

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

Mediterranean RFC

EWG Terminal

Date: 8/11/2024



Co-funded by
the European Union



AGENDA



Agenda of the Mediterranean Rail Freight Corridor visit to Záhony Port and EWG Terminal

DAY2

Venue: Physical meeting (Záhony Area)

Záhony-Port https://www.zahony-port.hu/en_index.html 4625 Záhony Európa tér 12.
EWG Terminal <https://eastwestil.com/en/terminal/4621> Fényeslitke Terminal út 1.

Date: 08/11/2024 Time: h 10:00-16:00

Topic	Speaker	Time
1 Welcome from Záhony Port Director Introduction to the meeting from the Med RFC	Záhony Port Director MED P & MD	10:00 10:15
2 Záhony Port presentation Q & A session	Záhony Port Director All	10:15 11:00
3 Záhony Port Terminal visit	Záhony Port Director All	11:00 12:00
<i>Lunch break & transfer</i>		12:00 14:00
4 Welcome from EWG Terminal Director Introduction to the meeting from the Med RFC	EWG Terminal Director MED P & MD	14:00 14:15
5 EWG Terminal Director presentation Q & A session	EWG Terminal Director All	14:15 15:00
6 EWG Terminal visit	EWG Terminal Director All	15:00 16:00
7 AOB	All	16:00 16:10
<i>Return to Budapest by bus</i>		16:10 19:30



***4. Welcome from EWG
Terminal Director
Introduction to the
meeting from the Med RFC***



4. Welcome from EWG Terminal Director Introduction to the meeting from the Med RFC





*The Role of the Mediterranean Rail Freight Corridor
Actual market & future perspectives*

Záhony - November 8th, 2024

Raffaele Zurlo, Managing Director du Mediterranean RFC



**Co-funded by
the European Union**

TOPICS

4.1 The Rail Freight Corridors.

4.2 The Mediterranean RFC – Infrastructure, organization, governance.

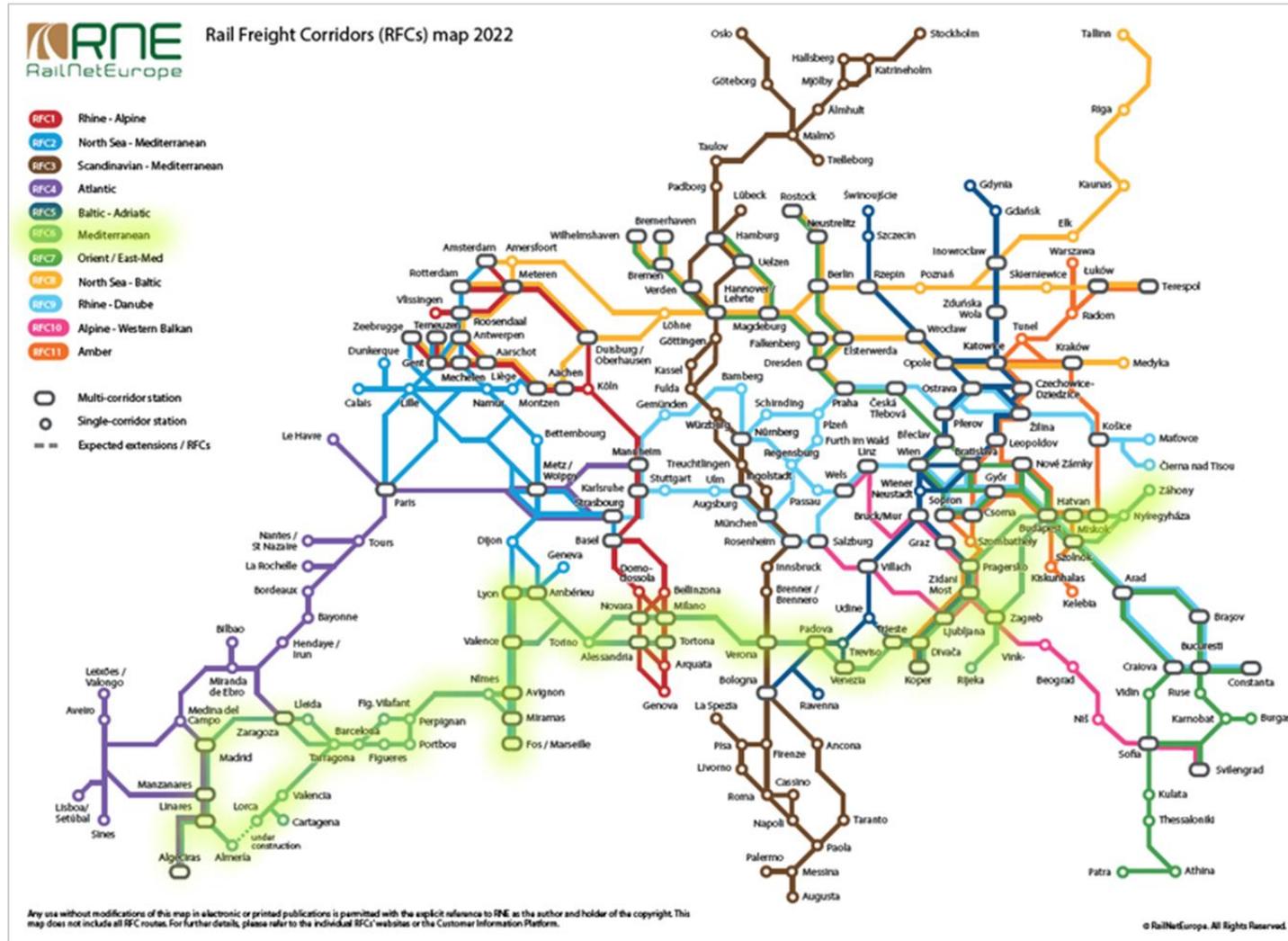
4.3 The role of the Med Rail Freight Corridor - Actual market & future perspectives.

4.1. INTRODUCTION to the Rail Freight Corridors



Why did we build and manage rail transport corridors?

4.1.1 RFC Network



4.2. The Mediterranean RFC – Infrastructure, organization, governance.

Regulation



4.2.1 REGULATION (EU) No 913/2010 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 22 September 2010, concerning a European rail network for competitive freight



L 276/22 EN Official Journal of the European Union 20.10.2010

REGULATION (EU) No 913/2010 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 22 September 2010
concerning a European rail network for competitive freight
(Text with EEA relevance)

railway undertakings.

Having regard to the proposal from the European Commission,

Having regard to the opinion of the European Economic and Social Committee ⁽¹⁾,

Having regard to the opinion of the Committee of the Regions ⁽²⁾,

Acting in accordance with the ordinary legislative procedure ⁽³⁾,

Whereas:

- (1) Within the framework of the European Union new Strategy for jobs and growth, the creation of an internal rail market, in particular with regard to freight transport, is an essential factor in making progress towards sustainable mobility.
- (2) Council Directive 91/440/EEC of 29 July 1991 on the development of the Community's railways ⁽⁴⁾ and Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure ⁽⁵⁾ have been important steps in the creation of the internal rail market.
- (3) In order to be competitive with other modes of transport, international and national rail freight services, which have been opened up to competition since 1 January 2007, must be able to benefit from a good
- (4) Although the opening of the rail freight market has made it possible for new operators to enter the rail network, market mechanisms have not been and are not sufficient to organise, regulate and secure rail freight traffic. To optimise the use of the network and ensure its reliability it is useful to introduce additional procedures to strengthen cooperation on allocation of international train paths for freight trains between infrastructure managers.
- (5) In this context, the establishment of international rail corridors for a European rail network for competitive freight on which freight trains can run under good conditions and easily pass from one national network to another would allow for improvements in the conditions of use of the infrastructure.
- (6) In order to establish international rail corridors for a European rail network for competitive freight, the initiatives already taken in terms of railway infrastructure show that the establishment of international corridors, which meet specific needs in one or more clearly identified segments of the freight market, is the most appropriate method.
- (7) This Regulation should, unless otherwise provided, be without prejudice to the rights and obligations of infrastructure managers set out in Directive 91/440/EEC and Directive 2001/14/EC and, where relevant, allocation bodies as referred to in Article 14(2) of Directive 2001/14/EC. Those acts remain in force, including in respect of provisions which affect freight corridors.
- (8) The establishment of a freight corridor should take into account, where appropriate, the need for better interconnections with the rail infrastructure of European third countries.

⁽¹⁾ OJ C 317, 23.12.2009, p. 94.
⁽²⁾ OJ C 79, 27.3.2010, p. 45.
⁽³⁾ Position of the European Parliament of 23 April 2009 (OJ C 184 E, 8.7.2010, p. 354), position of the Council at first reading of 22 February 2010 (OJ C 114 E, 4.5.2010, p. 1), position of the European Parliament of 15 June 2010 (not yet published in the Official Journal) and decision of the Council of 13 September 2010.
⁽⁴⁾ OJ L 237, 24.8.1991, p. 25.
⁽⁵⁾ OJ L 75, 15.3.2001, p. 29.

4.2.2 Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013

Official Journal of the European Union EN L series

2024/1679

REGULATION (EU) 2024/1679 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013

Having regard to the opinion of the Committee of the Regions ⁽¹⁾,

Acting in accordance with the ordinary legislative procedure ⁽²⁾,

Whereas:

- ⁽¹⁾ The Commission Communication of 11 December 2019 entitled 'The European Green Deal' sets a climate neutrality objective to be achieved by the Union by 2050, as well as a clear objective to reduce net greenhouse gas emissions by at least 55 % by 2030, compared to 1990 levels. Those objectives are set as a target in Regulation (EU) 2021/1119 of the European Parliament and of the Council ⁽³⁾.
- ⁽²⁾ Transport emissions represent around 25 % of the Union's total greenhouse gas emissions, and these emissions have increased over recent years. The European Green Deal therefore calls for a 90 % reduction in greenhouse gas emissions from transport in order for the Union to become a climate-neutral economy by 2050, while working towards the zero-pollution ambition, as expressed in Commission Communication of 12 May 2021 entitled 'Pathway to a Healthy Planet for All EU Action Plan: "Towards Zero Pollution for Air, Water and Soil"'.
- ⁽³⁾ The Commission Communication of 9 December 2020 entitled 'Sustainable and Smart Mobility Strategy — putting European transport on track for the future' (Commission Communication on Sustainable and Smart Mobility Strategy) sets out milestones to show the European transport system's path towards achieving the objectives of a sustainable, smart and resilient mobility. It envisages that rail freight traffic should increase its market share by 50 % by 2030 and double by 2050; while transport by inland waterways and short-sea shipping should increase its market share by 25 % by 2030 and by 50 % by 2050 and traffic on high-speed rail should double by 2030 and triple by 2050. Also, at least 50 million zero-emission cars and 80 000 zero-emission trucks should be in operation on Union roads by 2030, and nearly all cars, vans and buses and new heavy-duty vehicles should be zero-emission by 2050. Moreover, scheduled collective travel under 500 km should be carbon-neutral by 2030 within the Union and by 2050, there should be at least 100 climate-neutral cities in Europe.
- ⁽⁴⁾ The realization of the trans-European transport network creates the enabling conditions in terms of infrastructure basis allowing to make all transport modes more sustainable, affordable and inclusive, to make sustainable alternatives widely available in a multimodal transport system and to put in place the right incentives to drive the

⁽¹⁾ OJ C 250, 29.7.2022, p. 120.
⁽²⁾ OJ C 459, 30.12.2022, p. 68.
⁽³⁾ Position of the European Parliament of 24 April 2024 (not yet published in the Official Journal) and decision of the Council of 13 June 2024.
⁽⁴⁾ Regulation (EU) 2021/1119 of the European Parliament and of the Council of 10 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 (OJ L 243, 9.7.2021, p. 1).

EL: <http://data.europa.eu/eli/reg/2024/1679/oj> 1/230

4.2.3 Regulation (EU) 2024/1679 highlights the role of Terminal and RU Advisory Groups

TAG and RAG



ORGANISATION AND GOVERNANCE OF THE FREIGHT CORRIDORS

The **management board** shall set up an **advisory group** made up of **managers and owners of the terminals** of the freight corridor including, where necessary, sea and inland waterway ports. This advisory group may issue an opinion on any proposal by the management board which has direct consequences for investment and the management of terminals. It may also issue own-initiative opinions. The management board shall take any of these opinions into account. In the event of disagreement between the management board and the advisory group, the latter may refer the matter to the executive board.

The **management board** shall set up a further **advisory group** made up of **railway undertakings** interested in the use of the freight corridor. This advisory group may issue an opinion on any proposal by the management board which has consequences for these undertakings. It may also issue own-initiative opinions. The management board shall take any of these opinions into account. In the event of disagreement between the management board and the advisory group, the latter may refer the matter to the executive board. The executive board shall inform the European Coordinator and the regulatory bodies referred to in Article 55 of Directive 2012/34/EU, concerned by the freight corridor. The executive board shall act as an intermediary and issue an opinion on the matter in due time.

4.3. The role of the Med Rail Freight Corridor - Actual market & future perspectives.

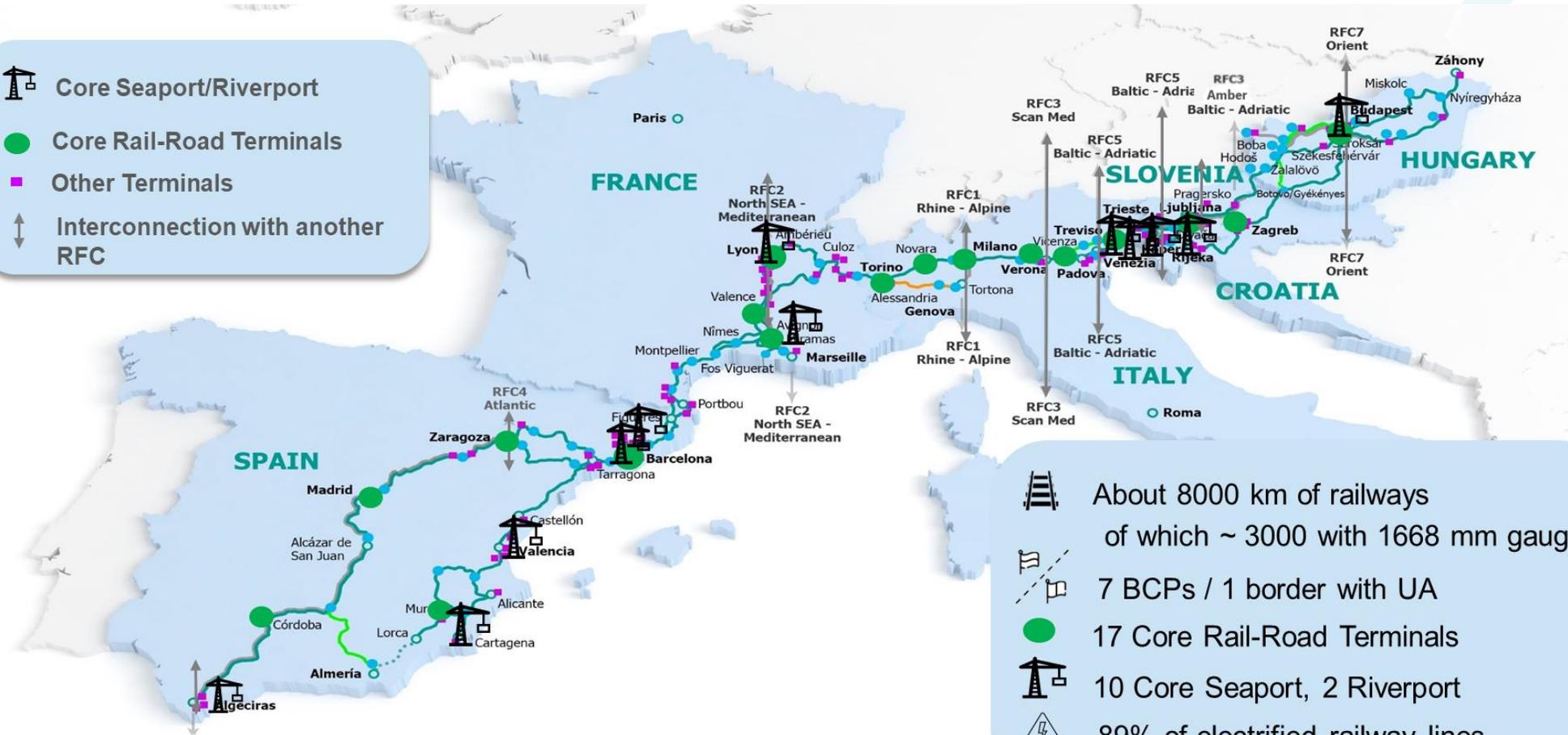
Transport Market Study



4.3.1 General overview



- Core Seaport/Riverport
- Core Rail-Road Terminals
- Other Terminals
- Interconnection with another RFC



- About 8000 km of railways of which ~ 3000 with 1668 mm gauge
- 7 BCPs / 1 border with UA
- 17 Core Rail-Road Terminals
- 10 Core Seaport, 2 Riverport
- 89% of electrified railway lines



4.3.2 Transport Market Study

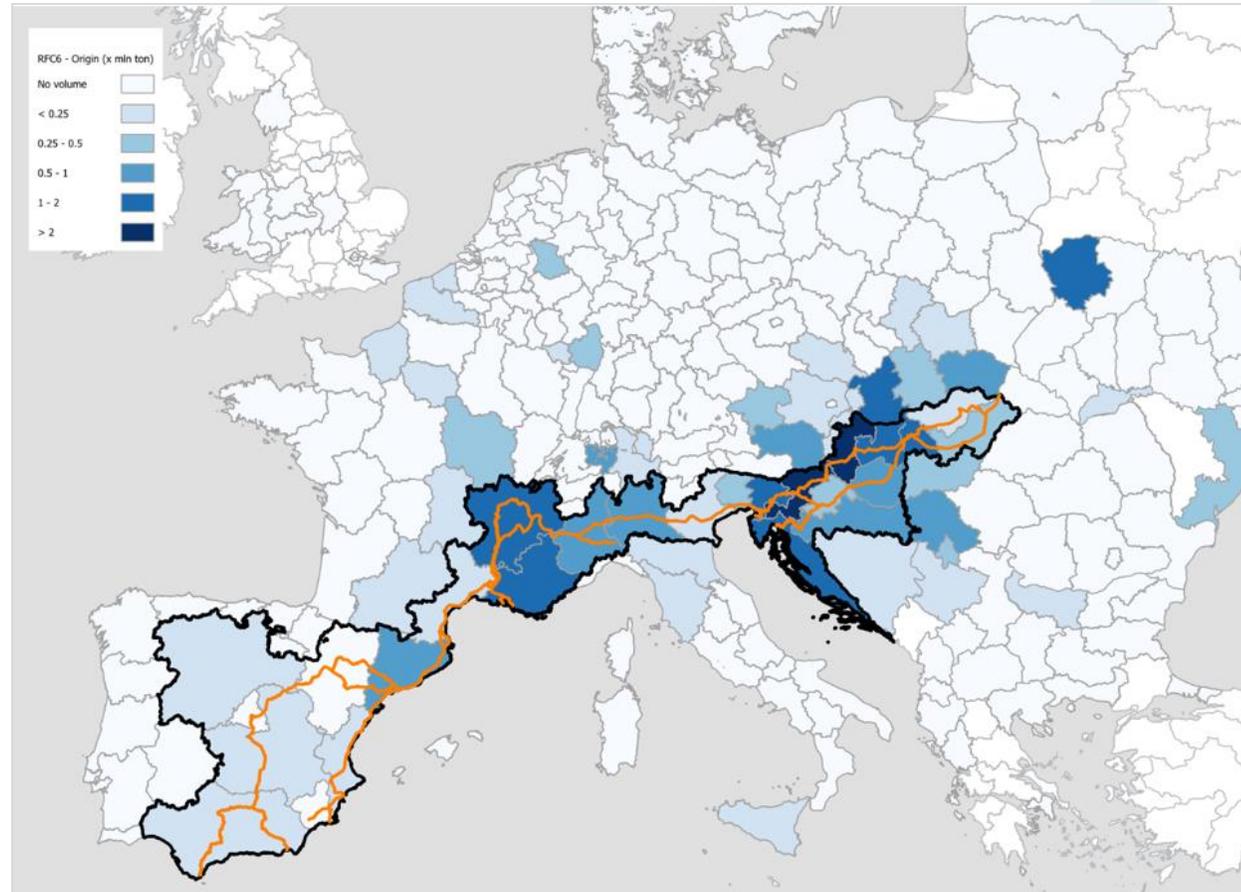
- **TA D1.2 - 2024 Transport Market Study update:** Origins of international rail freight volume (in million tonnes) that use the RFC MED rail network and the delineation of the potential RFC MED catchment area

Current market

Base year scenario: 2022

Data

Million tonnes per year: 2022



4.3.2 Transport Market Study

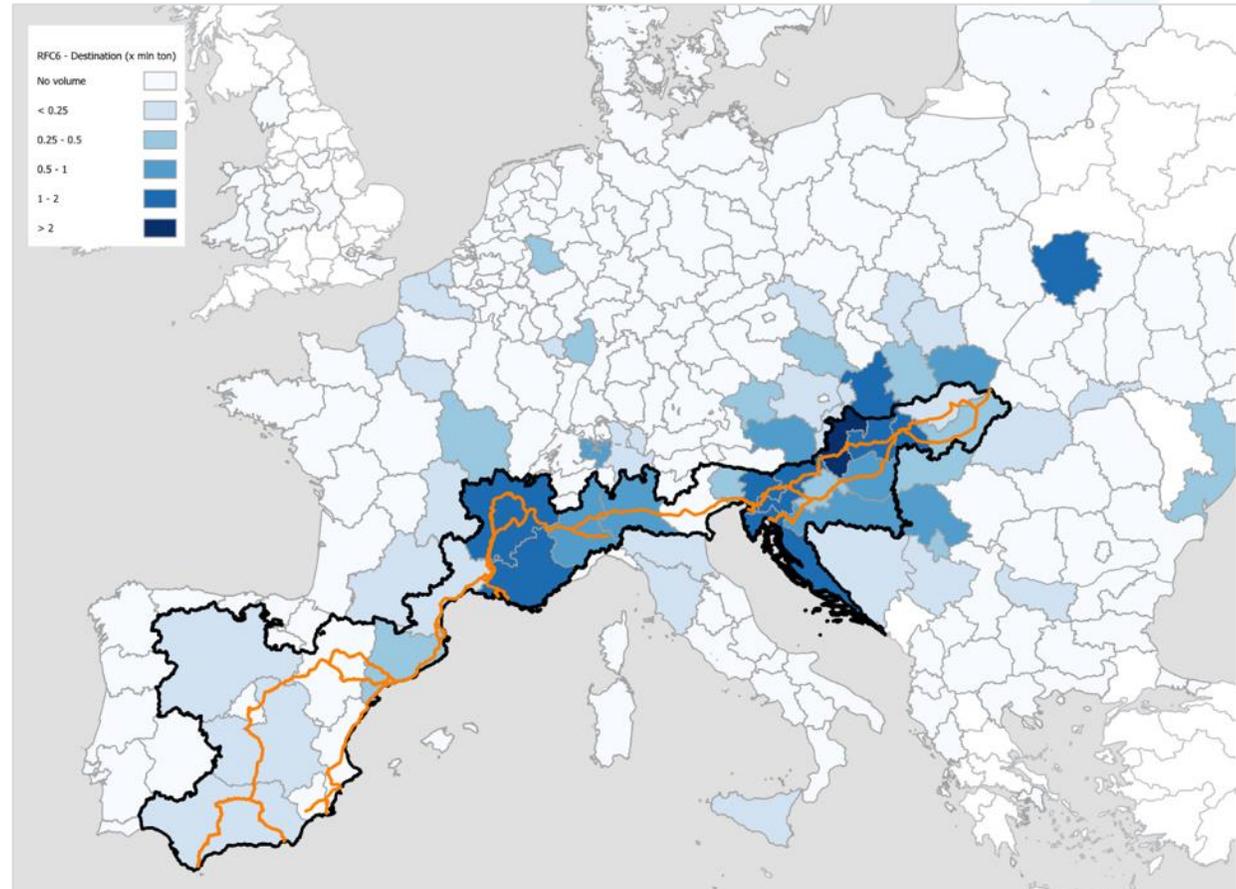
- **TA D1.2 - 2024 Transport Market Study update:** Destinations of international rail freight volume (in million tonnes) that use the RFC MED rail network and the delineation of the potential RFC MED catchment area

Current market

Base year scenario: 2022

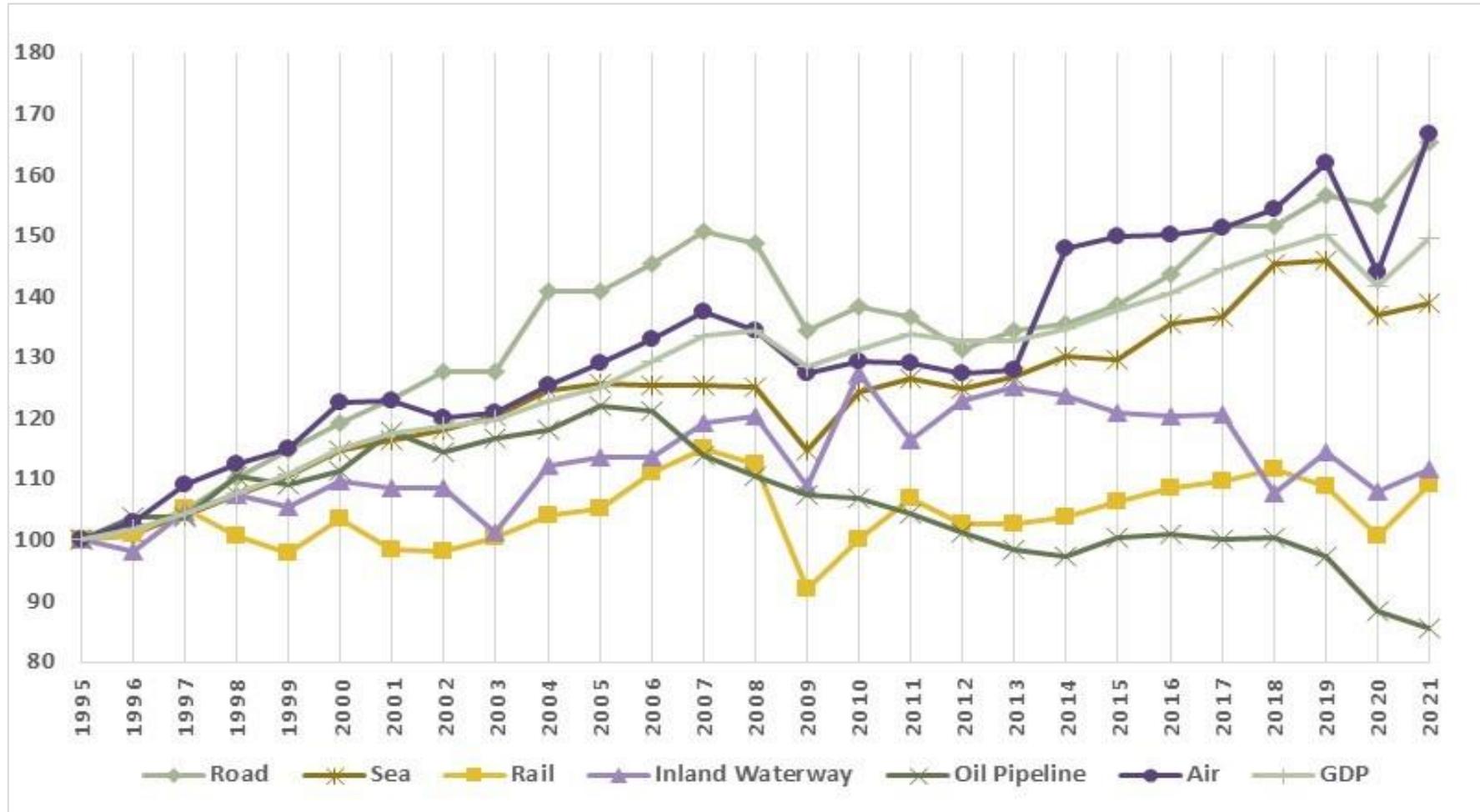
Data

Million tonnes per year: 2022



4.3.2 Transport Market Study

- **TA D1.2 - 2024 Transport Market Study update:** Transport trends in billion tkm EU27 (1995 = 100)



4.3.2 Transport Market Study

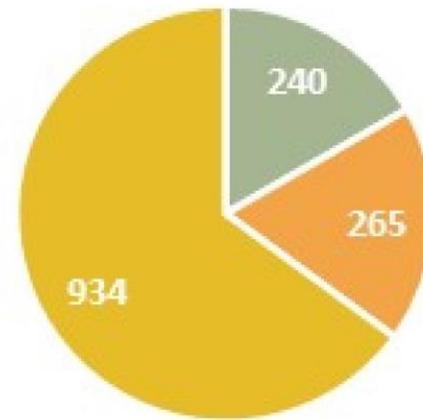
- **TA D1.2 - 2024 Transport Market Study update:** Estimated volume (million tonnes) of international freight transport over land by mode and cargo type within the catchment area of the 11 RFCs Network

Current market

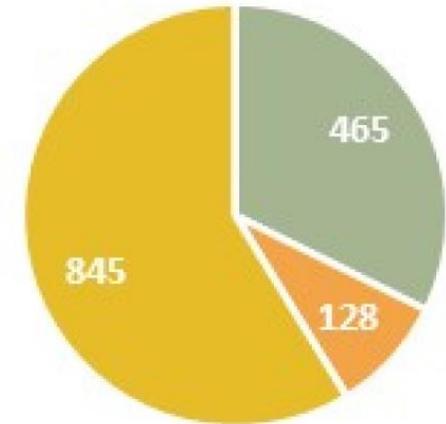
Base year scenario: 2022

Data

Million tonnes per year: 2022



IWW Rail Road



Dry bulk Liquid bulk Other

4.3.2 Transport Market Study

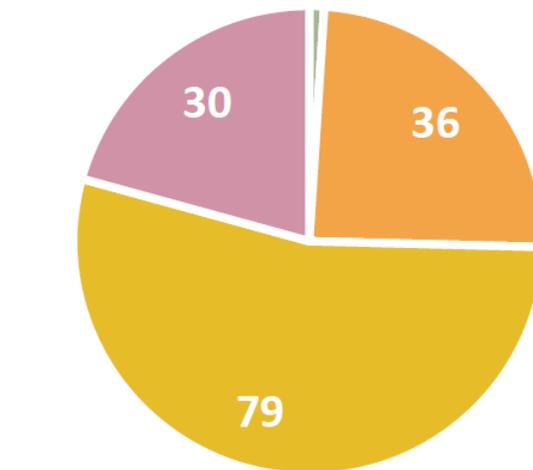
- **TA D1.2 - 2024 Transport Market Study update:** Estimated volume (million tonnes) of all international freight transport over land by mode and cargo type in the catchment area of RFC MED

Current market

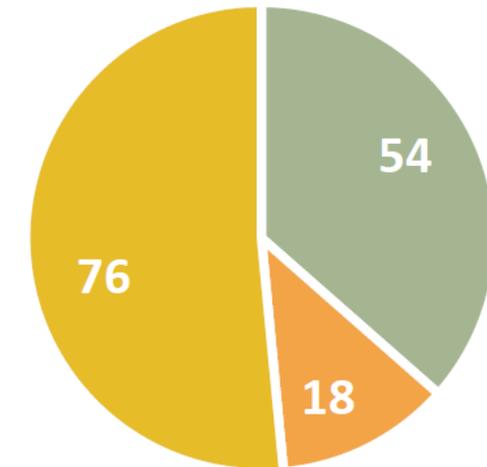
Base year scenario: 2022

Data

Million tonnes per year: 2022



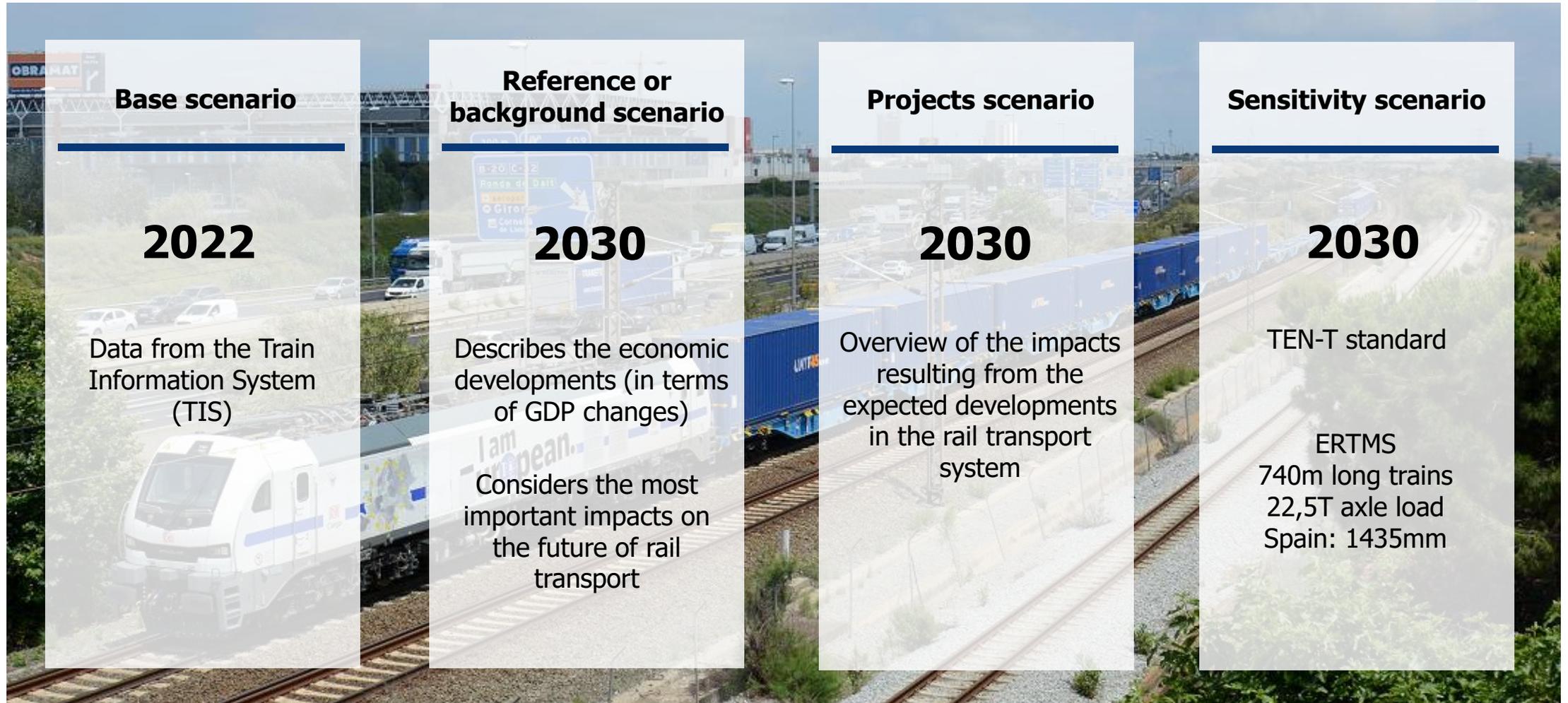
■ IWW ■ Rail ■ Road ■ Sea



■ Dry bulk ■ Liquid bulk ■ Other

4.3.2 Transport Market Study

- **TA D1.2 - 2024 Transport Market Study update**: Scenarios: 2024 Joint TMS Update



4.3.2 Transport Market Study

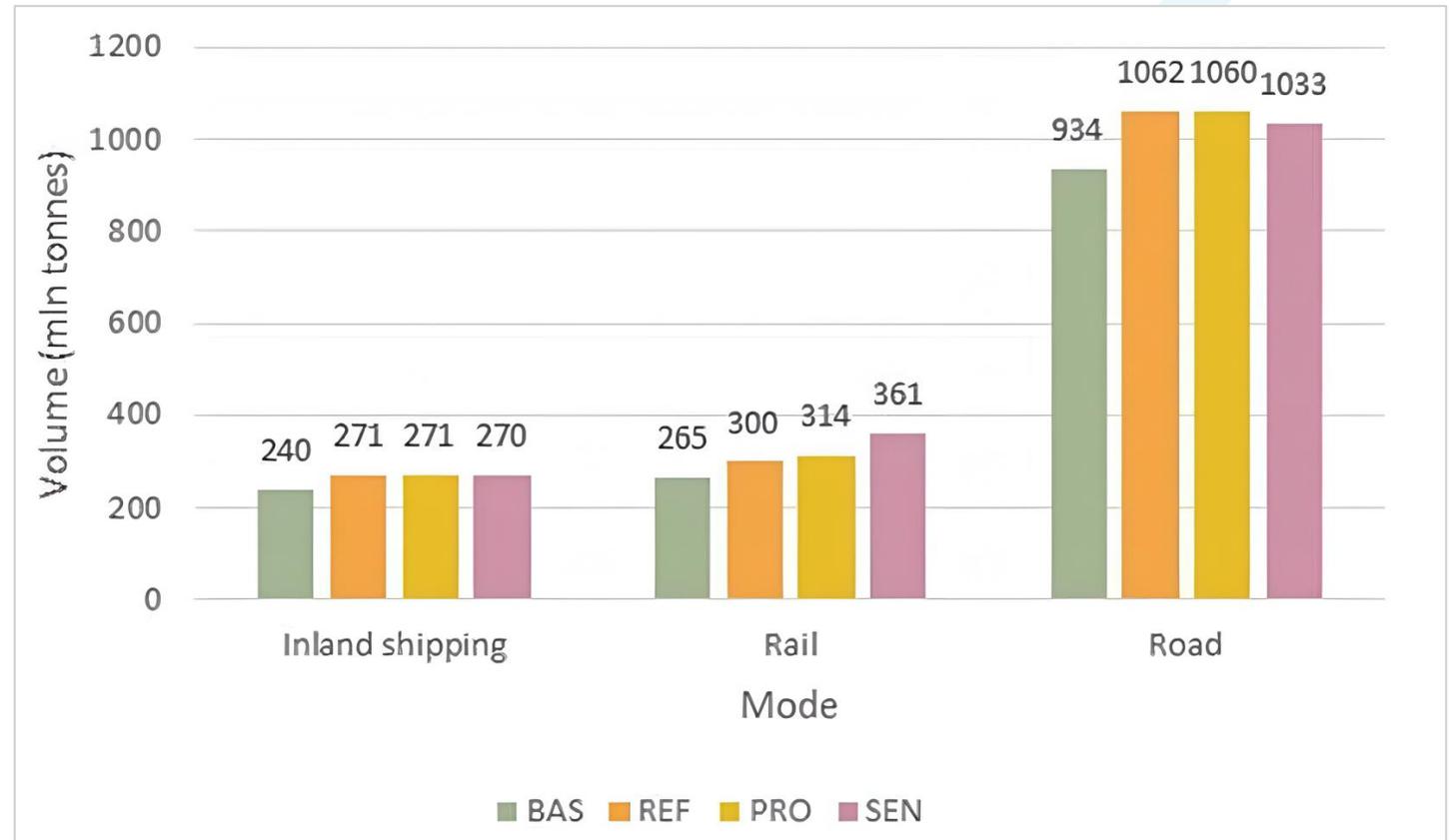
- **TA D1.2 - 2024 Transport Market Study update:** Development of volume (in million tonnes) by mode and scenario for the 11 RFCs Network catchment area

Future market

Future year scenario: 2030

Data

Million tonnes per year: 2030



4.3.2 Transport Market Study

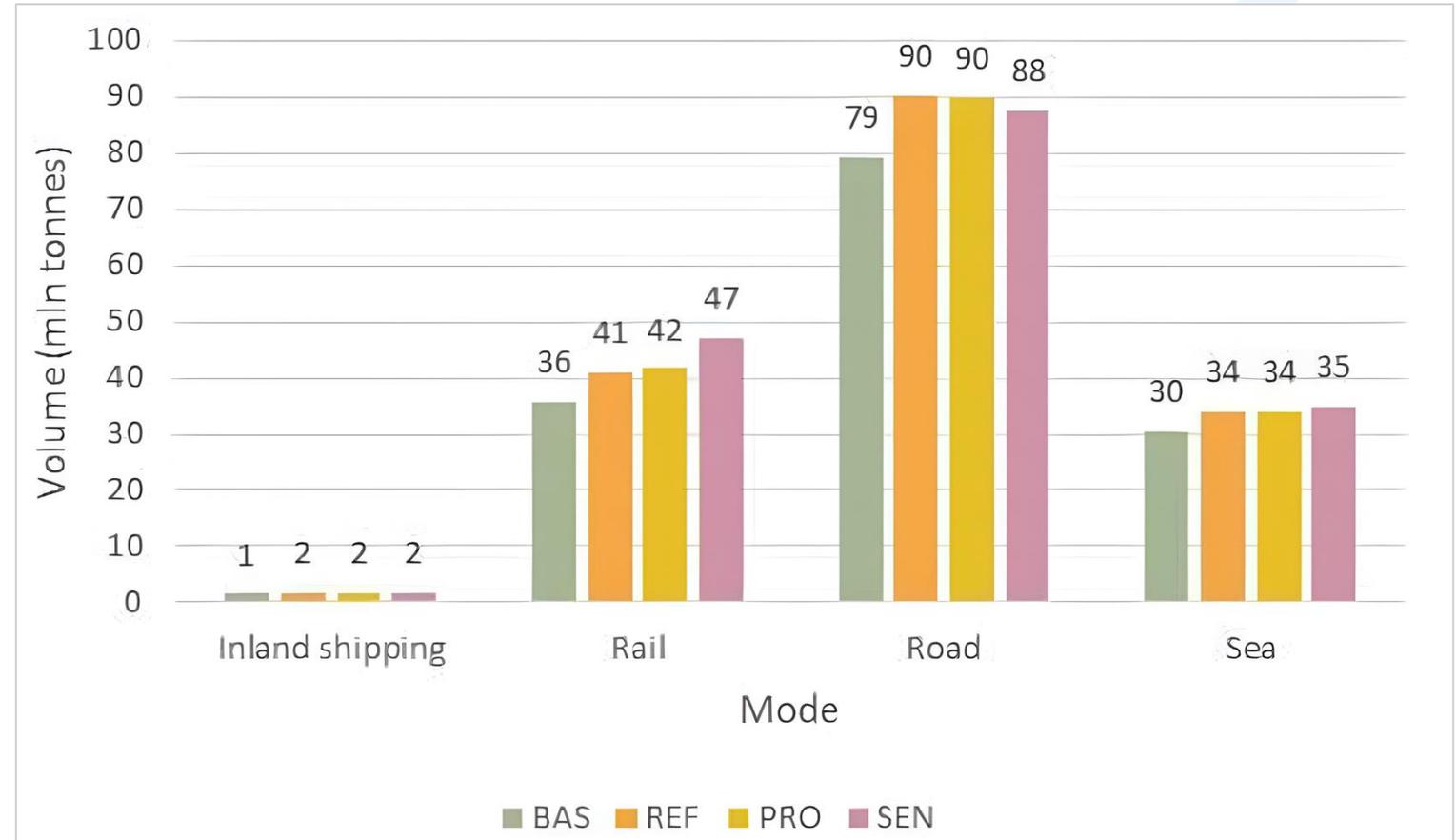
- **TA D1.2 - 2024 Transport Market Study update:** Development of volume (in million tonnes) by mode and scenario for the corridor area of RFC MED

Future market

Future year scenario: 2030

Data

Million tonnes per year: 2030



4.3.2 Transport Market Study

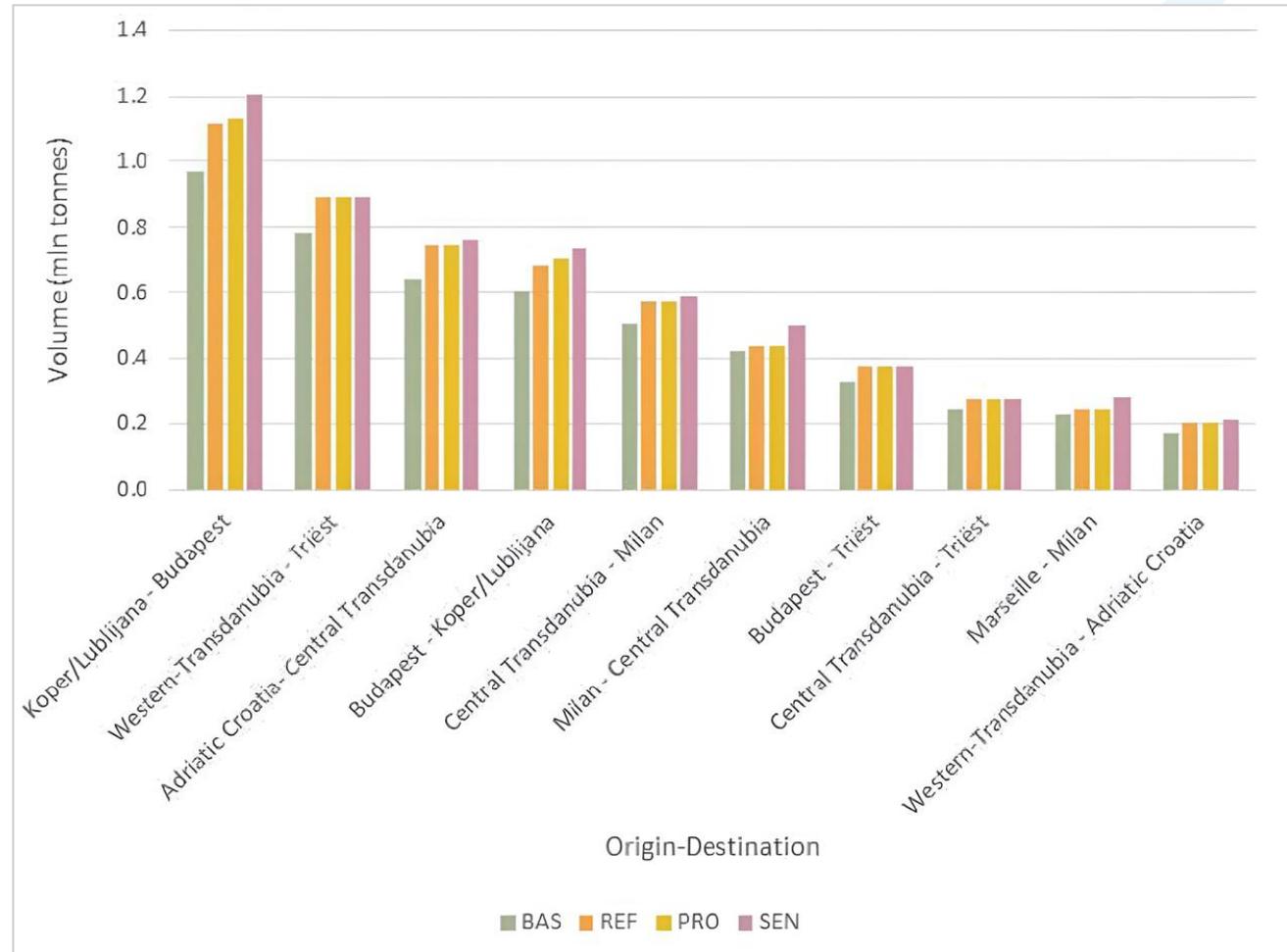
- **TA D1.2 - 2024 Transport Market Study update:** Development of volume (in million tonnes) of all international rail freight transport by the top 10 relations within the corridor area of RFC MED

Future market

Future year scenario: 2030

Data

Million tonnes per year: 2030



***5. EWG Terminal Director
presentation
Q & A session***



6. EWG Terminal visit



EWG Terminal

November, 8th



 **MEDITERRANEAN
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