



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

TAG meeting 12th March 2024

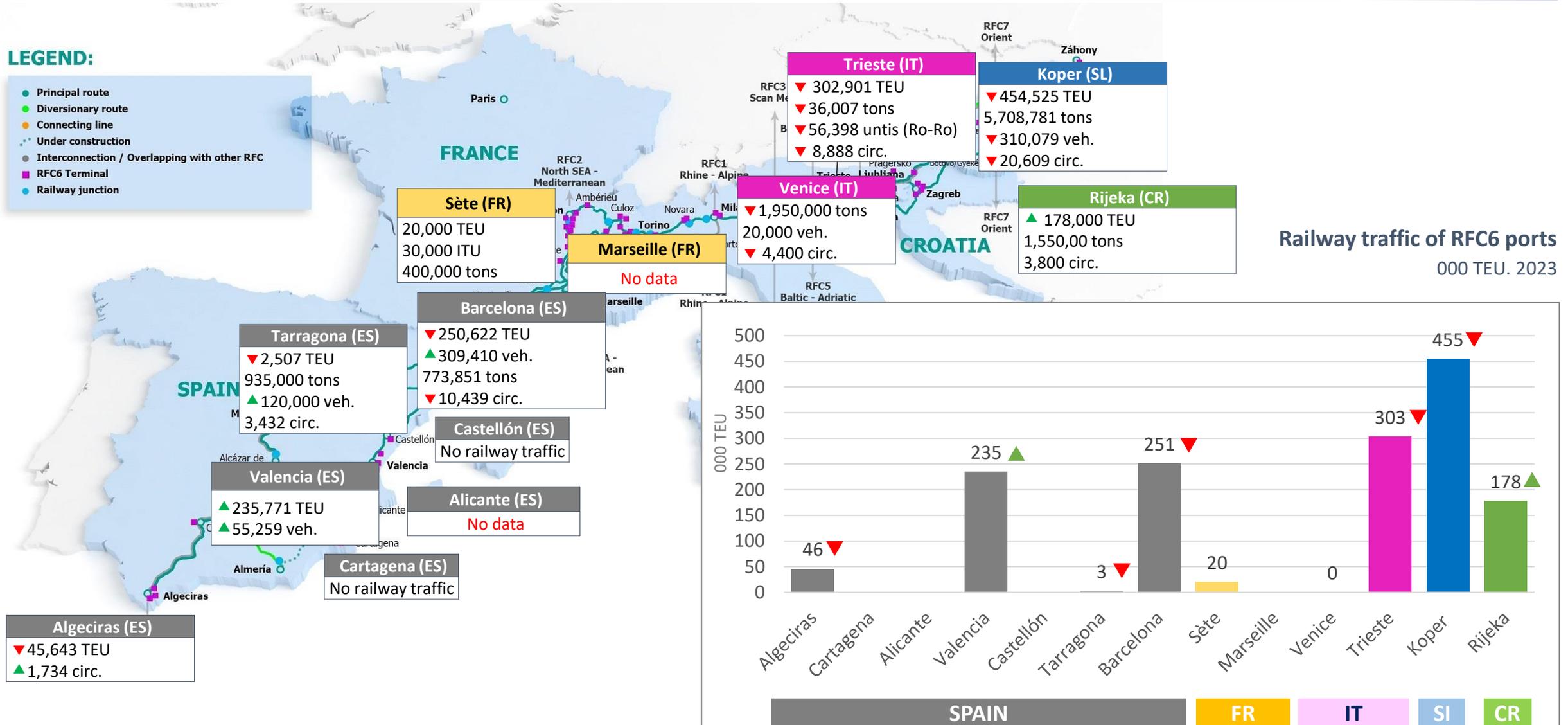
Outcomes from TAG pre-meeting 1st March 2024

Traffic update 2023

Ports

LEGEND:

- Principal route
- Diversionary route
- Connecting line
- Under construction
- Interconnection / Overlapping with other RFC
- RFC6 Terminal
- Railway junction

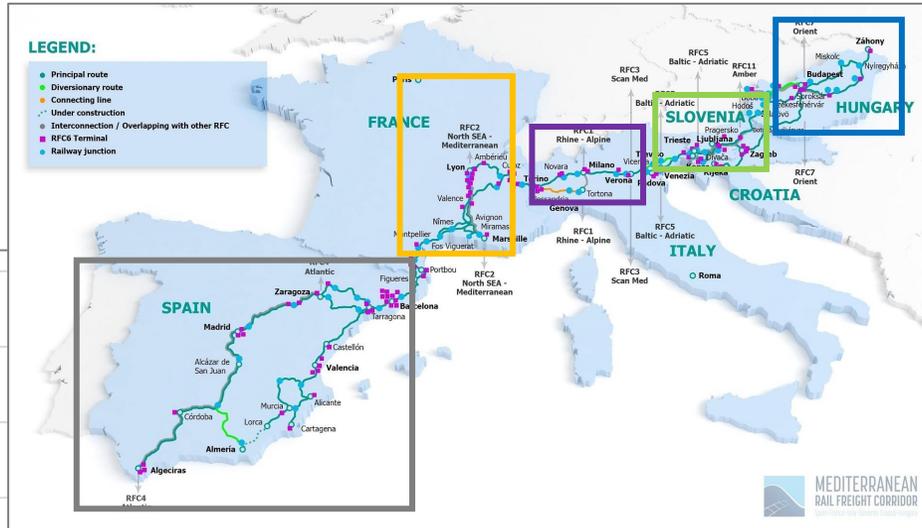


Traffic update 2023

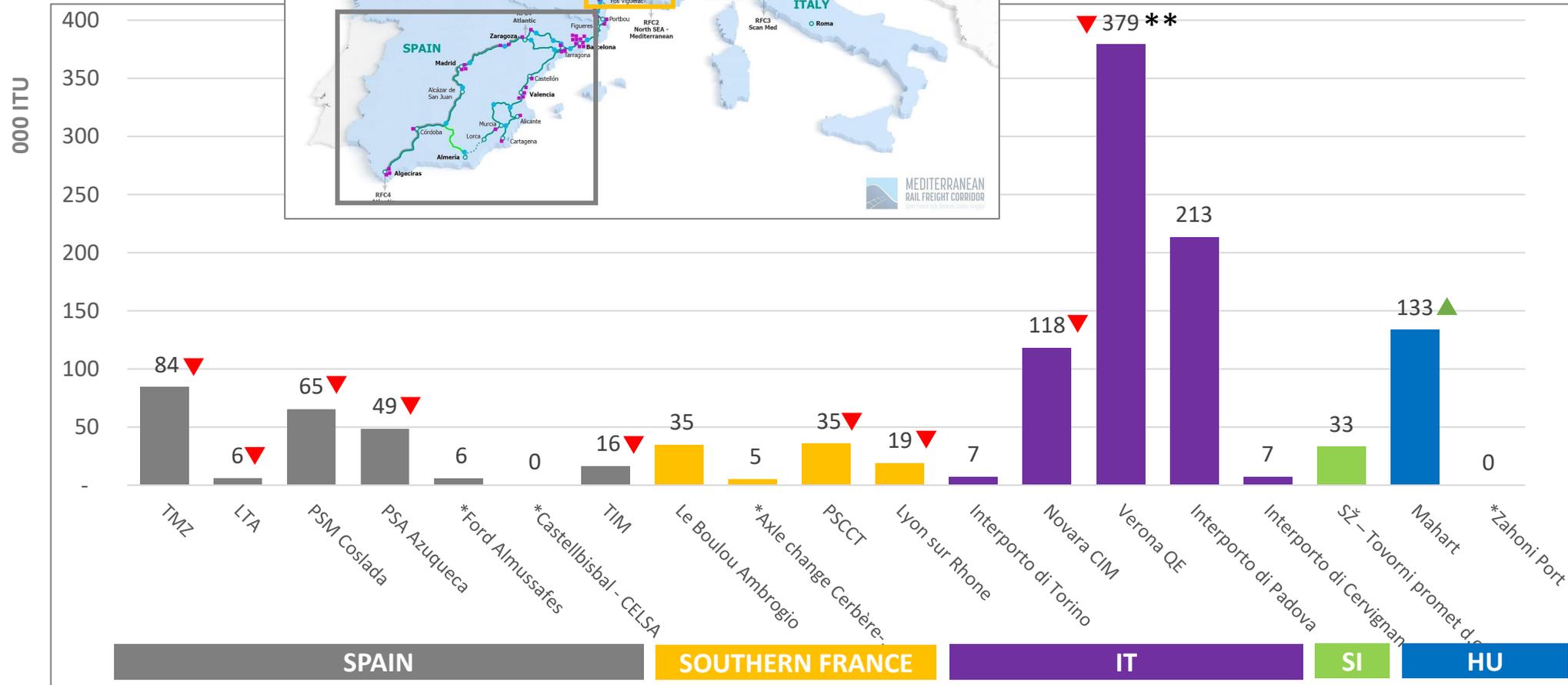
Inland terminals

Railway traffic of inland terminals

000 ITU. 2023



Only the terminals for which information has been obtained are shown.



** Freight Village includes 3 rail intermodal terminals

* Terminals whose main traffics are bulk, automobiles, or perform transshipment functions at the border.

Relevant issues affecting the corridor



Mediterranean Ports

- Impact of ETS and incidents in the Red Sea
- MEDPorts Study on Impact of the Red Sea Disruption on its Member Ports
- Take into considerations also the smaller ports of the corridor, highlighting them on the map (for example: Sète)

France

- Strikes due to SNCF Fret conflict and other. More than a year of disruptions
- Works in progress on several lines
- Severe weather circumstances
- Cancellations and big delays due to incidents...

Spain

Works on the Mediterranean Corridor, capacity constraints

Spain-France

Cross Border limitations for freight traffic

France-Italy

Frejus tunnel closure since August 2023

Divaca- Koper

Second line construction

Croatia

Infrastructure works

Italy-Austria

- Maintenance works on Brenner tunnel;
- Tarvisio and Brenner are often congested;

Port of Koper

Port authorities receive funds from the RRF plan, while the Luka Koper company, which is listed on the stock exchange (but with most shares belongs to the State) cannot obtain such funds due to State Aid limitations. Is this a matter of fair competition?

Germany

Low demand (impact on north-south traffic flows)

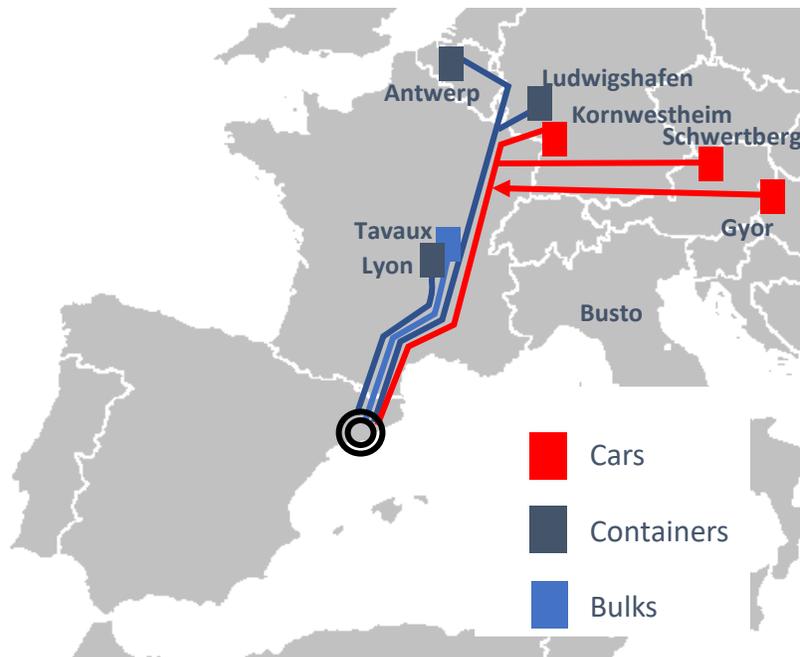
Strikes

Hungary

Mahart Terminal operates on the limit of capacity due to ongoing works

France-Spain Cross Border limitations for freight traffic

Limited development of standard gauge rail services from Barcelona



3 Freight trains /day
4 HS passenger trains /day

Railway line in standard gauge for mixed and simultaneous use of high-speed passenger trains and freight trains

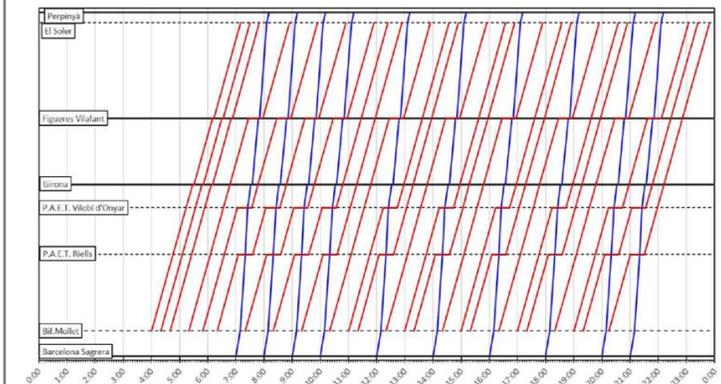
- Line closed on weekdays during the night for maintenance tasks (12:00 – 05:00) -> Limitation in the availability of commercially attractive slots.
- High production costs: locomotives (3 voltages, 3 safety systems, 3 signalling systems...), drivers, line usage fees and tunnel tolls.

45 €/km: double than national railway services

Medium-term (2030) capacity issues are anticipated when the terminals along the corridor between Barcelona and Valencia become operational (La Llagosta, SEAT, Port of Tarragona, Port of Valencia)

!! commercially attractive capacity

Mollet-Figueras section. Railway circulations on a day with nighttime closure. Max.capacity: 10 HS passenger trains and 25 Freight trains."



TRAIN PORT BARCELONA, SA

New company between Spanish railway Infrastructure Manager (ADIF) and Port Authority of Barcelona



Objective

- Development of railway terminals in the Barcelona Logistics Hub to promote railway traffic (maritime and continental)
- Facilitate the provision of complementary and ancillary basic railway services and planification and management of railway traffic in rail port network.

Business activities

- Management and operation of the Railport control Centre of Barcelona
- Construction and operation of the Port of Barcelona Intermodal Terminal
- Operation of La Llagosta Intermodal Terminal
- Minority participation in the Company that will develop the Railway Motorway Intermodal Terminal



Signature: March 2024

adif Port de Barcelona