in Pre-Booking Phase and Draft Timetable Phase.
- Therefore, RUs are not able to plan the international traffics with alternative routes.

RUs would like to have a montly update from SZ Infra containing the timeline and the expected end date of the works, in order to avoid overlapping with works in Tarvisio.

RUs feedback

- **RNE.TIS linking trains inside countries:** RUs are looking forward to have the possibility of linking trains inside countries and not only border stations, as there are a lot of cases when trains are changing train numbers inside countries (such as terminals or greater hubs like Zagreb).