

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

Mediterranean RFC TAG & RAG

Venue: Teams - Online meeting

Date: 12/03/2024

Time: h 09:00-12:45



**Co-funded by
the European Union**



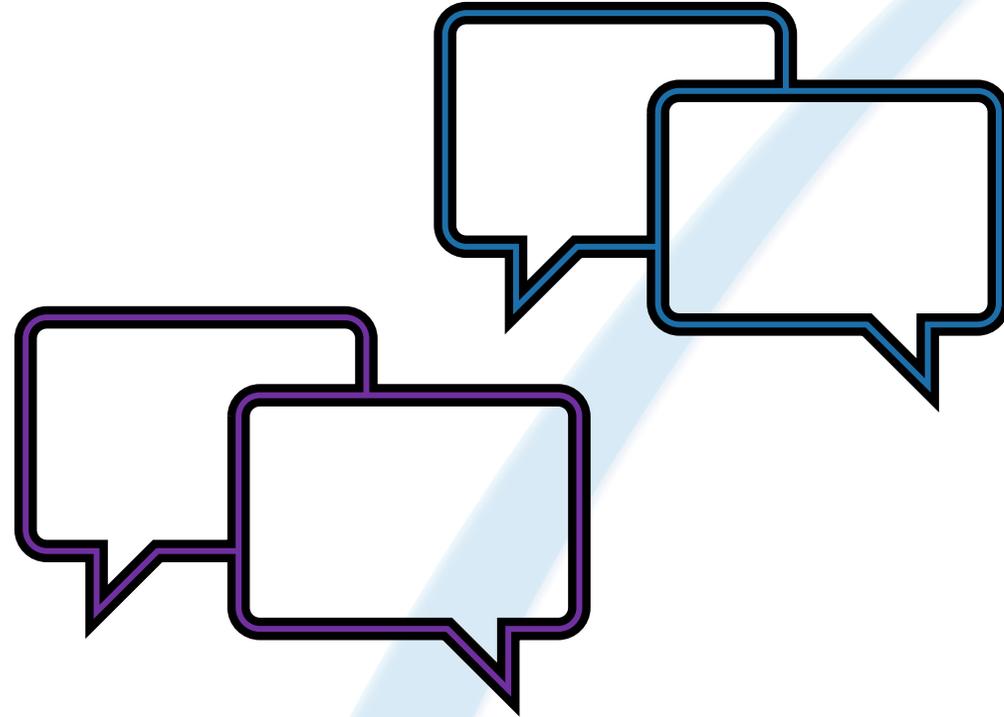
Welcome to the 22nd Advisory Group meeting of the MED RFC!

1. Agenda

	Topic	Speaker	Time
1	Welcome from the Med RFC	Managing Director	09:00 09:15
2	RAG pre-meetings outcomes and new topics	RAG Spokesperson	09:15 09:45
3	TAG pre-meetings outcomes and new topics	TAG Spokesperson	09:45 10:15
4	Feedback from the Corridor <ul style="list-style-type: none"> ➤ Maurienne valley ICM state of play ➤ Dates of the next informative meetings about Spanish developments and TELT ➤ Villa Opicina - Sezana "border-line" with common simplified rules first feedback from the IMs 	MD, IA, PM	10:15 10:45
5	Insights on the European Commission's proposal to amend the Combined Transport Directive	Akos Ersek, UIRR	10:45 11:10
6	Major Temporary Capacity Restrictions (TCRs) impacting on RFC lines <ul style="list-style-type: none"> ➤ TCR tool Comments and requests from participants	C-OSS Leader	11:10 11:30
7	C-OSS state of play <ul style="list-style-type: none"> ➤ Offer TT 2025: insights and deadlines Comments and requests from participants	C-OSS Leader	11:30 11:50
8	User Satisfaction Survey 2023 and Joint TMS survey main outcomes Comments and requests from participants	PM	11:50 12:05
9	Information on specific sessions <ul style="list-style-type: none"> ➤ Collaborative approach (Rail-CDM) ➤ Power Systems training 	MD-	12:05 12:15
10	Wrap-up of the meeting and main conclusions	Managing Director	12:15 12:30
11	AOB	All	12:30 12:45
	End of the meeting		12:45

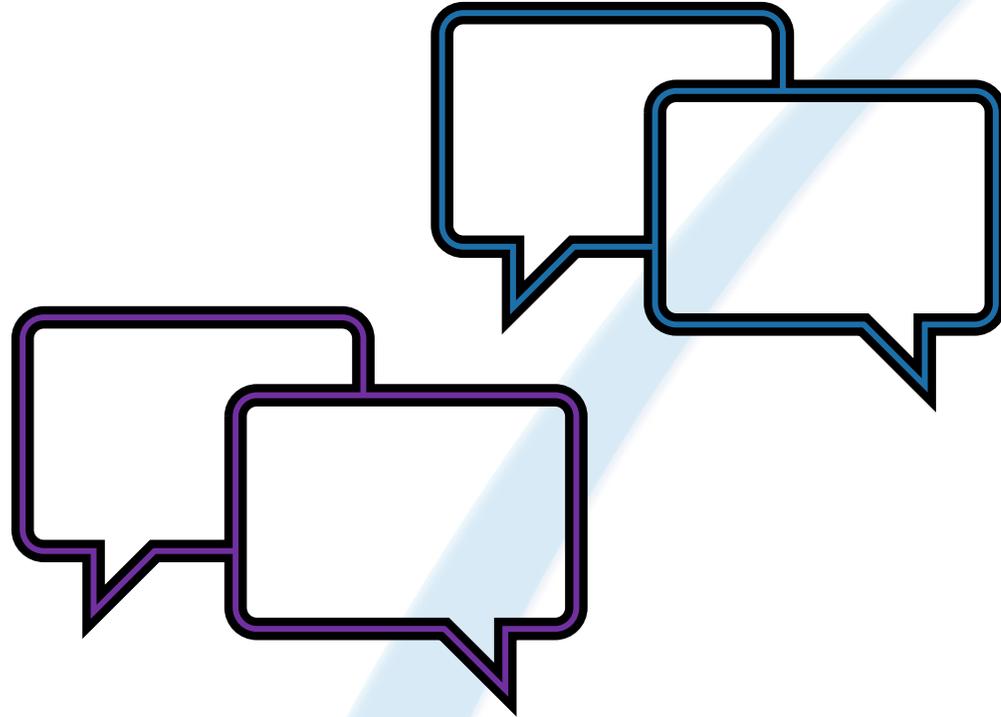
2. RAG pre-meeting outcome and new topics

Issues highlighted during pre-meetings



3. TAG pre-meeting outcome and new topics

Issues highlighted during pre-meetings



4. Feedback from the corridor

- **Maurienne valley ICM state of play**
- **Dates of the next informative meetings about Spanish developments and TELT**
- **Villa Opicina - Sezana “border-line” with common simplified rules first feedback from the IMs**

Comments and requests from participants

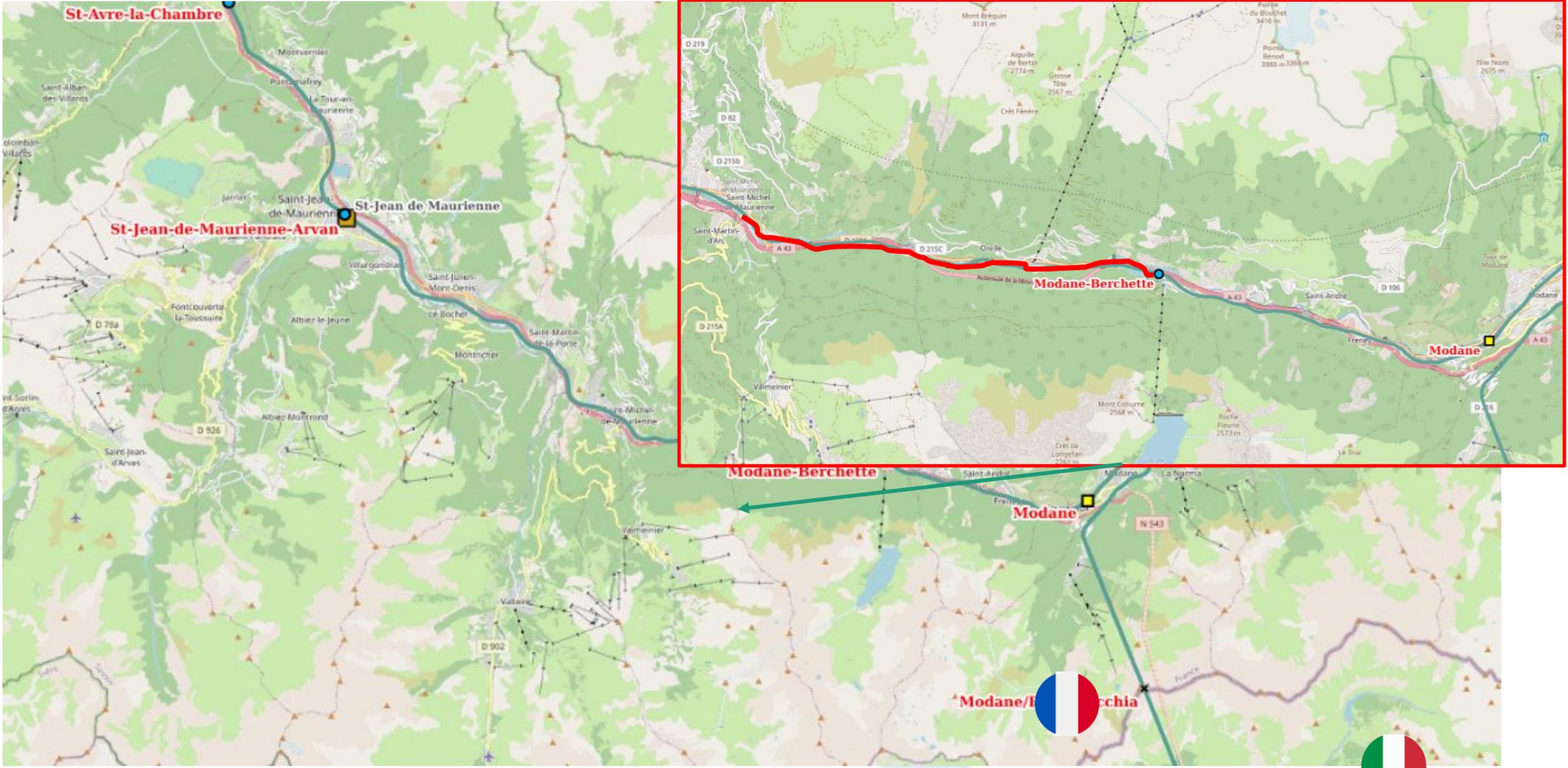
ICM Situation at Modane – the facts



On 27 August 2023 at 17:00, a landslide occurred on the Culoz - Modane line. between St Michel-Valloire and Modane.

- COMPLETE **STOP** OF RAIL TRAFFIC BETWEEN ST JEAN DE MAURIENNE AND MODANE
- INTERNATIONAL TRAFFIC IS INTERRUPTED TO AND FROM ITALY
- IMPACT ON PASSENGER AND FREIGHT TRAFFIC

ICM situation Modane - The location



COORDINATION & MEETINGS ON ICM

> 15 meetings in 6 months

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

1st telco on international disruption in the Maurienne Valley
Minutes

Date of telco: 28.08.2023
Time: 16:00 – 16:30
Participants: RFC representatives: MED RFC RZ, S NSM RFC YLF Head of incident management of le Head of incident management of re SBB RL, CZ, LFP PP, LV
Enclosures: - Re-routing overview 2023
Copy: 1
Status: DRAFT
Date of issue: 29.08.2023 – 12:05

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

2nd telco on international disruption in the Maurienne Valley
Minutes

Date of telco: 31.08.2023
Time: 16:00 – 16:30
Participants: RFC representatives: MED RFC RZ, S NSM RFC YLF Head of incident management of lea Head of incident management of rel SBB RL, CZ, LFP PP, LV
Enclosures: - Re-routing overview 2023
Copy: 1
Status: DRAFT
Date of issue: 31.08.2023 – 19:05

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

3rd telco on international disruption in the Maurienne Valley
Minutes

Date of telco: 4.09.2023
Time: 12:30 – 13:00
Participants: RFC representatives: MED RFC Raffaele Zurlo, Pamela Chiarappa NSM RFC Yann Le Floch Head of incident management of leading IM: SNCF Réseau Albaret Frank, Collot Olivier, Samuel Sender Head of incident management of relevant IM(s): RFI Antonio Gasbarro, Andrea Galluzzi, Laura Fortunato, Francesco Ciance, Scialdone Agostino, SBB: Nyffeler Philips, LFP: I. Vireque
Enclosures: - Re-routing overview and relevant additional capacity
Copy: 1
Status: DRAFT
Date of issue: 4.09.2023 –



Extraordinary Meeting – 1st HIGH LEVEL Meeting



MED RFC – ICM Culoz-Modane Line - 1st High-Level Meeting Minutes

Date of telco: 10.10.2023

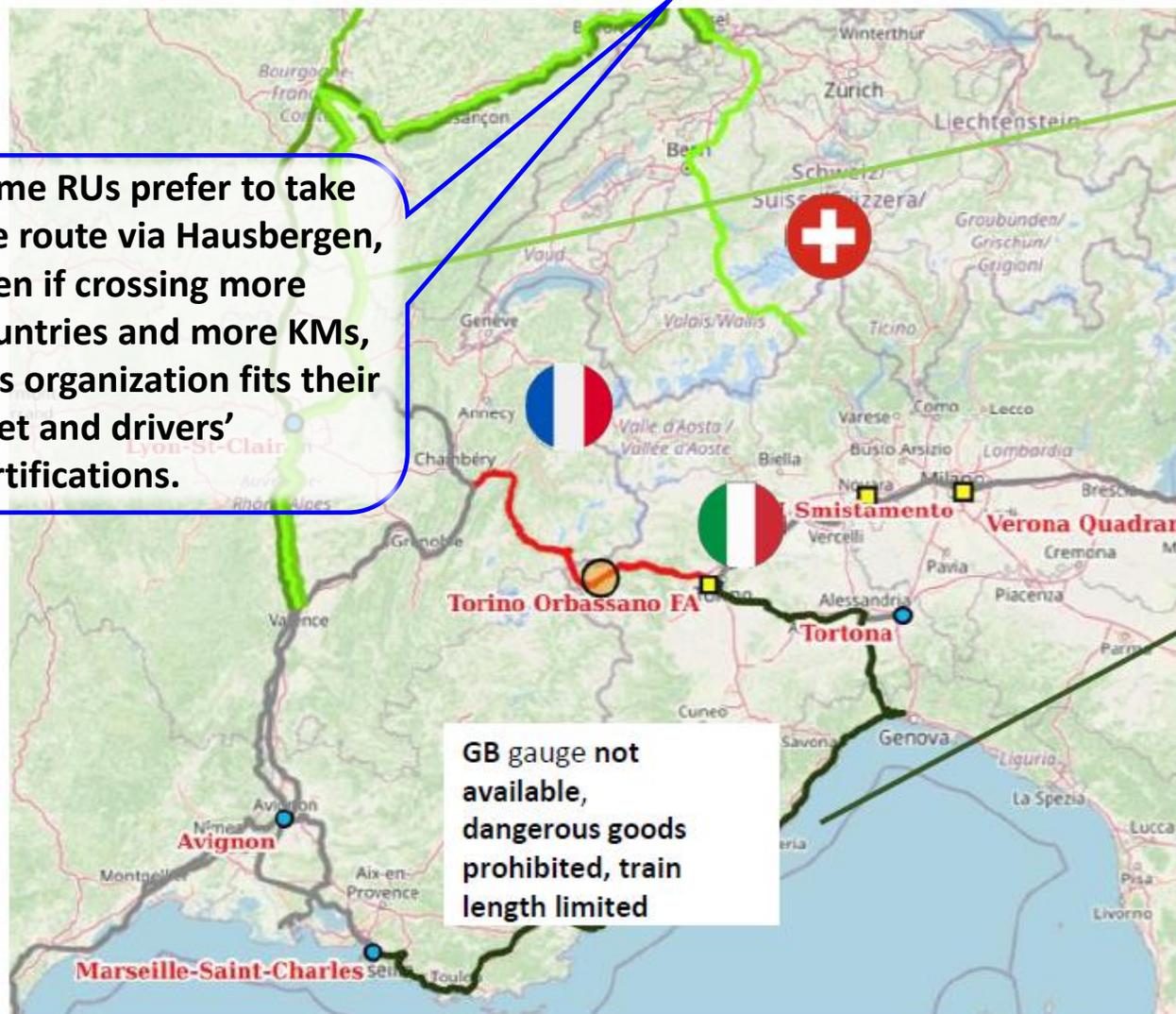
Time: 11:30-12:45

Participants:

- Ministry of Ecologic Transition and Territories' Cohesion (France) : Milena Kobler
- DREAL Auvergne-Rhone- Alpes : Fabrice Gravier
- SNCF Réseau: Weber Roger, Vincent Mohsen, Claire Hamonieu, Panhai Hengameh
- RNE: Jurai Maliacek
- RFI : Andrea Galluzzi, Rossella Ricci, Giovanni Vallera,
- MED RAG : Silvia De Rocchi
- Cap Train: Thomas Landureau, Luca Farina
- RFC representatives: MED RFC : Raffaele Zurlo, Stephane Dastot, Istvan Pakozdi, Giulia Gargantini



Situation of the MCI in Modane - Redeployment and current situation



1) Via Switzerland, Domodossola via the Lötschberg tunnel, crossing the CH/FR border at Basel Saint-Louis. According to the timetable, on the Italian section (Milano-Domodossola), TCR operations between Arona-Sesto Calende ended on 11.9.2023.

2) Via Genoa-Ventimiglia-Marseille, along the Mediterranean coast, residual capacity is as follows:

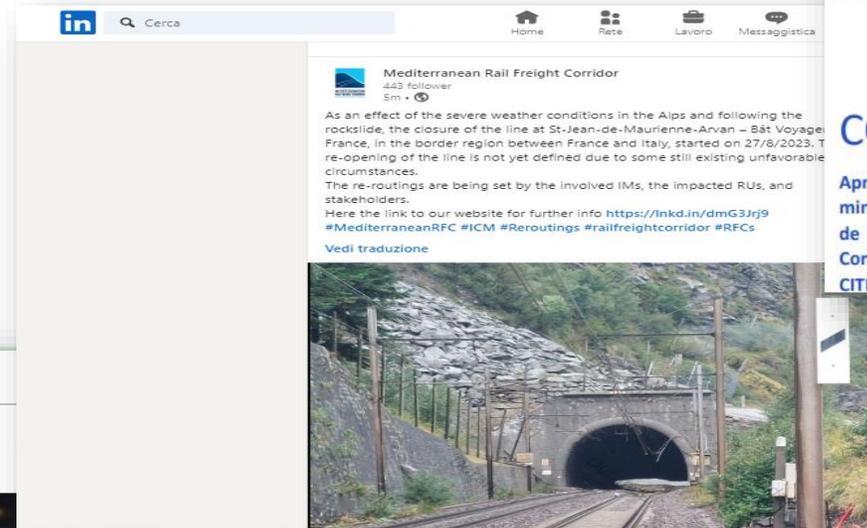
On the RFI side: up to 2 pairs of train paths with a maximum length of 380 m, except at night between 11 p.m. and 5 a.m. SNCF Réseau side: From Italy to France, six train paths/day, and from France to Italy, ten train paths/day, with a length of

maximum train length of 529 m ;

- No rerouting request for passenger trains
- SNCF R has prepared a list of requests on the papers that RFI will complete at the

COMMUNICATION

- Among platforms, newspapers;
- Med RFC Website;
- MED RFC Linkedin;
- SNCF Newsletter as a direct communication to all the stakeholders.



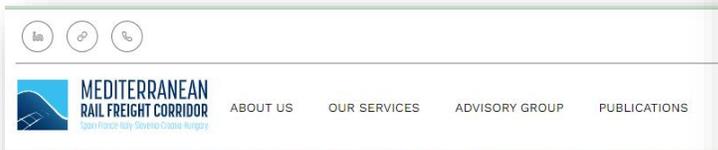
Éboulement de la brèche en Maurienne

Lettre d'information #3 - nov. 2023



CONTEXTE

Après l'éboulement du 27 août dernier, les purges par minage et par engins mécaniques ont démarré. La finalité de la démarche (menée sous maîtrise d'ouvrage du Conseil départemental de la Savoie avec l'entreprise CITEM) est de faire tomber quelques 5000m³de roches. Le



BREAKING NEWS -SEVERE WEATHER CONDITIONS-FRANCE

Home > News > Breaking News -severe weather conditions-France

As an effect of the severe weather conditions in the Alps and following the rockslide, the closure of the line at St-Jean-de-Maurienne-Arvan – Bât Voyageurs, France, in the border region between France and Italy, started on 27/8/2023. The re-opening of the line is not yet defined due to some still existing unfavorable circumstances.

The re-routings are being set by the involved IMs, the impacted RUs, and stakeholders.

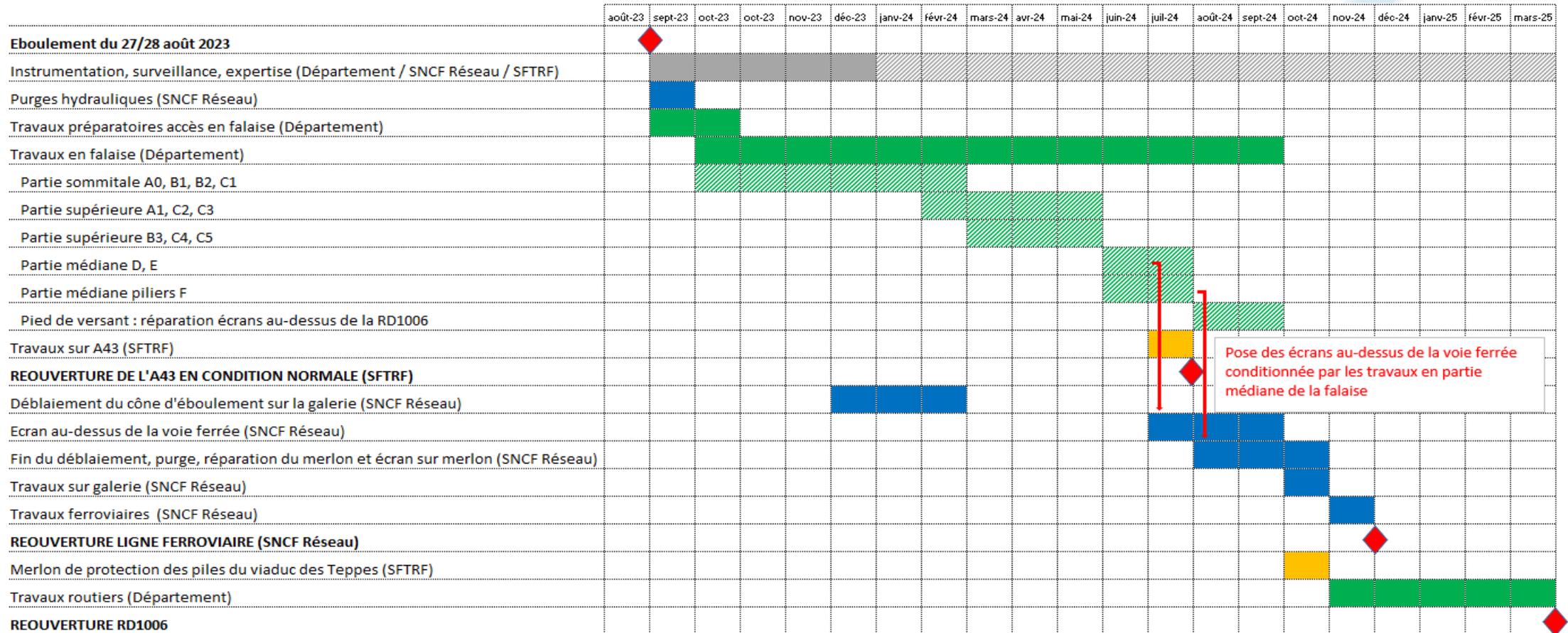
Further information will follow, soon.



Next steps

- Completion of all the construction work already planned and under way to stabilise the unstable rock formation and restore the railway infrastructure,
- ***Reopening of the Culoz-Modane line (scheduled for December 2024) ;***
- Maintenance activities already planned for 2025 will be carried out in 2024, to take advantage of the current interruption of the Culoz-Modane section, in order to increase capacity in 2025 and 2026.

Infrastructure re-opening schedule



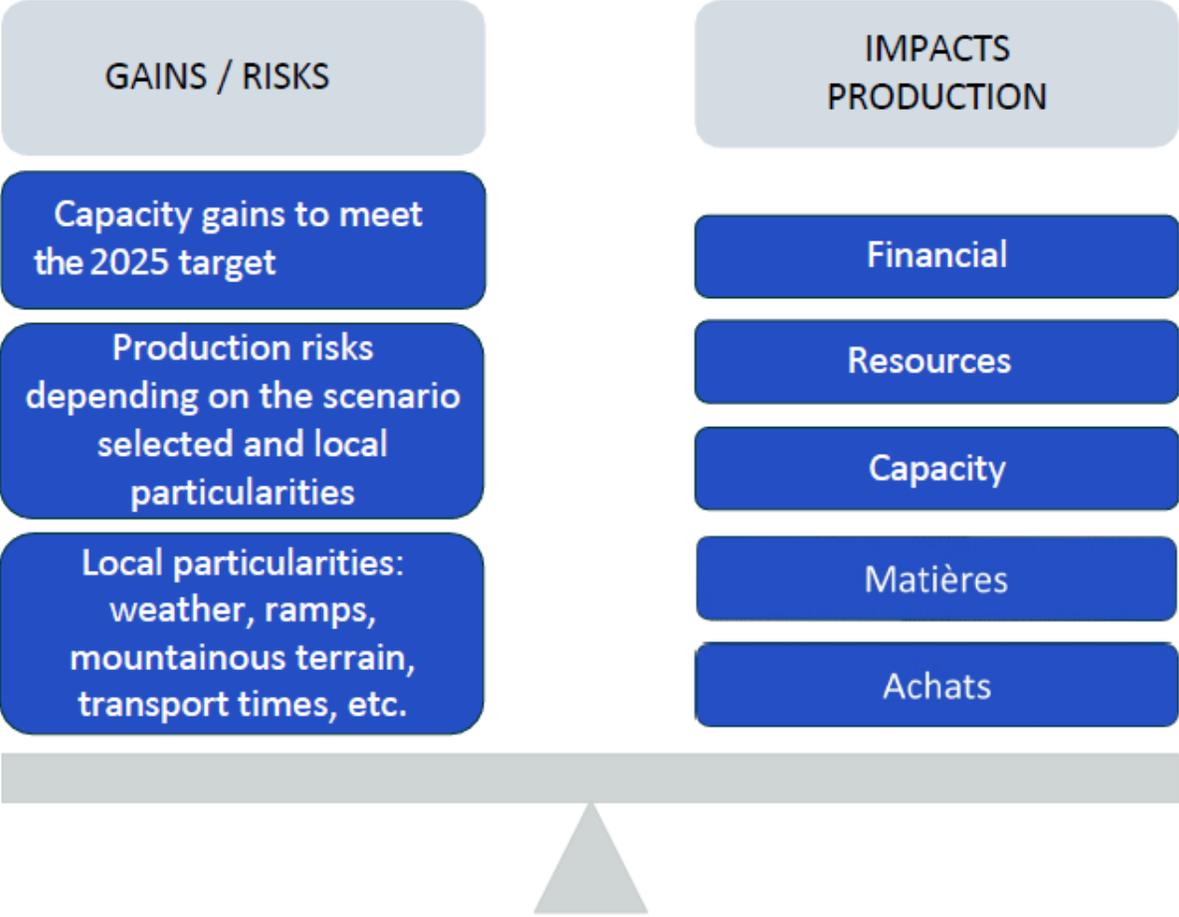
ROADMAP AND CHALLENGES

Roadmap :

Anticipate a maximum of works 2025 in 2024 to reduce the capacity impact in 2025.

Issues :

Finding the right balance: gains/risks and impacts on site production + train paths depending on the availability of our partners' national industrial tools



ORDONNANCEMENT INITIAL

Programme :

❖ 2024 :

45,102 km de renouvellement

29 semaines de travaux 5 jours / semaine

Du 27 mai et au 15 décembre

Travaux de nuit du 27 mai au 6 septembre
puis travaux de jour jusqu'au 15 décembre

❖ 2025 :

25,729 km de renouvellement

33 semaines de travaux 5 jours / semaine

Du 28 avril au 14 décembre

Travaux de jour sur la totalité

Deux outils industriels :

+ 2024 : Outil industriel « suite rapide »

Rendement journalier 840 ml/jour

+ 2025 : Outil « Hors suite industriel »

Rendement journalier 432 ml/jour

Synthèse 2024 + 2025 :

70,831 km de renouvellement pour 62 semaines de travaux



ORDONNANCEMENT MODIFIE

Programme :

❖ 2024 :

55,477 km de renouvellement dont
10,375 km de travaux 2025 anticipés en 2024

31 semaines de travaux 5j/ semaines

Travaux de nuit du 27 mai au 25 octobre
puis travaux de jour jusqu'au 15 décembre

❖ 2025 :

15,354 km de renouvellement

23 semaines de travaux 5 jours / semaine
Du 12 mai au 17 octobre

Travaux de jour sur la totalité

Deux outils industriels :

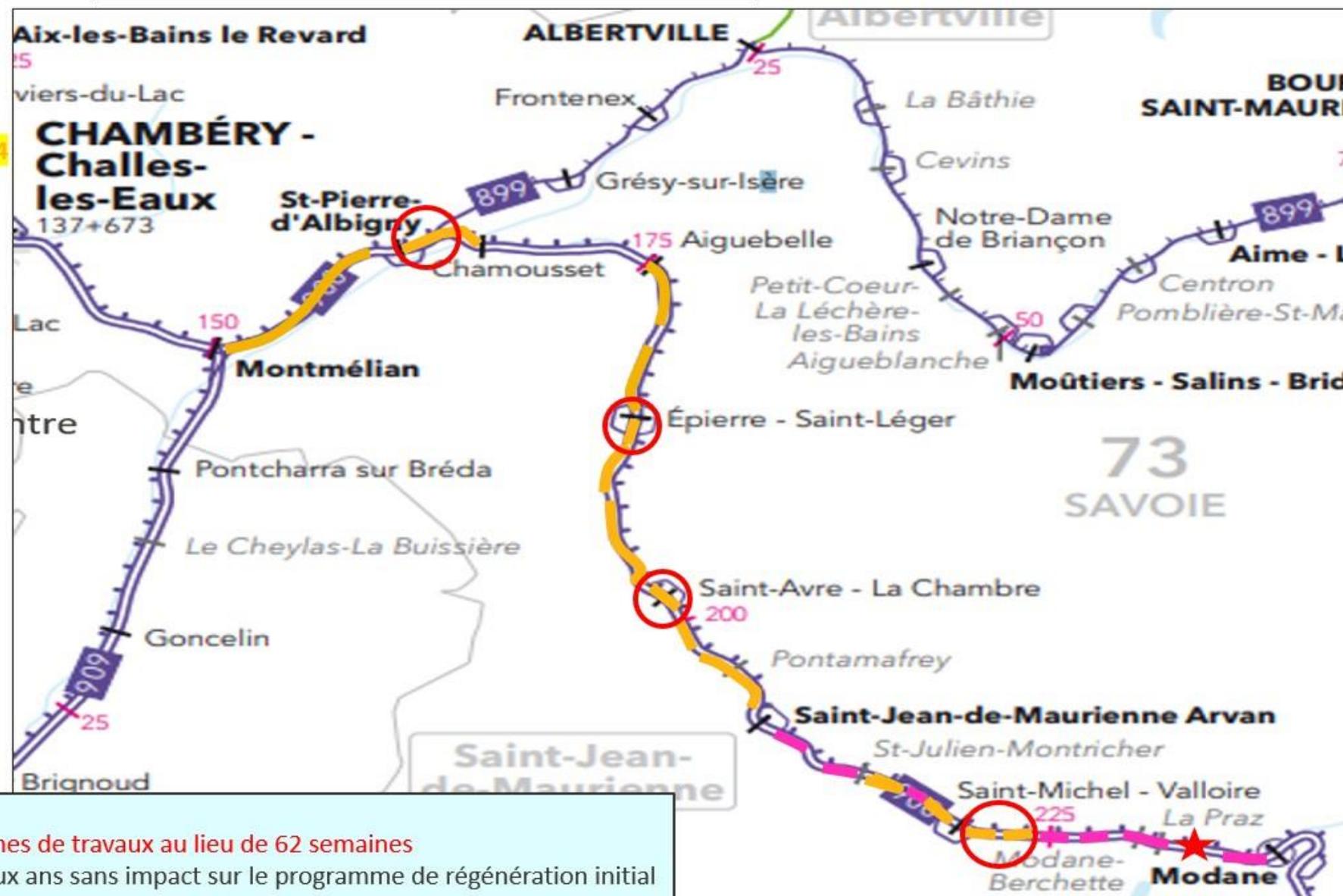
+ 2024 : Outil industriel « suite rapide »
Rendement journalier 840 ml/jour

+ 2025 : Outil « Hors suite industriel »
Rendement journalier 432 ml/jour

Synthèse 2024 + 2025 :

70,831 km de renouvellement pour 54 semaines de travaux au lieu de 62 semaines

Gains majeurs : 8 semaines de travaux sur deux ans sans impact sur le programme de régénération initial 2024/2025



ICM Rerouting Overview

				2023				
				August	September	October	November	December
				27-31	1-30	1-31	1-30	1-31
Number of affected trains*	SNCF R.	Freight		22	683	834	830	830
		Passenger		12	12	12	12	12
	RFI	Freight		3	888	688	211	98
		Passenger		12	12	12	12	12
Number of re-routed trains per re-routing freight only*	SNCF R.	Ventimiglia		0	26	61	60	60
		CH/D		0	20	34	35	35
	RFI	Ventimiglia		3	88	97	58	38
		CH/D		0	0	0	0	0
Cancelled trains not possible to re-route *	SNCF R.	Freight	Partial	2	75	71	70	70
			Complete	20	562	668	665	665
		Passenger		12	12	12	12	12
	RFI	Freight		0	800	591	153	60
		Passenger		12	12	12	12	12

*More or less fact figures!

Dates of the next informative meetings about Spanish developments and TELT

- ➔ Informative meeting on **TELT and accessing lines in Italy and France**,
30th May 2024
- ➔ Informative meeting on **Spanish infrastructure developments and opportunities**,
TBD

"Sharing first-hand information, shaping the future of rail freight transport together"

Villa Opicina - Sezana “border-line” with common simplified rules first feedback from the IMs



Villa Opicina - Sezana "border-line" with common simplified rules first feedback from the IMs

➤ Extension of the VOPT work shift to Saturdays starting 01/03/2024

In the context of the works of the Villa Opicina task force, aimed at better managing the cross-border traffic between Villa Opicina (IT) and Sezana and increasing interoperability, RFI proposed to extend the VOPT (Villa Opicina Train Programming) work shift to improve the scheduling of the international freight trains crossing the border.

For an experimental period of 3 months, the work shift of the VOPT will be extended to Saturdays from 8.00 AM to 12.00 PM and from 1.00 PM to 4.36 PM. Therefore, the VOPT will be in charge of the compatibilization of the traffic and drafting the daily program for the following day from Monday to Friday. On Saturday, he will prepare the programs for Sunday and Monday.



Vice Direzione Generale Operazioni
Direzione Circolazione e Orario
Circolazione e Orario Area Venezia - Trieste
Il Responsabile

Ferrovie dello Stato Italiane
UA 1/3/2024
RFI-VDO.DICIO COA.CAVTSA0011PA
2024/000420



PREMIUM PARTNER

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Ljubljana, Slovenija
Franc.klobucar@slz-zeleznice.si

p.c. Direzione Circolazione e Orario
Commerciale

Esercizio VE-TS

Managing Director
Mediterranean Rail Freight Corridor
r.zurlo@medfrc.eu

Subject line: Extension of VOPT work shift at Villa Opicina Railway station

In order to improve the scheduling process of international trains involving the Villa Opicina border crossing and guarantee greater flexibility with respect to the needs of Railway Undertakings, starting from 01/03/2024, for an experimental period of 3 months, the extension of the work shift of the "Villa Opicina Train Programming" (VOPT) – representative responsible for the compatibilization and drafting of the daily rail traffic program of the Villa Opicina railway station – has been planned.

Specifically, the time of presence of the interface contact person between the RFI and SZ – I IMs, in charge of train scheduling at the Villa Opicina station (VO.P.T. representative), whose role and related activity are governed by a specific bilateral agreement (Villa Opicina Train Programming - Support function for the coordination of freight traffic passing through the Villa Opicina station) drafted in November 2014 and signed by both neighbouring Infrastructure Managers, will also be extended to Saturdays from 8.00 a.m. to 12.00 p.m. and from 1.00 p.m. to 4.36 p.m. .

Therefore, the VO.P.T. representative from Monday to Friday prepares the rail traffic program for the following day while, on Saturday he prepares it for Sunday and Monday.

With reference to the timing and references foreseen in the bilateral agreement, the Italian and Slovenian RUs will send their train schedule for the following day from Monday to Friday, while on Saturday they will send the train schedule for Sunday and Monday.

5. Insights on the European Commission's proposal to amend the Combined Transport Directive



Ákos ÉRSEK
Chief Policy Advisor



Brussels, 7.11.2023
COM(2023) 702 final
2023/0396 (COD)

Proposal for a

DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

amending Council Directive 92/106/EEC as regards a support framework for intermodal transport of goods and Regulation (EU) 2020/1056 of the European Parliament and the Council as regards calculation of external costs savings and generation of aggregated data

(Text with EEA relevance)

{SEC(2023) 373 final} - {SWD(2023) 351 final} - {SWD(2023) 352 final}

8. User Satisfaction Survey 2023

Results are published on the Med RFC website [Link](#)

On the Customer Information Platform [Link](#)

Comments and requests from participants

Study design info

- **13 evaluations/respondents for Med RFC - Overall RFC Network (115)**
- Computer Aided Web Interviews (using the online tool Survio)
- Contacts (e-mail address) delivered by RFCs
- 20 companies invited
- **3 personal interviews**
- Field Phase: 24th August to 12th October 2023

SATISFACTION & PARTICIPATION

13

evaluations

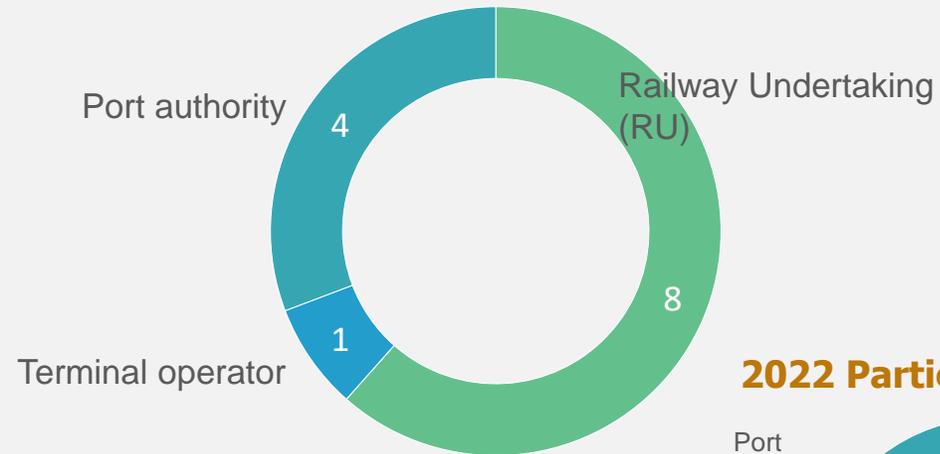
- 6 compared to 2022.

overall n. of evaluations RFC Network: 115
(-4 compared to 2022)
Average n. of evaluations per RFC: 10

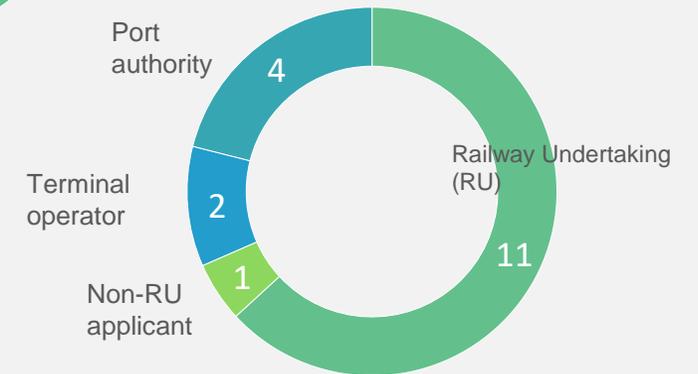


MED RFC satisfaction

2023 Participants' groups

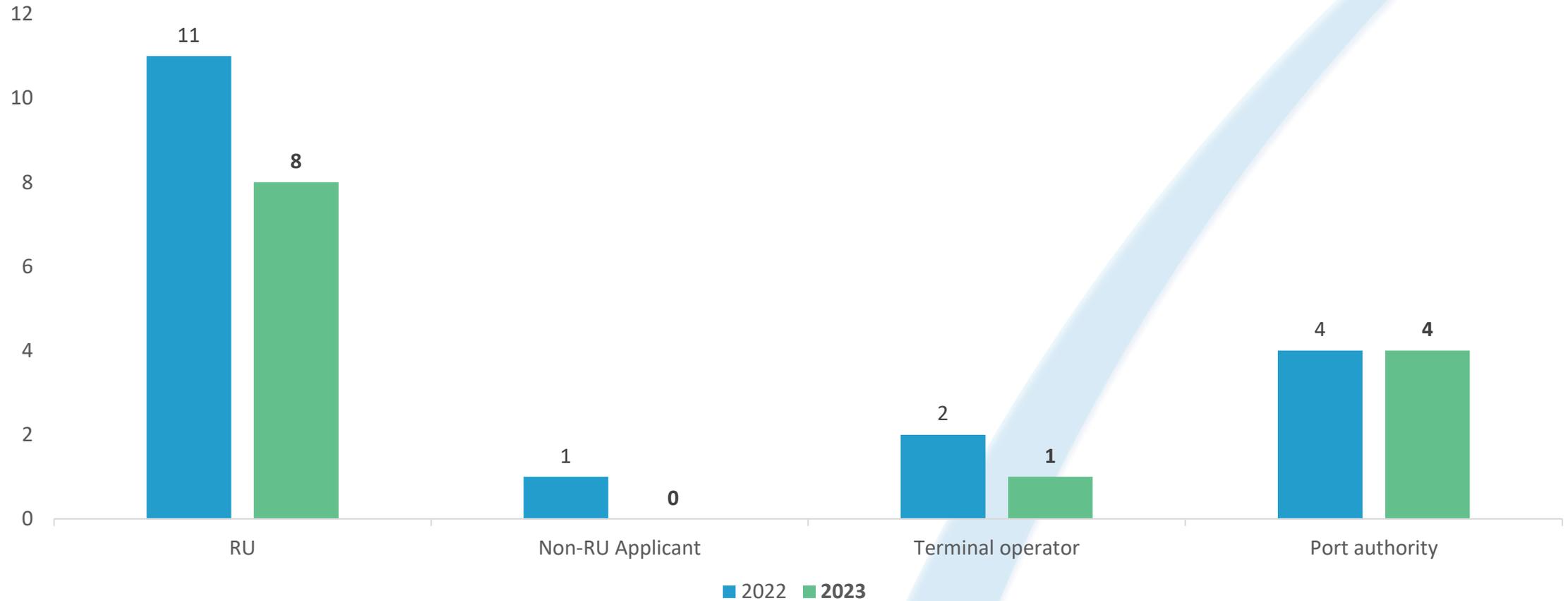


2022 Participants' groups



SAMPLE DESCRIPTION

Target group



- » "To which of the following type of target groups does your company belong?"
- » sample size = 18; 13;

SATISFACTION WITH RFC Mediterranean

- » Overall, how satisfied are you as a user of the RFC?
- » Answered by: RUs/non-RUs, Terminals/Ports
- » sample size = 13

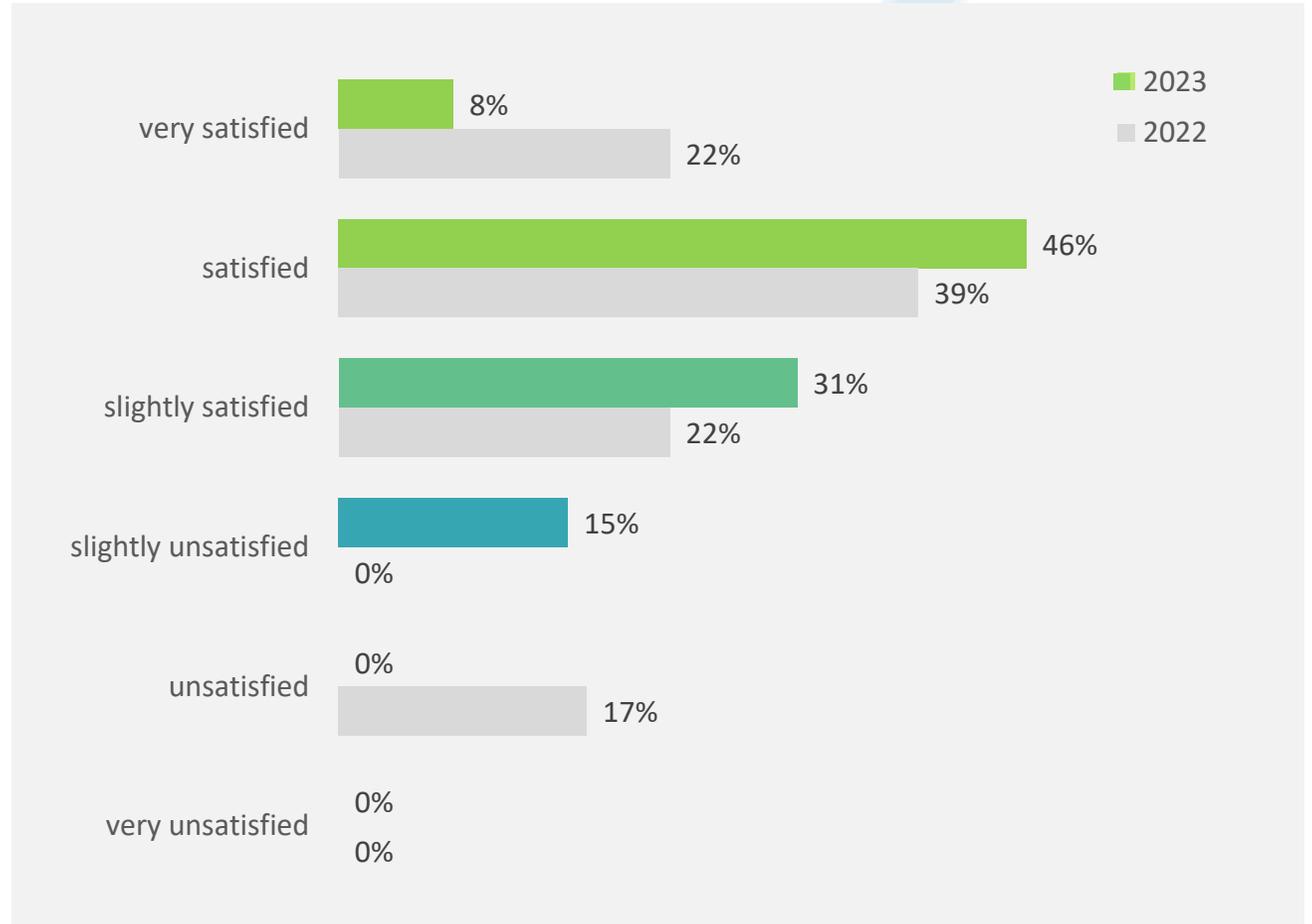


**Answers given were very satisfied, satisfied and slightly satisfied.*



**Answers given were very satisfied, satisfied*

** Satisfaction excluding the value "slightly satisfied"*



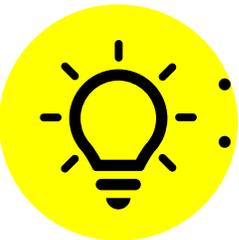
SATISFACTION and DISSATISFACTION in detail



- **Good communication and cooperation** with the corridor staff
- **Good information sharing**
- Gives a **European scope and a corridor vision** to the national perspectives
- C-OSS is a good support in the process
- Appreciation for work done at BCP: these are going in the right direction, but actions take too long.



- Complaints about **track closures and short-time communication** (even if the question about satisfaction in the management of TCRs is quite positive, 75% of the respondents are satisfied);
- Request for **better follow-up during TAG-RAG meetings and better scheduling of Cross border point activities and meetings**
- about future infrastructure, start discussing **more operational issues**, run political influence and bring fresh information
- The wish list is respected, but the timeline is too advanced.



- Proposal to have a **newsletter** to inform on activities performed
- Besides the usual RAG/TAG meetings, the proposal is to organise about 2 meetings a year (one-hour discussion) so that the RFC can get closer to the Rus's activities and needs. With the aim of understanding its users

Joint survey for the update of the Transport Market Study performed between September 2023 and January 2024



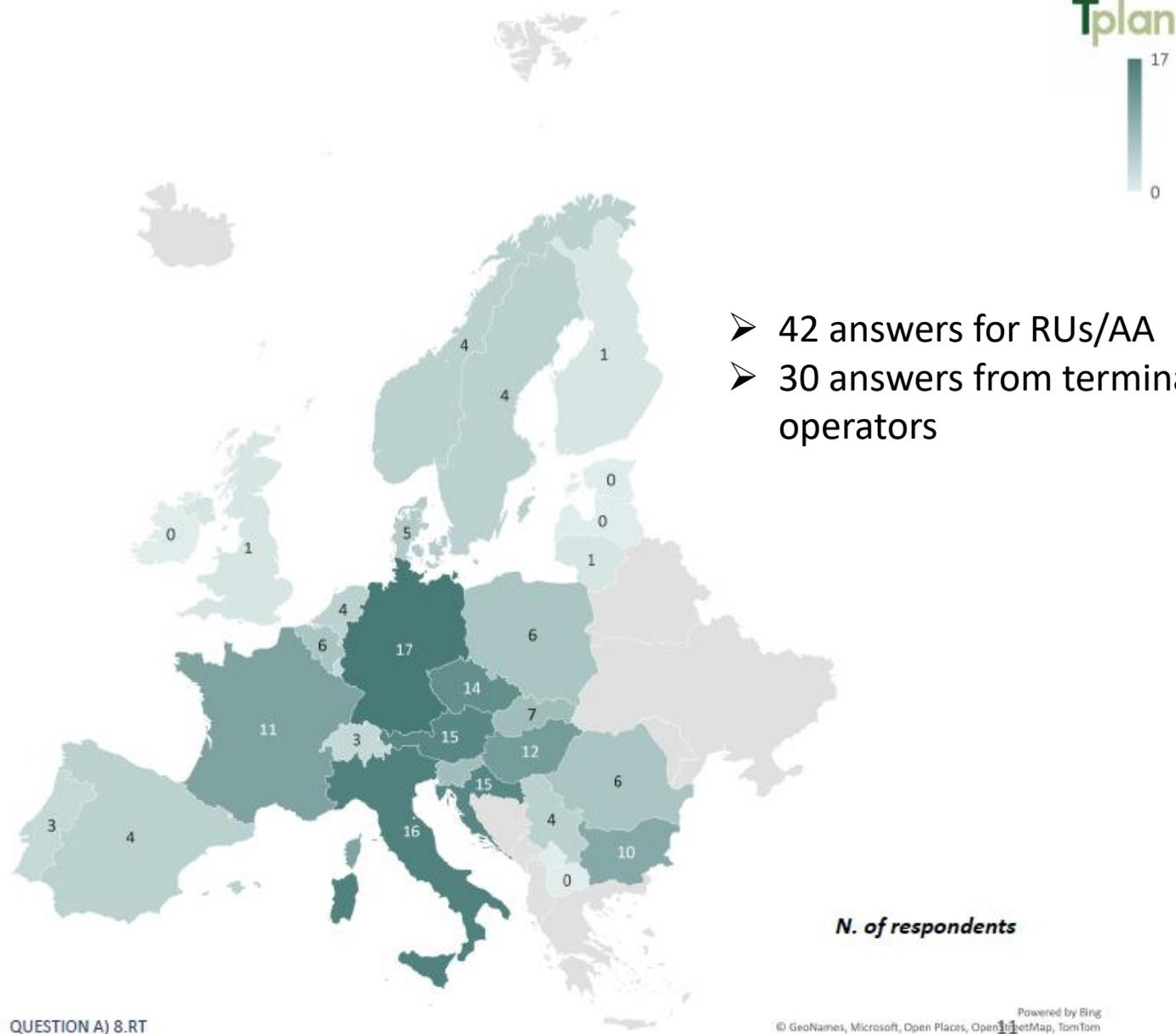
2023-2024 Joint TMS update of the 11 RFCs belonging to the European Rail Network for Competitive Freight*

11RFCS JOINT TMS SURVEY – 2023

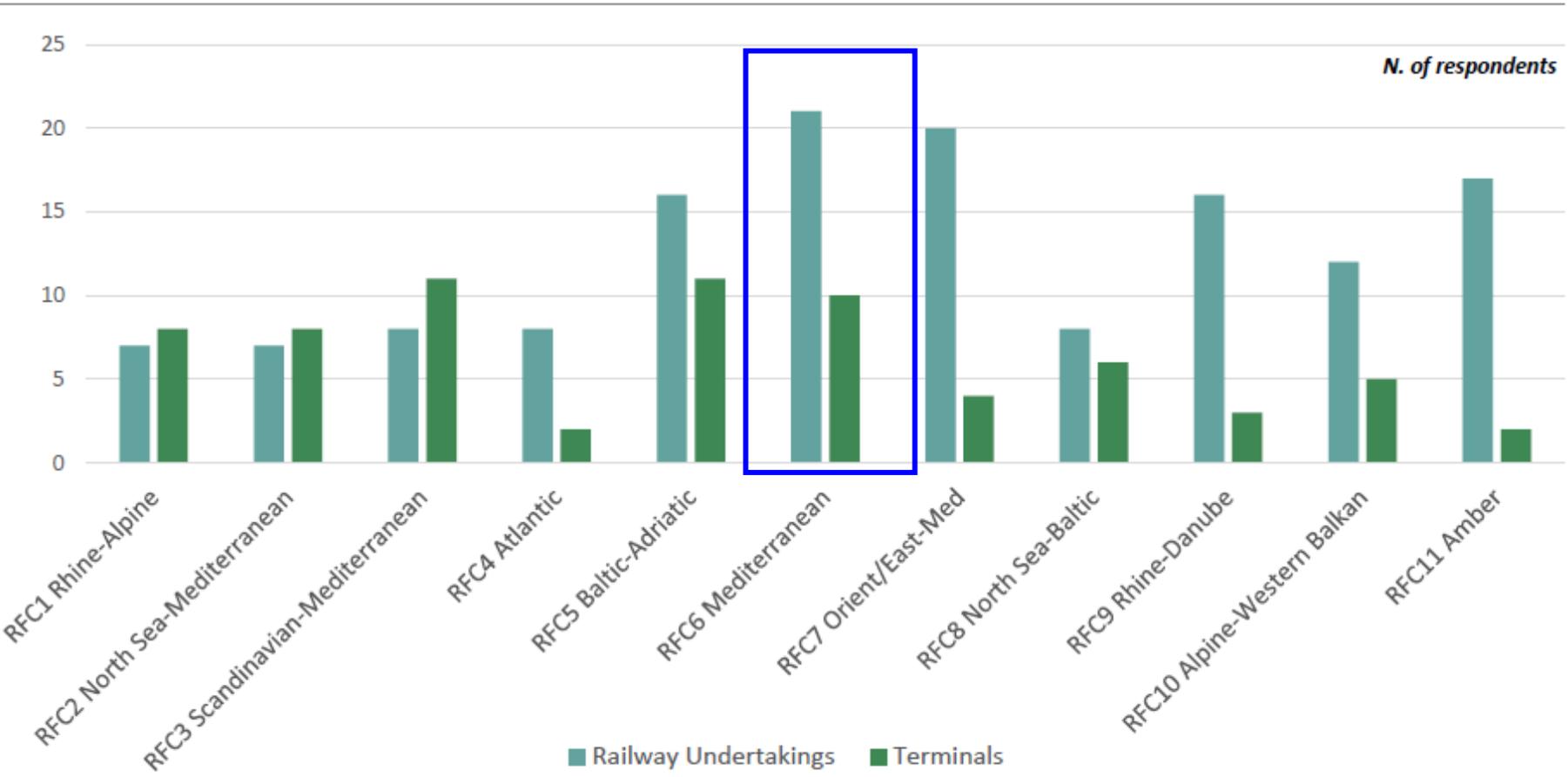
JANUARY 2024

Countries where respondents operate freight railway services/terminals

Railway Undertakings and Terminal Operators/Port Authorities



RFCs usage by respondents operating or serving trains at terminals crossing at least one border crossing point(s) in any RFCs



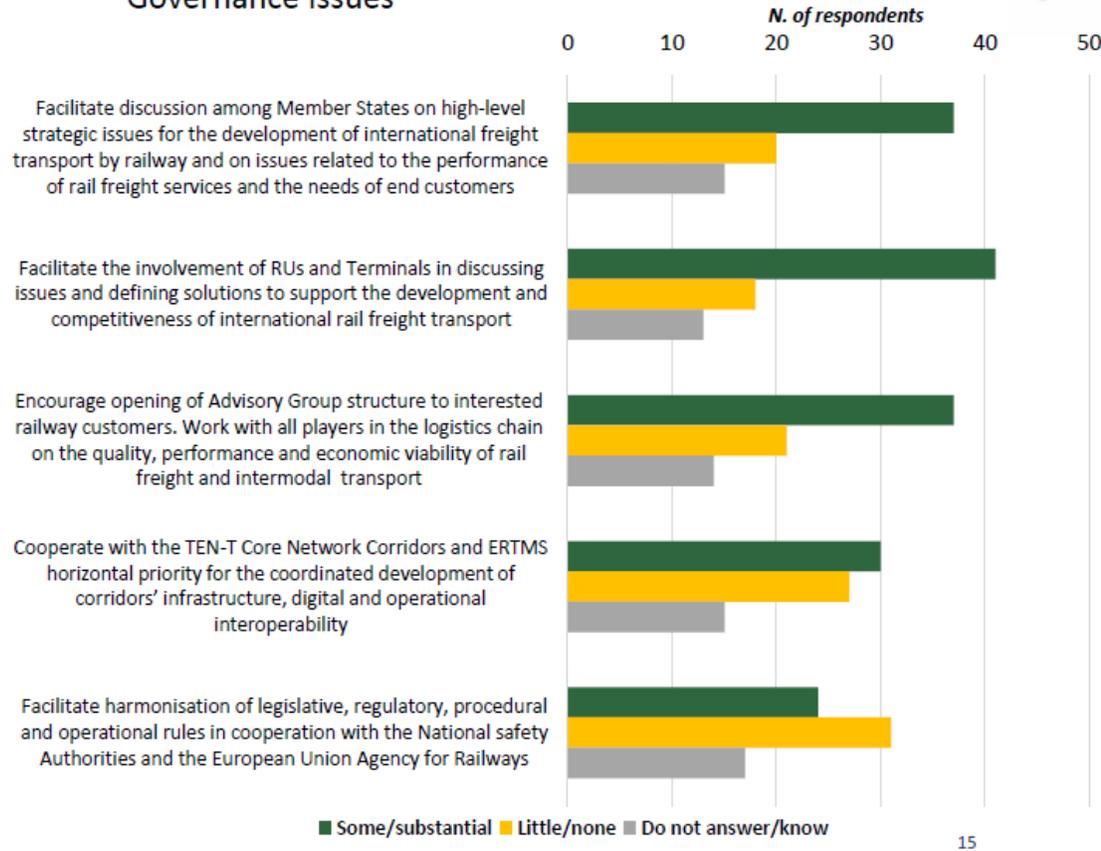
Higher deltas between progress made and expected progress on governance issues

Changes occurred since the establishment of the RFCs and expected changes concerning facilitation of international rail freight transport

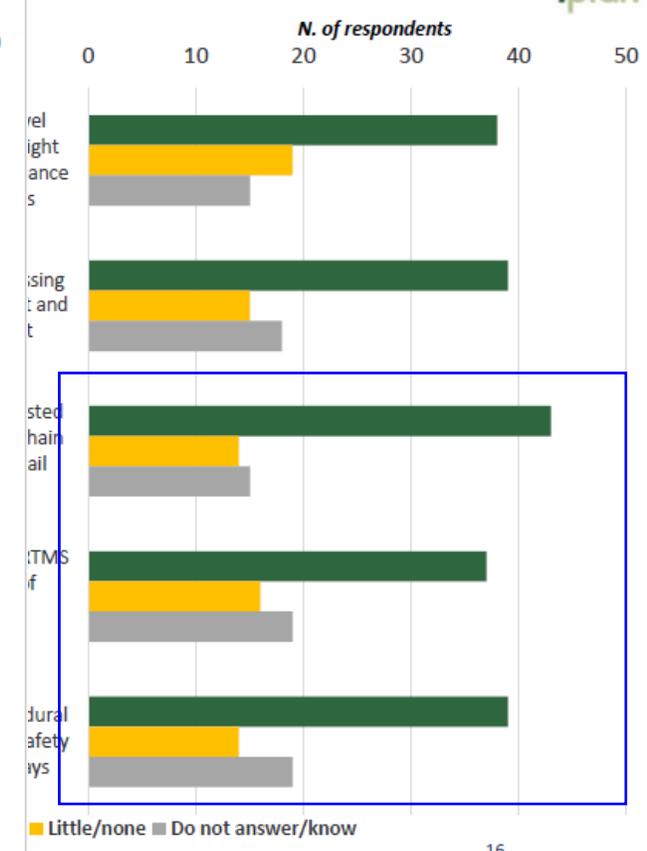
GOVERNANCE ISSUES

QUESTION B) 1.RT

Progress made to date, since the establishment of the RFCs - Governance Issues



Current programmes / initiatives -



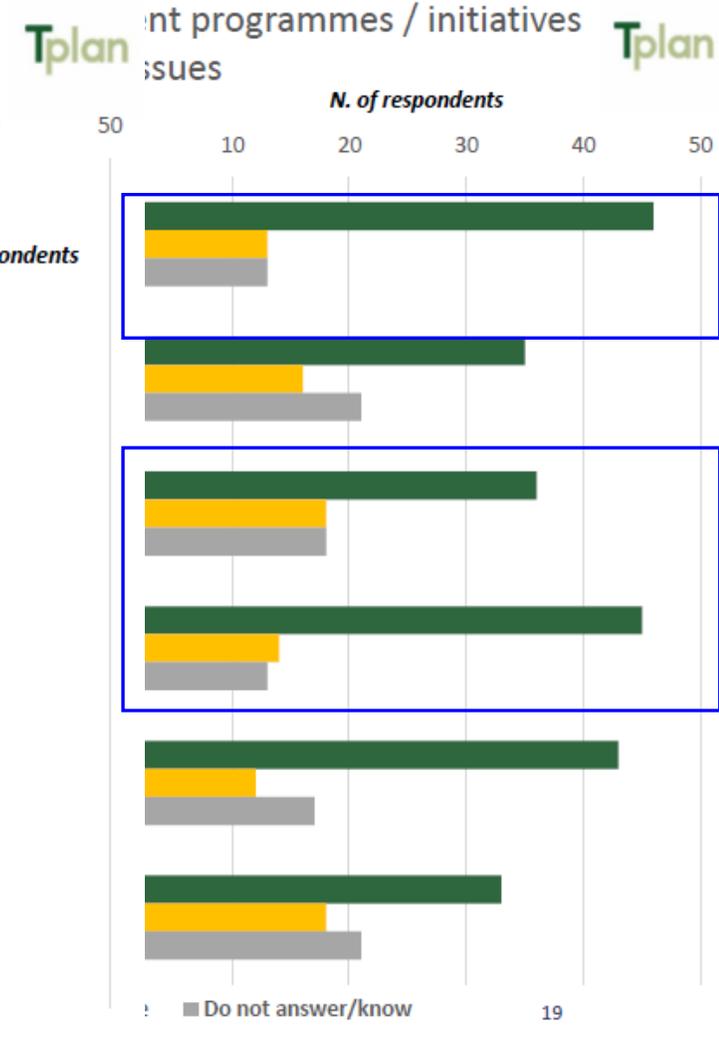
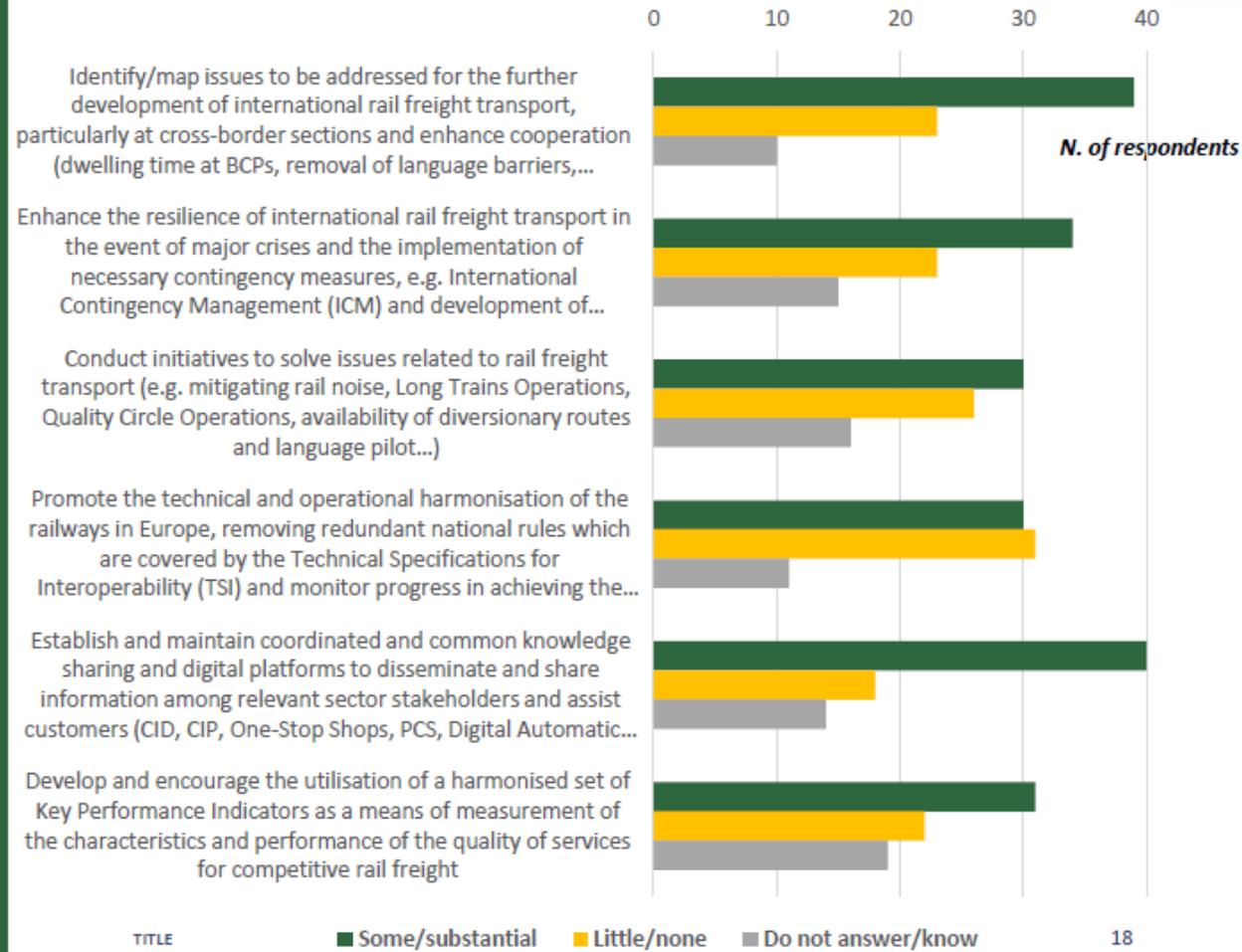
Higher deltas between progress made and expected progress on operational efficiency issues

Changes occurred since the establishment of the RFCs and expected changes concerning facilitation of international rail freight transport

OPERATIONAL EFFICIENCY ISSUES

QUESTION B) 2_RT

Progress made to date, since the establishment of the RFCs - Operational Efficiency Issues



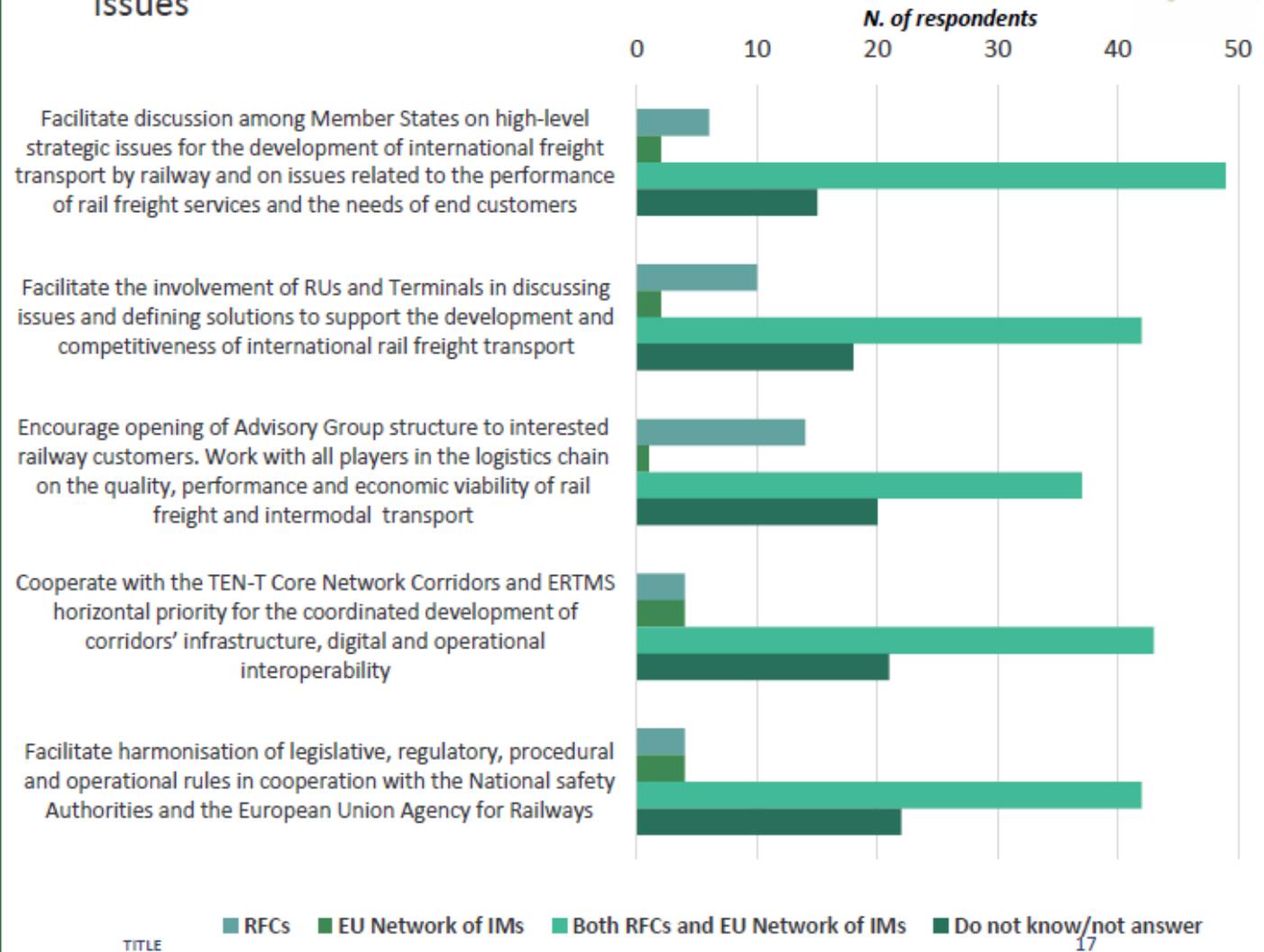
Changes occurred since the establishment of the RFCs and expected changes concerning facilitation of international rail freight transport

GOVERNANCE ISSUES

QUESTION B) 1.RT

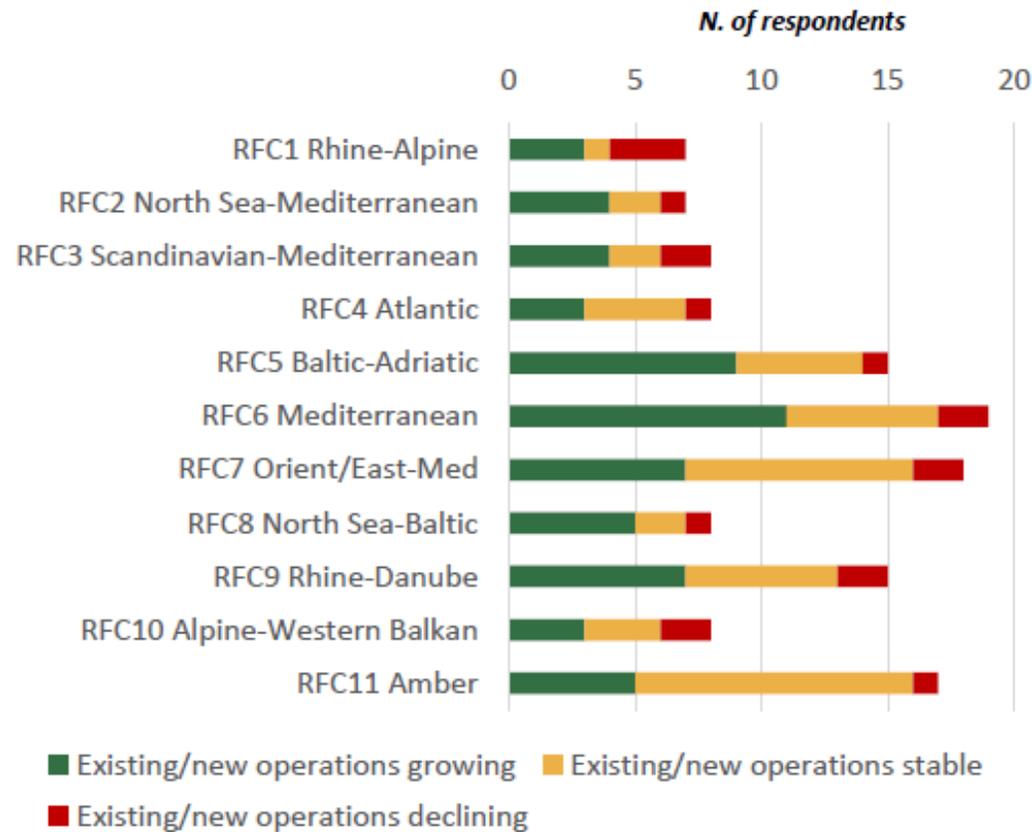
Best fitting governance to bring issue forward - Governance Issues

Tplan

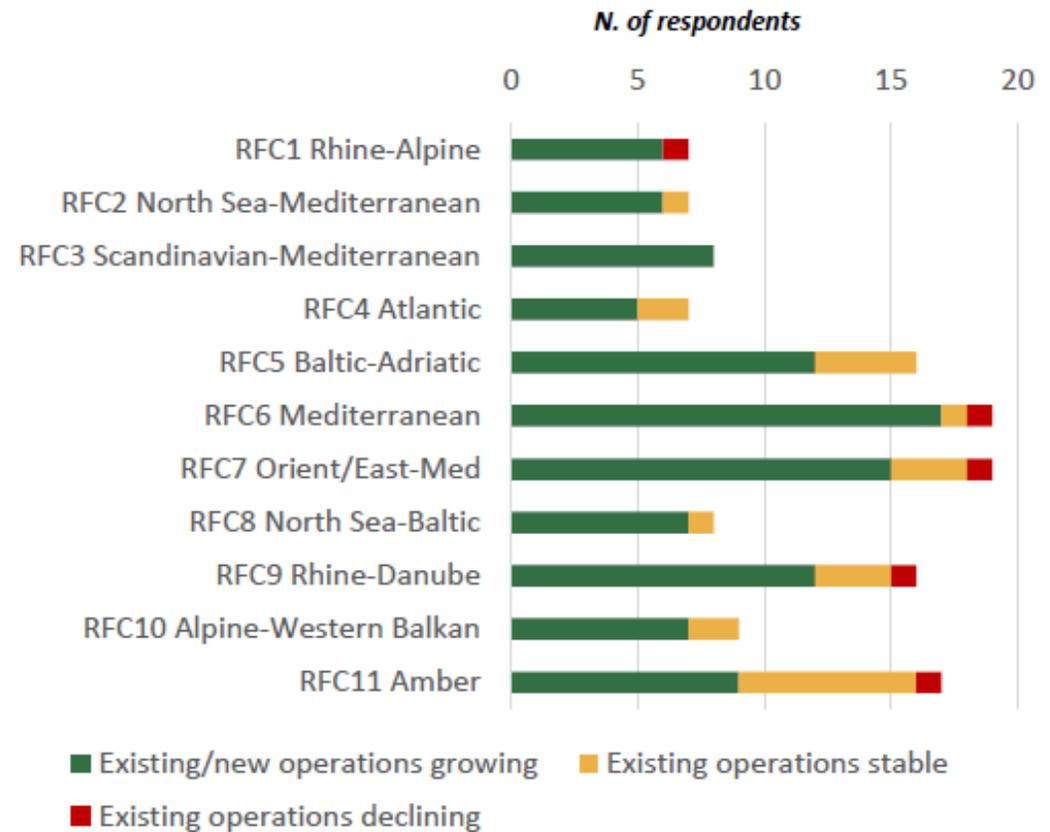


Experienced and expected traffic trends according to the trains operated by RUs, crossing at least one border crossing point(s) in any RFCs

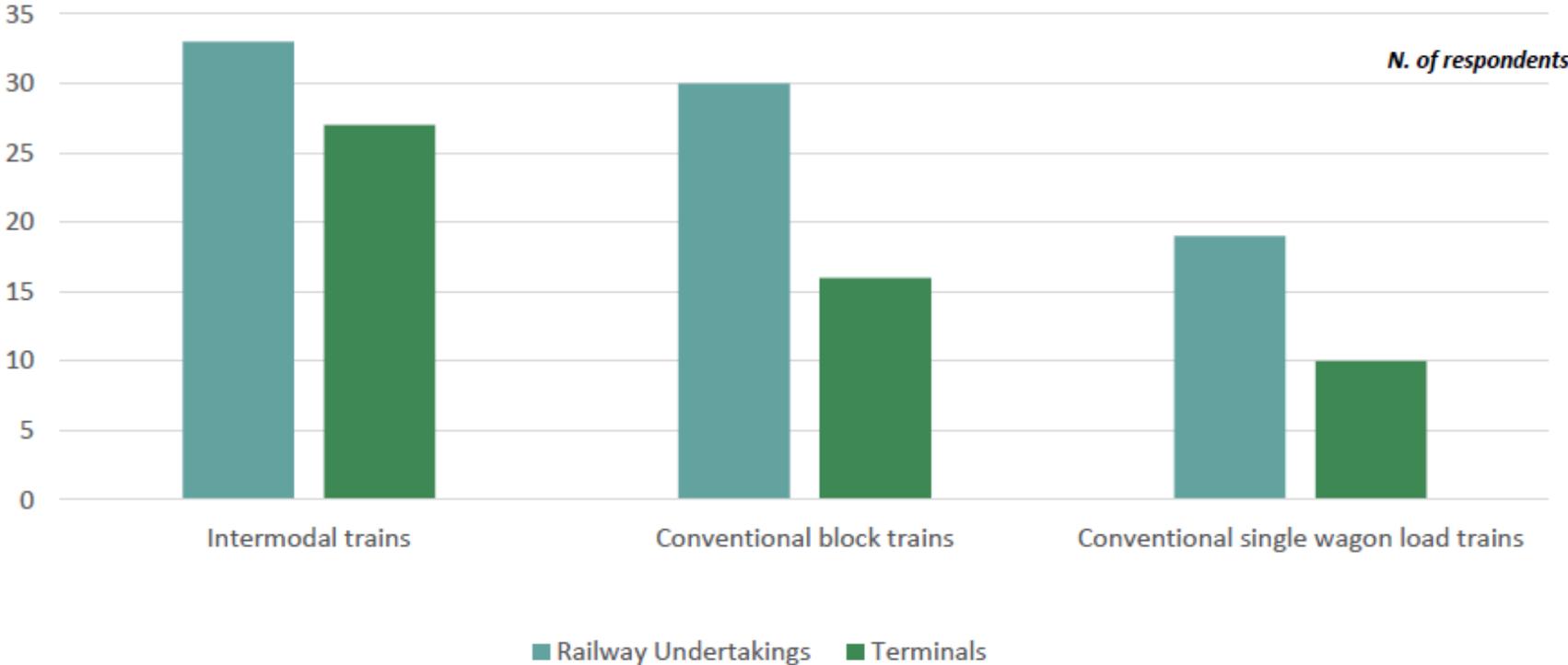
EXPERIENCED VARIATION SINCE 2013



EXPECTED VARIATION UNTIL 2030

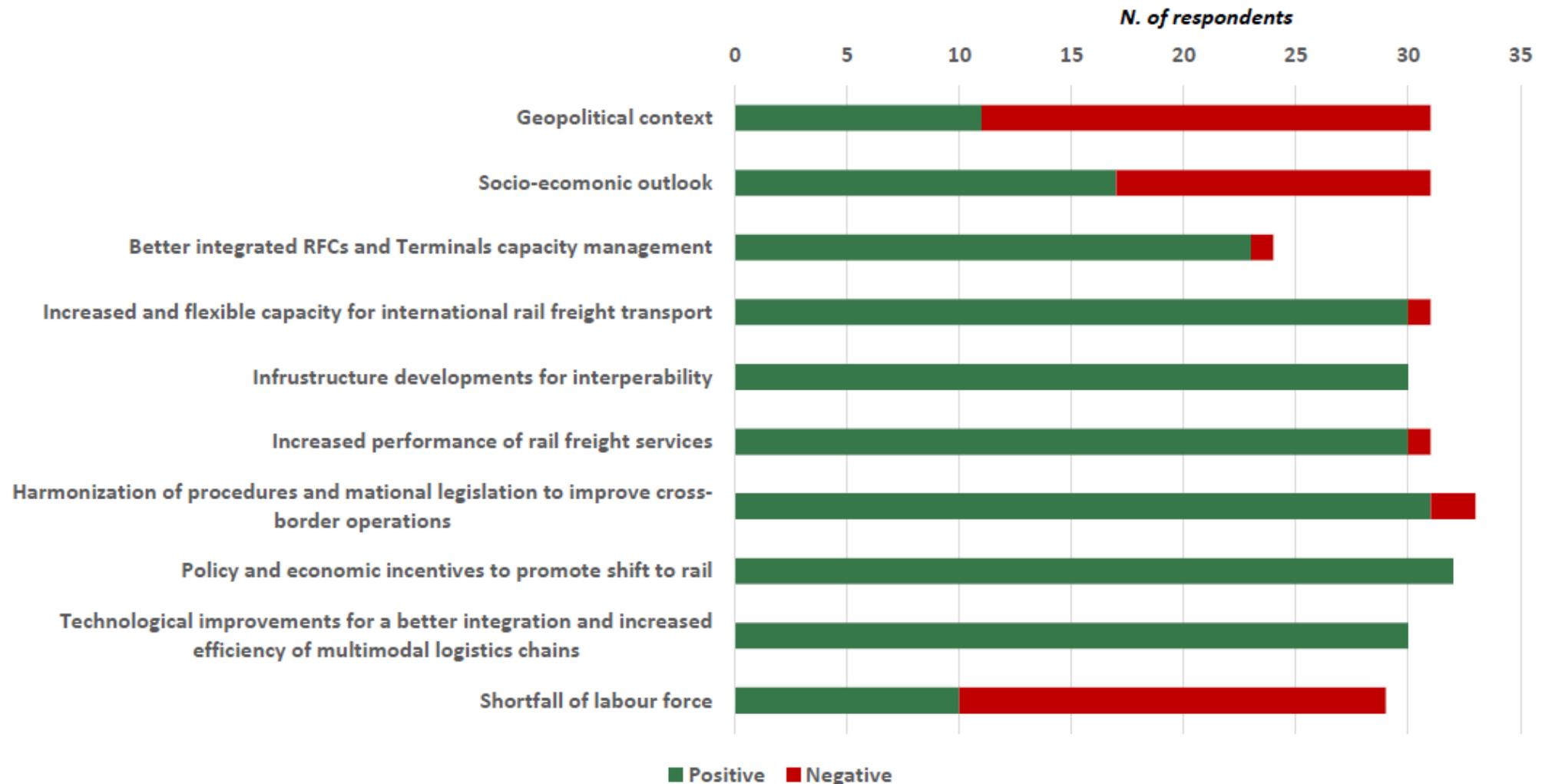


Type of trains operated by railway undertakings or served at terminals crossing at least one border crossing point(s) in any RFCs

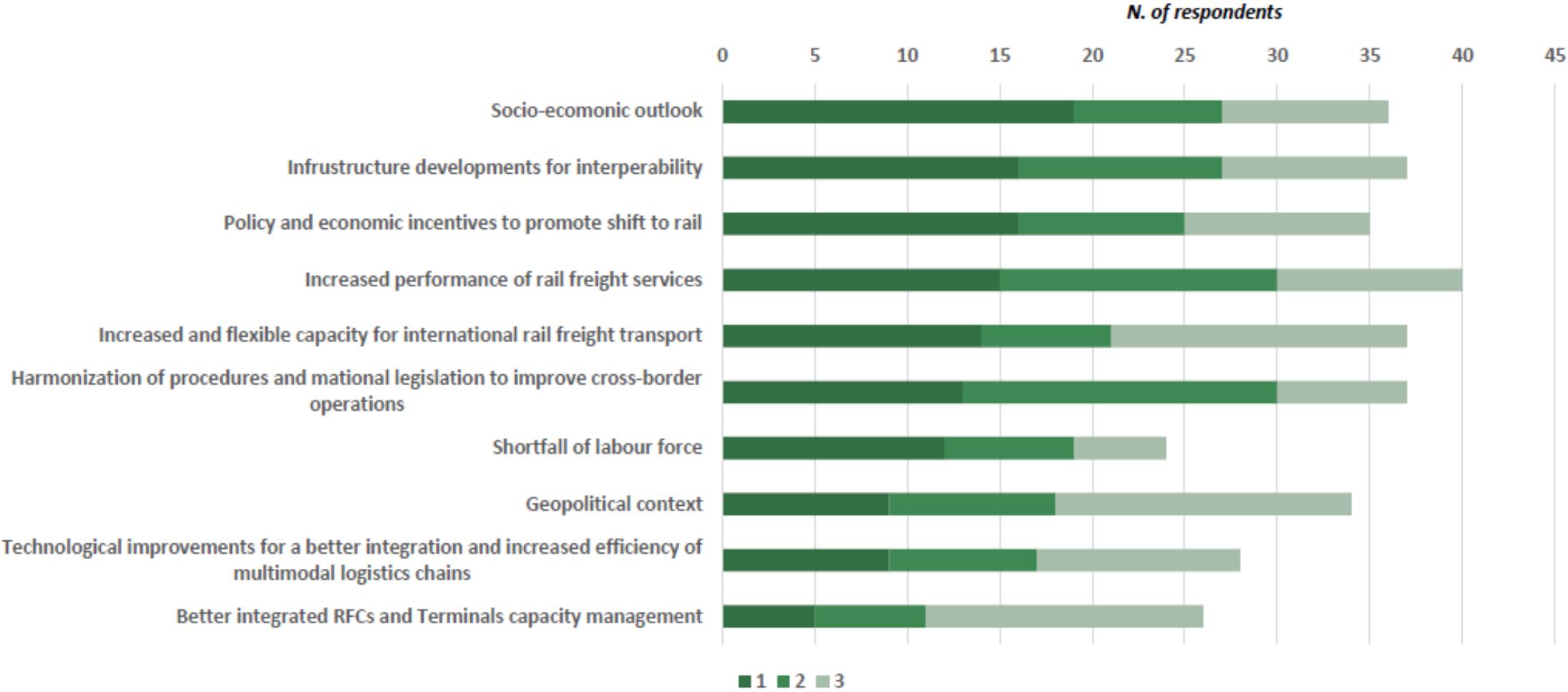


The survey also reflects that growth is mainly expected for intermodal trains both by RUs and Terminals and that the distances covered will be mainly over 300 km

Potential effect of the following market drivers and rank their relevance for the evolution of international rail freight transport in the short term operated by RUs, until 2030



Ranking of the most relevant short term market drivers for RUs and Terminals



9. Information on specific sessions

- Collaborative approach (Rail-CDM), held jointly with Atlantic RFC and RNE on 27/02/2024

Traffic Management (TM)
Project timeline

Feasibility Study

ETMN R-CDM

RNE R-CDM pilot

Digital Train 1.0

R-CDM

Feasibility Study on Railway Collaborative Decision Making (Rail-CDM)

Funded by the European Union

RNE
Rail Net Europe

Peter Šišolák (External)

34

9. Information on specific sessions

➤ Power Systems training, 9&10/5/2024


**MEDITERRANEAN
RAIL FREIGHT CORRIDOR**
Spain-France-Italy-Slovenia-Croatia-Hungary
**Mediterranean RFC
Power System Training Programm**
9 & 10/5/2024
Via Ernesto Breda 28, Milan



DATE	TIME	AGENDA
9.5.2024	9.30 – 13.00	<ul style="list-style-type: none"> ➤ Introduction to the Energy Subsystem ➤ Overview on different electric traction systems in Europe ➤ RFI electric traction systems: 3kVdc and 25kVac RFI Electrical Substations: 3kVdc and 25kVac ➤ Example of design of an upgraded dc electric traction system
	14.30 – 18.00	<ul style="list-style-type: none"> ➤ Technical visit to RFI Power System plants in Milan District
10.5.2024	9.30-13.30	<ul style="list-style-type: none"> ➤ 3kVdc Overhead Contact Line ➤ 25kVac Overhead Contact Line ➤ System separation zone between 3kVdc e 25kVac systems ➤ Focus on Rigid Catenary solution for tunnels
		<ul style="list-style-type: none"> ➤ Power supply solutions for railway signalling systems ➤ Electrical feeding system in tunnels ➤ Electrical installations for railway stations



10. Wrap up of the meeting and main conclusion



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

THANK YOU FOR YOUR ATTENTION!

