



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

# **Joint Atlantic & Mediterranean RFC TAG & RAG**

**Seville – Port Authority, Edificio Galia  
Puerto  
23-11-2023**



# Morning session agenda



1

**Welcome from Atlantic & Mediterranean RFC**

**Manuel BESTEIRO GALINDO**

President of the Mediterranean RFC and Deputy Director of Atlantic RFC

**Claire HAMONIAU and Raffaele ZURLO**

Atlantic and Mediterranean RFC Managing Directors

# 3. Afternoon session Agenda and Welcome

<b>3</b>	<b>Introduction of the afternoon session</b>	Managing Directors of Med & Atlantic RFC	13:30 13:45
<b>4</b>	<b>Round table</b> Ongoing UE Regulation proposals (TEN-T + Capacity)		13:45 14:25
<b>5</b>	<b>TAG-RAG pre-meetings outcomes and new topics</b>	TAG RAG Spokespersons	14:25 15:10
<b>6</b>	<b>Cross-border projects update</b> <ul style="list-style-type: none"> <li>➤ Management of Perpignan FI station</li> <li>➤ QCO Hendaye-Irun</li> <li>➤ Cross-border coordination Portugal-Spain</li> <li>➤ QCO Forbach-Saarbrücken</li> </ul>	RFC Med & RFC Atlantic	15:10 15:30
<b>7</b>	<b>State of play of capacity allocation on Atlantic &amp; Med RFC</b> <ul style="list-style-type: none"> <li>➤ Overview of capacity allocation</li> <li>➤ Timetable Offer 2024</li> </ul> Requests and suggestions from TAG and RAG.	C-OSS Leaders	15:30 16:00
<b>8</b>	<b>Temporary Capacity Restrictions (TCRs)</b> <ul style="list-style-type: none"> <li>➤ Illustration of main TCRs along Med RFC</li> <li>➤ Requests and suggestions from TAG and RAG.</li> <li>➤ TCR coordination along Atlantic RFC</li> </ul>	RFC Med & RFC Atlantic	16:00 16:20
<b>9</b>	<b>RUs &amp; Med RFC feedback from recent Incident Contingency Management (ICM) cases</b> <ul style="list-style-type: none"> <li>➤ Maurienne valley ICM state of play</li> <li>➤ RU ICM handbook</li> </ul>	RFC Med & RFC Atlantic	16:20 16:40
<b>10</b>	<b>Information on specific sessions</b> <ul style="list-style-type: none"> <li>➤ Rail Facility Portal</li> <li>➤ Infrastructure works workshop</li> <li>➤ Collaborative approach (Rail-CDM)</li> <li>➤ ERTMS training</li> </ul>	RFC Med & RFC Atlantic	16:40 17:00
	<b>End of the meeting</b>		17:00

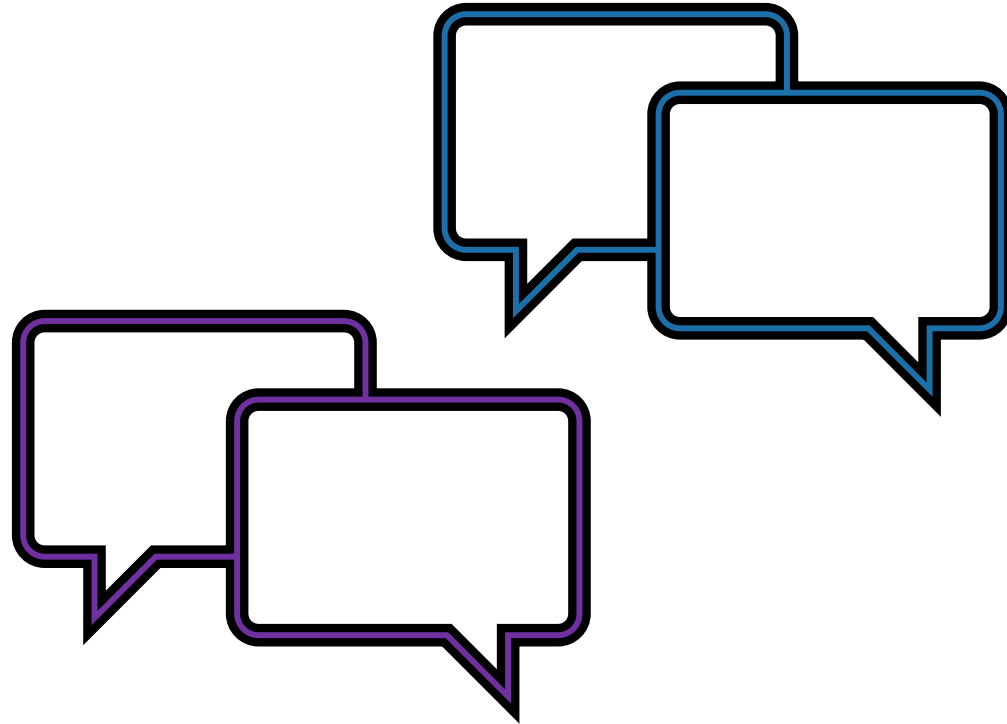
## 4. Roundtable

Comments and discussion on the new  
TEN-T & Capacity Regulation proposals



## 5. TAG-RAG pre-meetings outcomes and new topics

Issues highlighted during pre-meetings



## 6. Cross Border Projects Update

- Management of Perpignan FI station
- QCO Hendaye-Irun
- Cross border coordination Portugal-Spain
- QCO Forbach-Saarbrücken

## 6. Cross border update – Med RFC Perpignan FI – Barcelona



# 6. Cross border update – Med RFC Perpignan FI – Barcelona

Achievements and ongoing developments

## ➤ Update on the management of Perpignan FI Station

### **Achievements TT 2023 :**

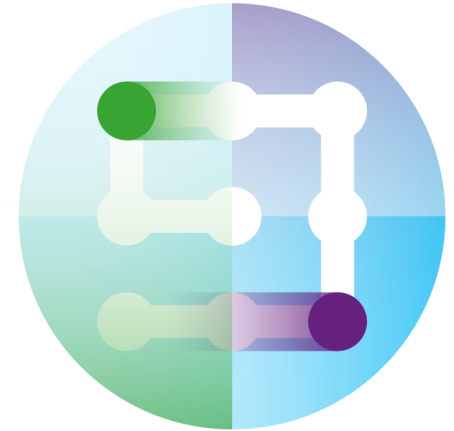
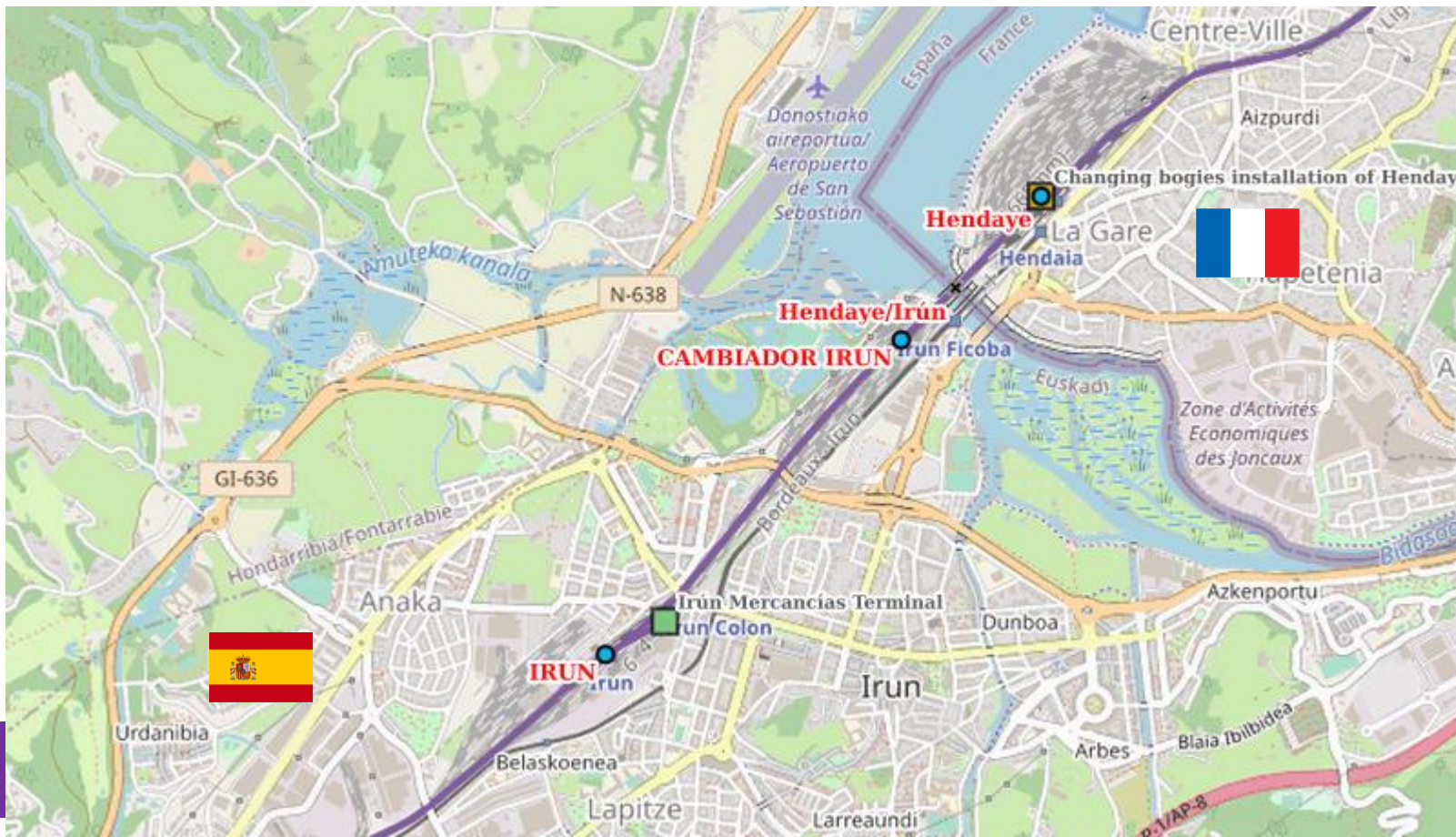
- LFP opening during nights Sat./Sun. And Sun./Monday since TT 2023
- ADIF opening during nights Sat./Sun. And Sun./Monday since the 30/03/2023
- Implementation of new rules in the management station

## ➤ **Next step TT 2024:**

- Study to open for a 3<sup>rd</sup> night during the week
- Facilitated the management of the Perpignan station
- Implementation of new BCP Perpignan – Barcelona to support the development
- Meeting to be organized beginning 2024



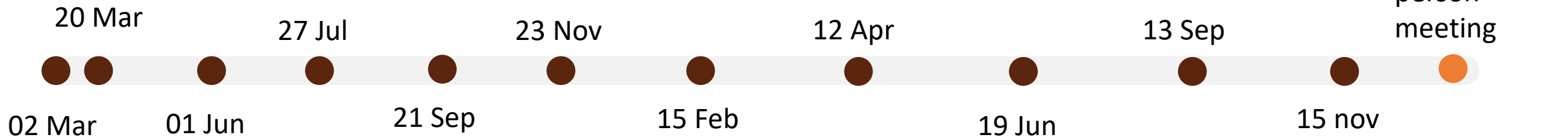
# 6. QCO HENDAYE – IRUN



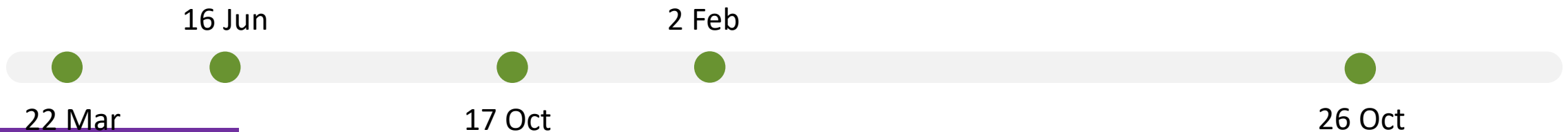
# Annual calendar 2022-2024



## CNO – H24



## QCO IRÚN - HENDAYE



## PRIORITY LINES OF ACTION

1



Train numbering

3



Information / capacity

2



Safety qualification

4



Global objective:  
unique rail complex

## KEYS TO PROJECT SUCCESS



Open dialogue  
between parts



Update on works  
from IM side



Short-term results  
achievement



Strong cooperation and  
generosity from all sides

## MAIN OUTCOME FROM workshops AND ONGOING TOPICS



50 to 75% time saving (around 30 min per trip) from Hendaye to TECO (Irun) thanks to a change in ADIF **safety habilitations**



**Single complex:** different solutions are currently being studied (mainly concerning the driver and the path)



**Access to train run data :** TIS and train run data exchange between IMs



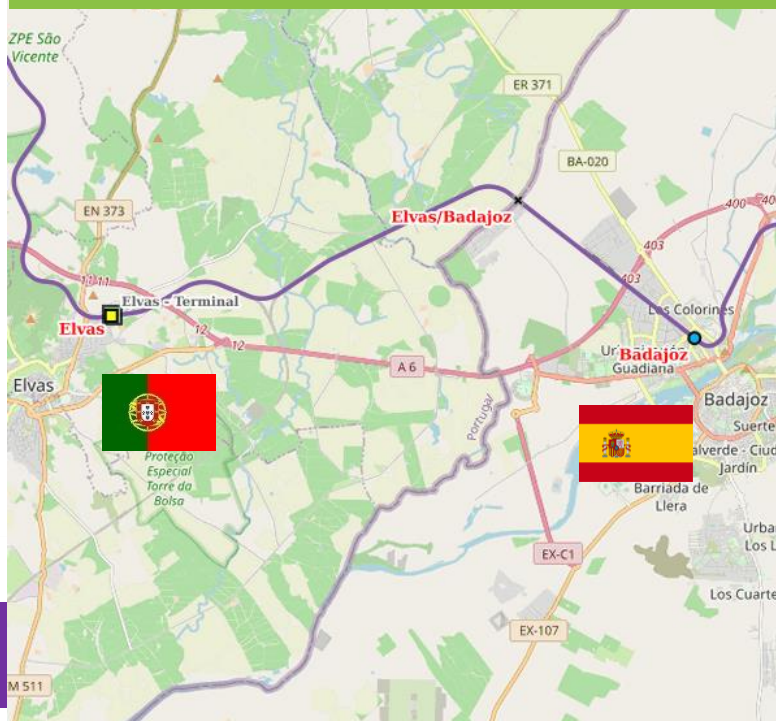
**Train numbering**



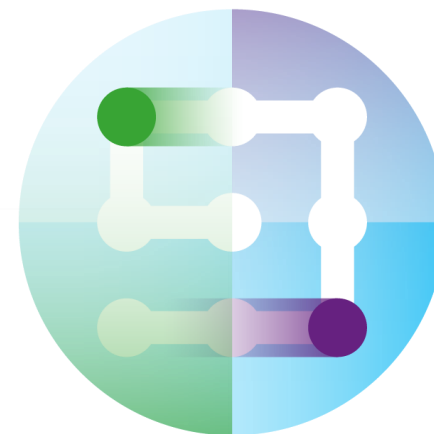
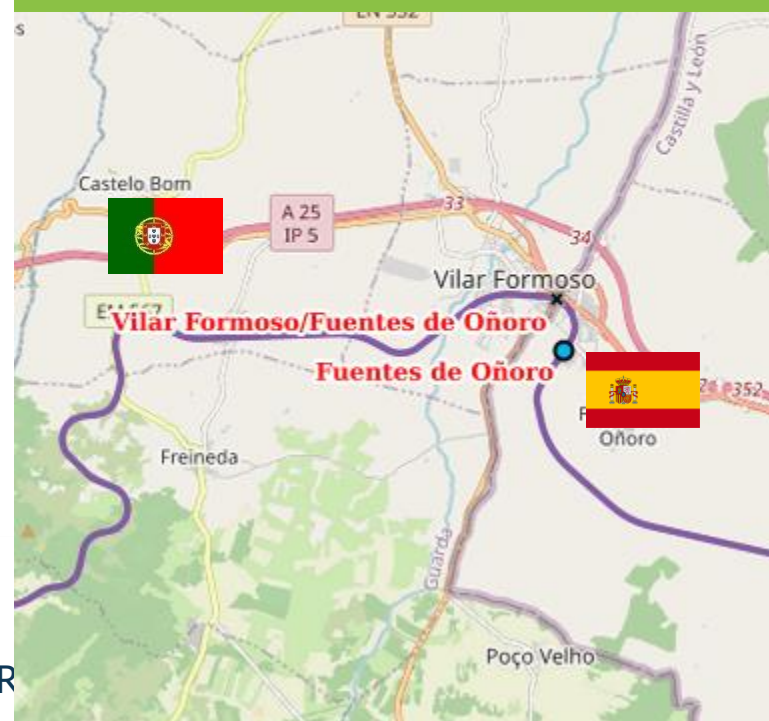


# 6. Portugal – Spain

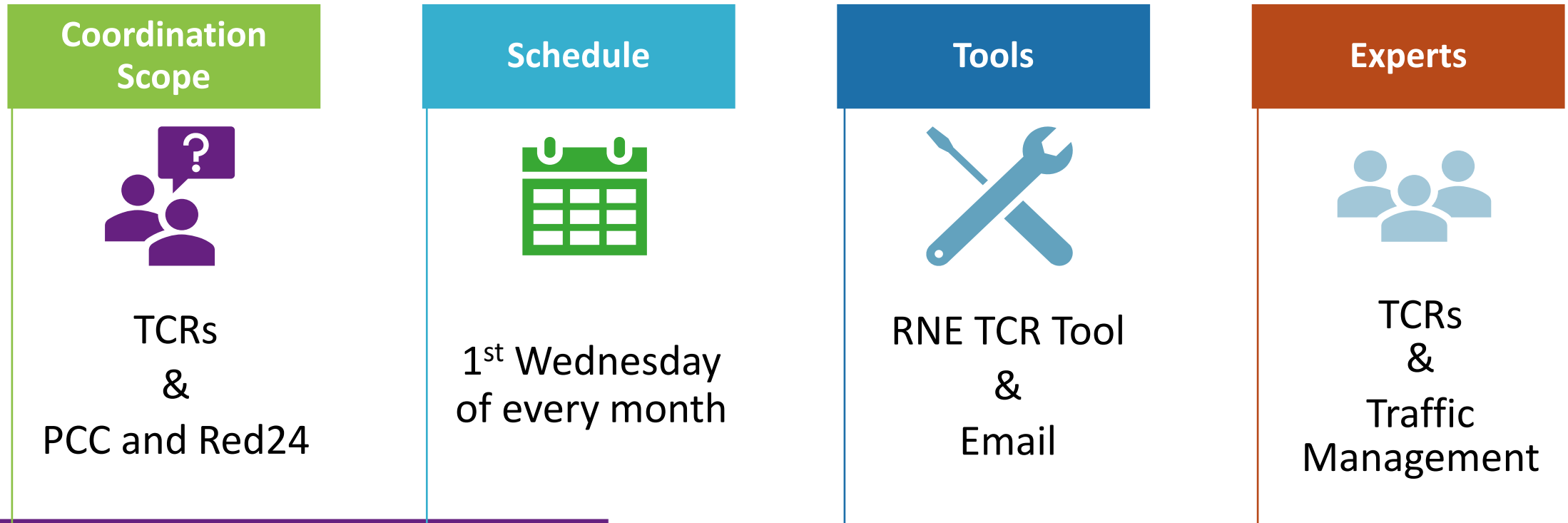
## ELVAS - BADAJOZ



## VILAR FORMOSO – FUENTES DE OÑORO



# Bilateral Groups IP - ADIF



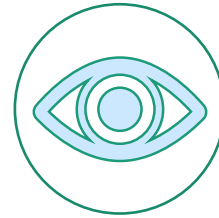
# TCR Coordination Issues



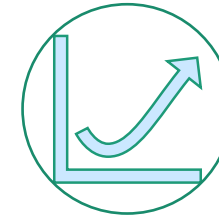
**Exchange of TCR  
Information**  
(3 border points)



**TCR Coordination**  
(between IMs)



**Coordination  
verification**  
(if it happened according to  
coordination)



**Identification of  
necessary  
improvements**



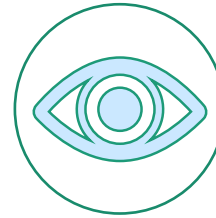
# PCC and H24 Coordination



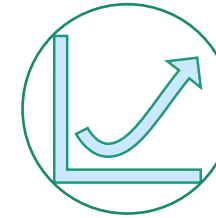
**Exchange Information**



**Last Minute Trains and  
Contingency Events  
Coordination**



**Coordination  
verification**

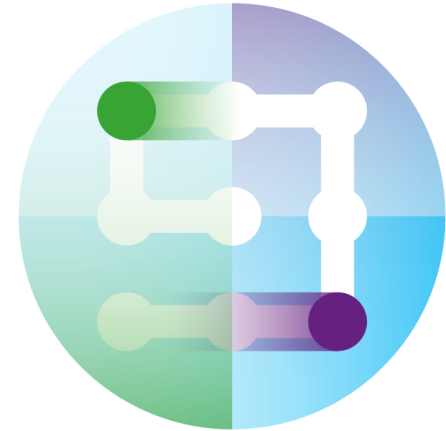
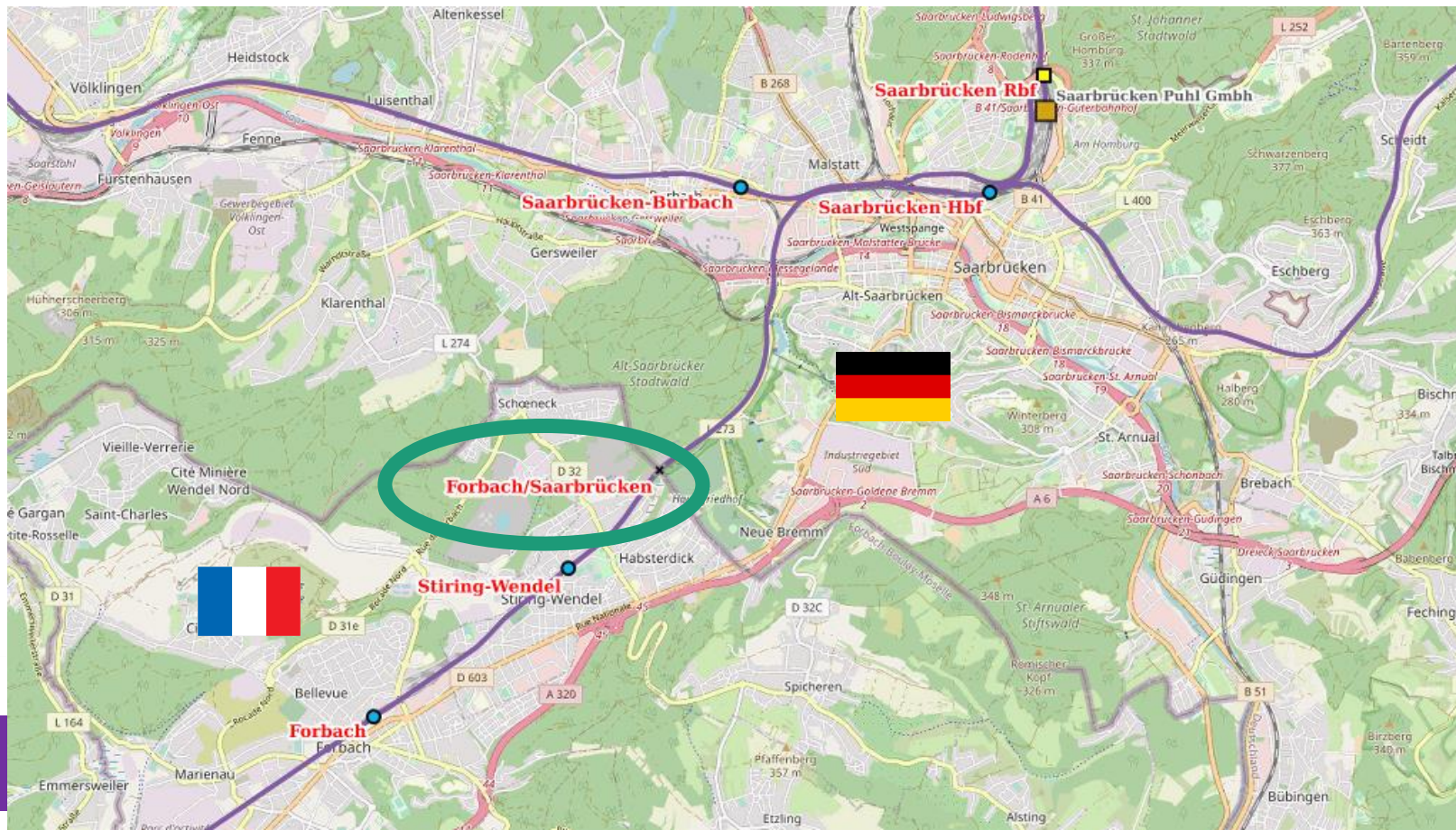


**Identification of  
necessary  
improvements**





# 6. QCO Forbach – Saarbrücken



# MEETING CALENDAR 2023 FOR QCO FORBACH-SAARBRÜCKEN AND BILATERAL TRAFFIC MANAGEMENT COORDINATION



## QCO Forbach - Saarbrücken



15 Feb

20 Apr

13/14 June

19 Jul

11 Oct

16 Jan



Workshop in Saarbrücken

## CNOC – NLZ



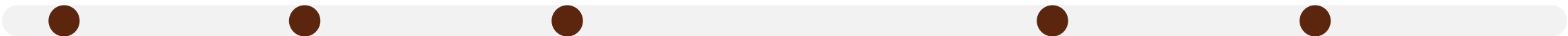
18 Jan

15 Mar

17 May

20 Sept

15 Nov



# TOPICS ADDRESSED AND IMPROVED WITH QCO SAARBRÜCKEN – FORBACH IN 2023



## QCO measures in 2023 - examples

1

### Planning international train run incl. train path request

- **Minimum information** required from RUs with **ad hoc TT** – introduced in cross-border agreement September 2023
- Further **test of IT tool for pre-check of ad hoc requests** between DB Netz and SNCF-R
- **Reminders to RUs on agreed processes** for exceptional trains and use of international train number

2

### International train run incl. stop at a border station

- **Special support** of DB Netz central control center in operations for **TCRs with high effect on international trains** – e.g. 5 day closure of Saardamm in March/April 2023
- **Improved data exchange between major RUs**, leading to less rejections of train runs between RUs
- Establishment of **direct contact between signal boxes** Forbach – Saarbrücken marshalling yard (Rbf)
- Clarification on **infrastructure needs** for improved operations in Saarbrücken Rbf

3

### Performance Management

- **Quality check with RUs** for train numbers with **high dwell time** based on RNE TIS
- Establishing of **dwell time monitoring for Saarbrücken** border area with DB Netz tool
- Discussion of **main reasons of dwell time** (focus Saarbrücken)
- At **DB Netz** introduction of an **internal QCO Board with the regional management**

# 7. State of play of capacity allocation on Atlantic & Mediterranean RFC

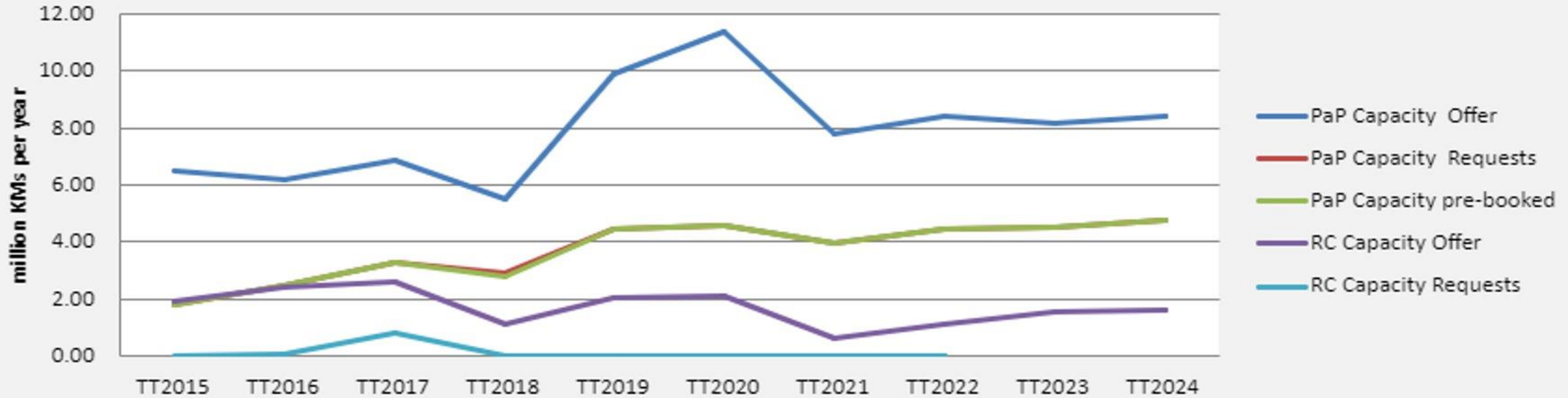
- Overview of capacity allocation
- Timetable Offer 2024

Requests and suggestions from TAG and RAG



# 7. CAPACITY OFFER & ALLOCATION EVOLUTION

### KPI Volume of Capacity





# 7. CAPACITY OFFER & ALLOCATION PROCESS TT-2024



- ❑ **40 Dossiers** requested in April 2022
- ❑ **Compliance with the deadlines:**
  - **Draft Offer (03/07/2023): 42,5%** (61,1% in TT-2023). All dossiers were offered on the 2/8/23.
  - **Final Offer (21/08/2023): 30%** (61,1% in TT-2023). All dossiers (except 1) were offered on the 19/9/23.
- ❑ **No conflicts between requests**, so all PaPs were pre-booked and constructed according to the requests.
- ❑ **The final offer delay was mainly due to the check that the German Regularity Body** needs to do before the offer to the applicants.
- ❑ **1 dossier is still missing** due to saturation in the Ghent area in Belgium (RFC 2). Being tackled by involved IMs.
- ❑ Some missing days and **harmonization issues are still being coordinated by the involved IMs.**
- ❑ **Quality of the offers was better than in TT-2023.**



**ATLANTIC**  
CORRIDOR

## 7. CAPACITY OFFER TIMETABLE 2025



- **Applicant and non-RU applicants** (such as shippers, freight forwarders and combined transport operators) **can request capacity** for the Annual Timetable **to the Atlantic Corridor One Stop Shop** until 8<sup>th</sup> of April 2024 via PCS.
- **Conditions** for placing capacity requests are **described in Corridor Information Document** and in each IM Network Statement.
- RNE and RFCs offer **PCS trainings on the February the 6<sup>th</sup> & 7<sup>th</sup>**, in Brussels oriented to PaP requests.
- CID and Capacity Offer will be published in Atlantic Corridor website by the 8<sup>th</sup> of January 2025 : <https://www.atlantic-corridor.eu/>

**ATLANTIC CORRIDOR**

RNECIP

**DOCUMENTS**

OUR CORRIDOR OUR OFFER OUR WORK & RESULTS TOOLS LIBRARY NEWS & EVENTS

**PERFORMANCE ON TRACK**  
Powering and Empowering European Rail Freight Transportation

News

DECEMBER 13, 2021

Linguistic measures on the Franco-German border sections

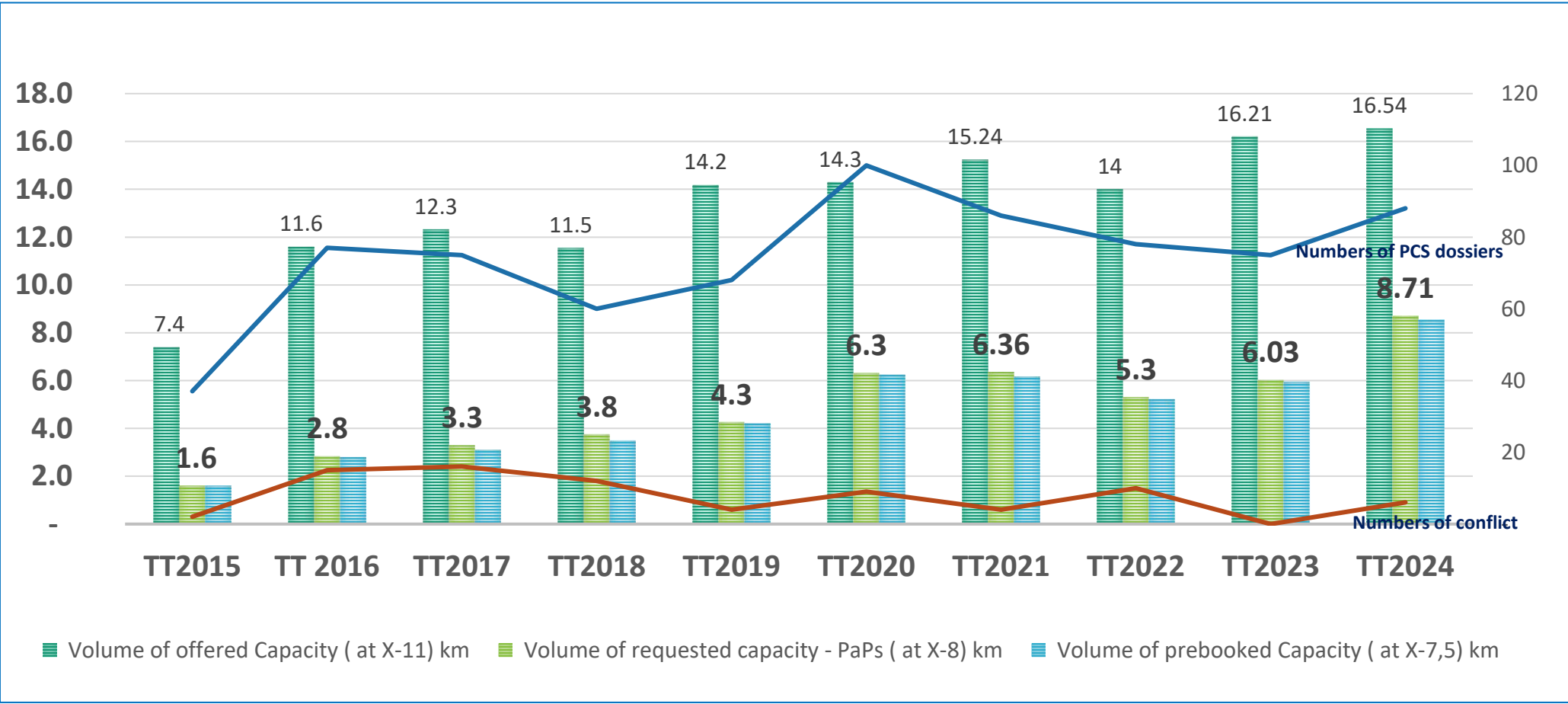
JULY 21, 2021

CUSTOMER INFORMATION PLATFORM (CIP) IS ROLLED OUT TO THE ENTIRE NETWORK

Co-financed by the Connecting Europe Facility of the European Union

# 7. Capacity allocation – Med RFC

## Evolution since the implementation





# 7. Capacity allocation – Med RFC

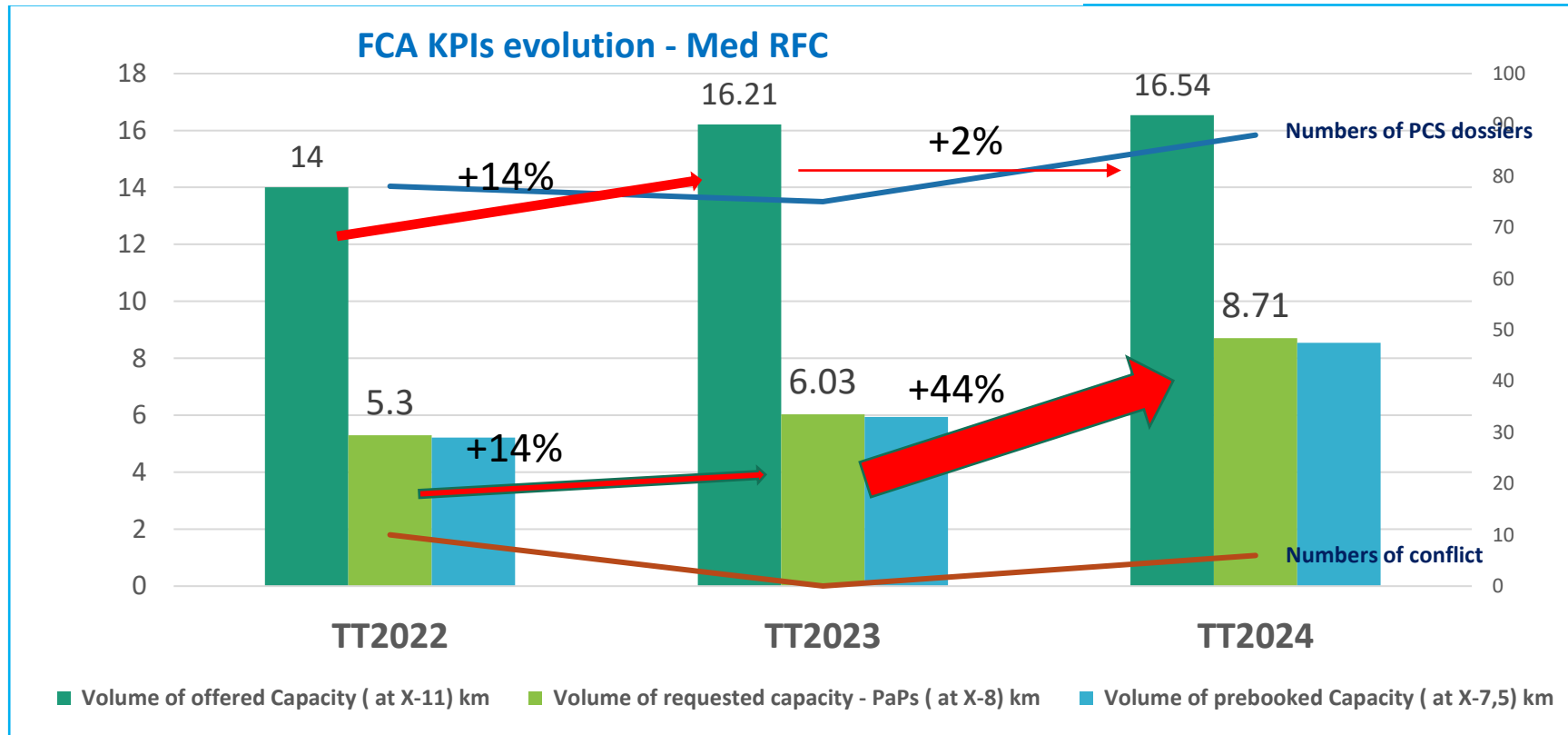
## Deadline respect

**88 dossiers requested (April)**

- **Respect deadline**
  - **Draft offer (03/07): 86 % (70% TT 2023)**
  - **Final offer (21/08): 78 % (81 % TT 2024)**
- 
- Situation better at the draft but was not the case at the final offer.
  - All the cause are due the DB Netz delays. All the dossiers were validated on 13/09.
- 
- **Main troubles in quality :**
  - **France – Italy** : 7 % days missing (due TCRs situation in France but due the situation.....)
  - **Western:** 6 % days missing

# 7. Capacity allocation – Med RFC

## Focus on the latest 3 Timetables



Few conflicts so slightly difference between requested and pre-booked  
 Big increase 2024, concentration on efficient offers  
**Many thanks to the IMs and also to the applicants**

# 7. Capacity allocation – Med RFC

## Wish list TT 2025 overview

Timetable (ID number)	2021	2022	2023	2024	2025 (evo/2024)
<b>East</b>	19	29	46	40	32 (-20%)
<b>Center</b>	60	56	39	40	39 (-3%)
<b>West</b>	36	35	45	60	64 (7%)
<b>Total</b>	115	120	130	140	<b>135 (-4%)</b>

Same level as TT 2024 for Center

Down for East

Increasing in the West

### **Alert for 2025:**

- TCRs in Slovenia will impact deeply timetables
- ICM Modane will radically change the structure of traffic flows

# Consultation on PaP cancellation

Dear Railway Undertakings Advisory Group members,

Within the context of the Technical Assistance funding, we were asked by the European Commission to acknowledge if the following requirements were met:

Art 14.8. of Regulation 913/2010 reads: “save in the case of force majeure, including urgent and unforeseeable safety-critical work, **(i) a train path allocated to a freight operation pursuant to this Article may not be cancelled less than 2 months before its scheduled time in the working timetable if the applicant concerned does not give its approval for such cancellation. (ii) In such a case the infrastructure manager concerned shall make an effort to propose to the applicant a train path of an equivalent quality and reliability which the applicant has the right to accept or refuse.**”

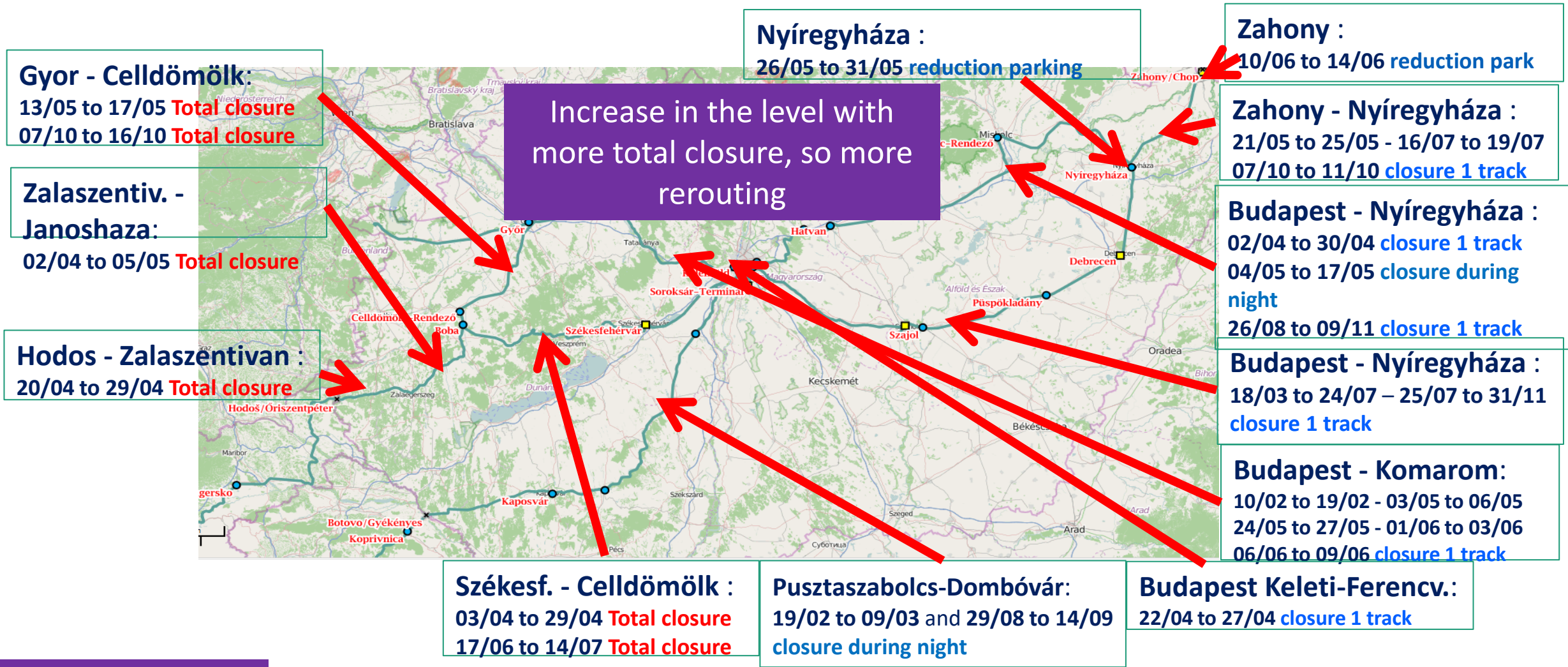
According to the Network Statements of the Infrastructure Managers part of the RFC, we believe that all Infrastructure Managers follow this rule (except in cases of force majeure or similar) and organise concertation mechanisms if a cancellation is due for any relevant reason by the IM. Should you have to point out any **evidence on cases of your experience where the requirements could not be met, please send us your feedback documenting the concrete cases.** Please include the following information: the contractor company, the number of train runs cancelled, the train number identification, the cancellation timeline, and why you deem the requirement was not met).

## 8. Temporary Capacity Restrictions (TCRs)

- Illustration of main TCRs along Med RFC
- TCR coordination along Atlantic RFC

Requests and suggestions from TAG and RAG

# 8. Temporary Capacity Restrictions – Med RFC Hungary (2024 Main TCRs)





# 8. Temporary Capacity Restrictions – Med RFC Croatia (2024 Main TCRs)

**Hrvatski – Karlovac:**  
Nov. 2022 – Nov. 2026  
**Daily closure** from 7 am to 4 pm and occasional 72 hours during the WE

**Savski Marof– Zagreb:**  
Dec. 2022 – Dec. 2024 Renewal  
**Daily closure** 6 to 8 h  
**Total closure** 56 hours max the WE

**Kopriv – Krizevci:**  
June 2020 – Dec. 2024  
Construction  
Reconstruction  
**Daily closure** from 6 am to 4 pm and occasional 72 hours during the WE

**Generalski Stol - Gornje Dubrave :**  
April 2023 – Dec. 2024  
Renewal  
**Daily closure periodical** 6 to 8 h  
**Total closure** 36 hours max for 18 WE

**Dugo Selo – Krizevci:**  
Dec 2019 – Dec. 2024  
track construction  
**Daily closure** from 7 am to 4 pm and occasional 72 hours during the WE

**Ogulin - Moravice :**  
Feb. 2023 – Dec. 2024  
Substructure works  
**Daily closure periodical** 6 to 8 h  
**Total closure** 36 hours max for 9 WE

**Station Zagreb ZK – Station Zagreb GK:**  
Sept. 2022 – Dec. 2023 Reconstruction of the tracks  
**Daily closure** 6 to 8 h on one track per day, sometimes 72 h continuous

No change



# 8. Temporary Capacity Restrictions – Med RFC Slovenia (2024 Main TCRs)



**Brezovica-Borovnica**  
15/04 to 01/09 close one track

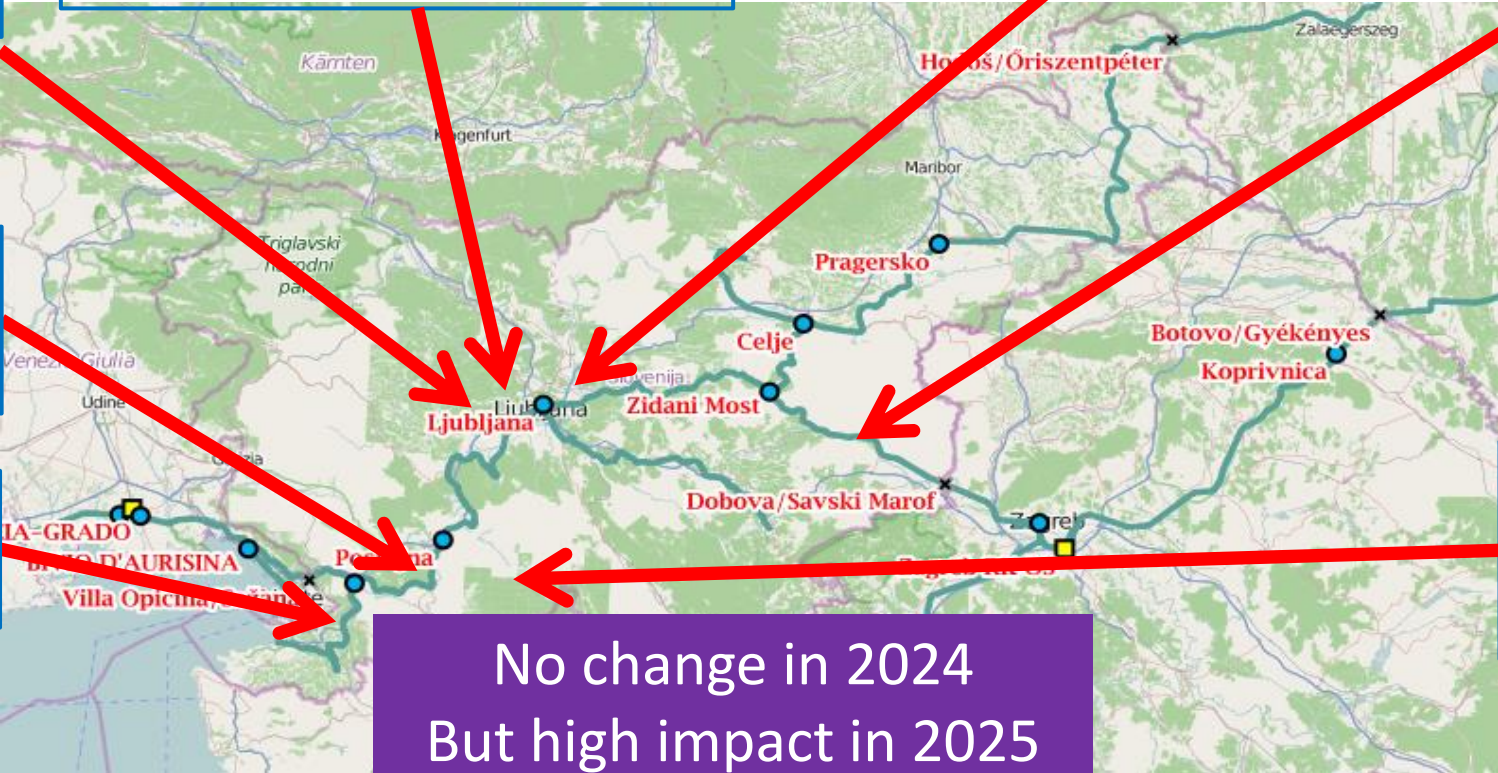
**Ljubljana station**  
Upgrading 01/01 to 31/12  
**Preserje-Brezovica station**  
Upgrading 01/01 to 01/09

**Laze-Ljubljana Zalog**  
Regular maint., upgrading  
13/07 to 11/08 Left track

**Krško station**  
Upgrading 17/02 to 19/12

**Rakek-Postojna**  
Regular maint., upgrading  
07/09 to 12/09 **Total closure**  
18/09 to 19/09 **Total closure**

**Divaca - Koper**  
Construction line  
2 Mondays per month **Total closure**



No change in 2024  
But high impact in 2025

**Pivka-Ilirska Bist.**  
Regular maintenance  
01/04 to 30/09 **Total closure**





# 8. Temporary Capacity Restrictions – Med RFC Italy (2024 Main TCRs)

**Torino Porto Susa**  
**Night closure (330 to 420 min)**  
 Between Feb. to June  
**Night closure (8h.)**  
 Nov.

**Novara - Milano**  
**Total closure**  
**04/05 to 05/05 & 11/05 to 12/05**

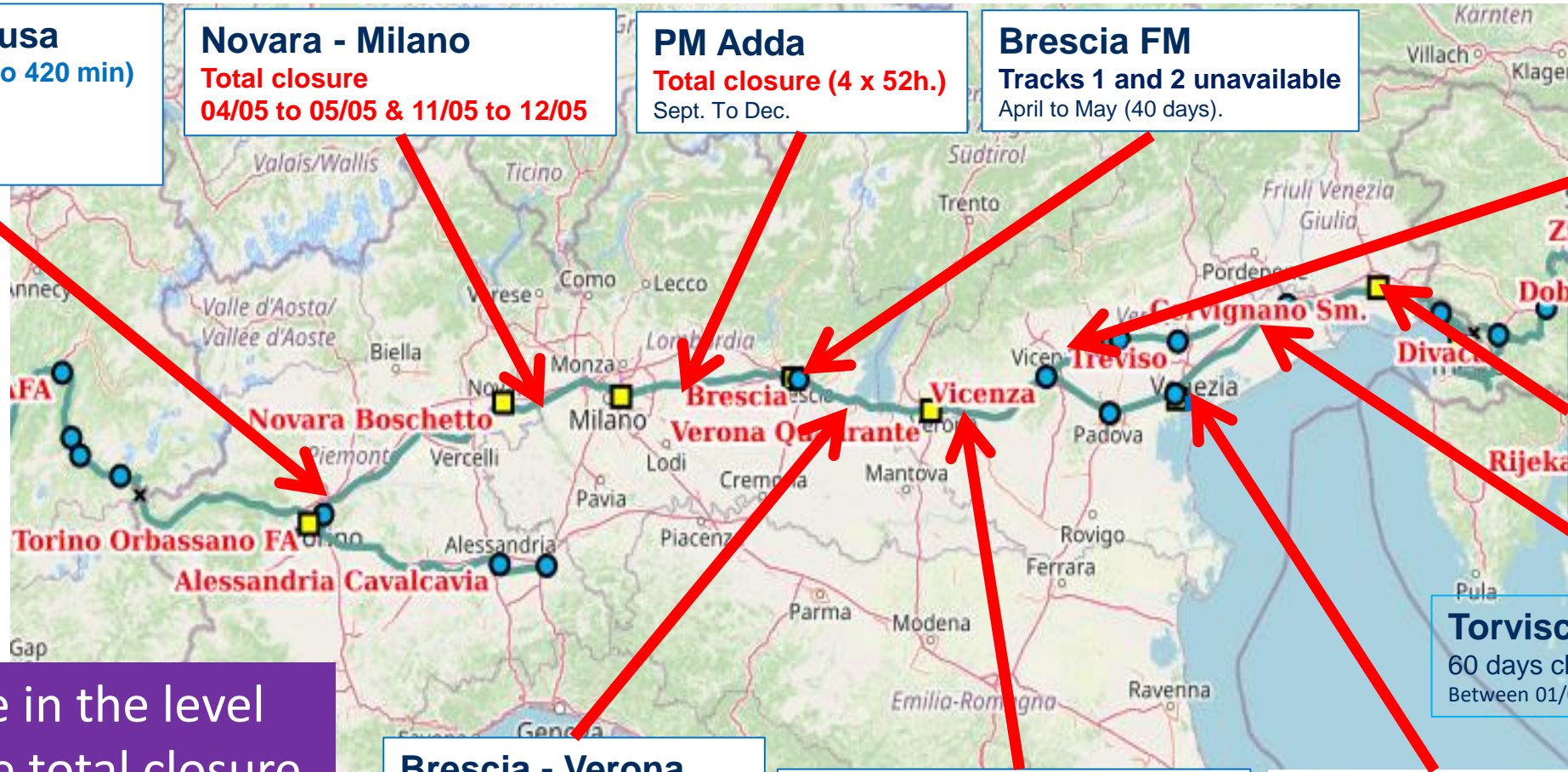
**PM Adda**  
**Total closure (4 x 52h.)**  
 Sept. To Dec.

**Brescia FM**  
**Tracks 1 and 2 unavailable**  
 April to May (40 days).

**San Pietro in GU**  
**Partial unavailability station**  
 Between Dec. to Dec.

**Trieste CM**  
 300 days of Interruption  
 4 hours per night  
 Between Dec to Dec.  
**Total closure** 14&15/08;  
 31/12 to 01/01 (72h)

**Torviscosa – Cervignano**  
 60 days closure of 1 track  
 Between 01/06 to 31/07



Increase in the level  
with more total closure

**Brescia - Verona**  
**Daily closure** night 5h.  
**Total closure (12 x 50-80h.)**  
 Between Dec. 23 to Dec. 24

**Verona - Vicenza**  
 21 days of line interruption  
 From 03/08 to 23/08

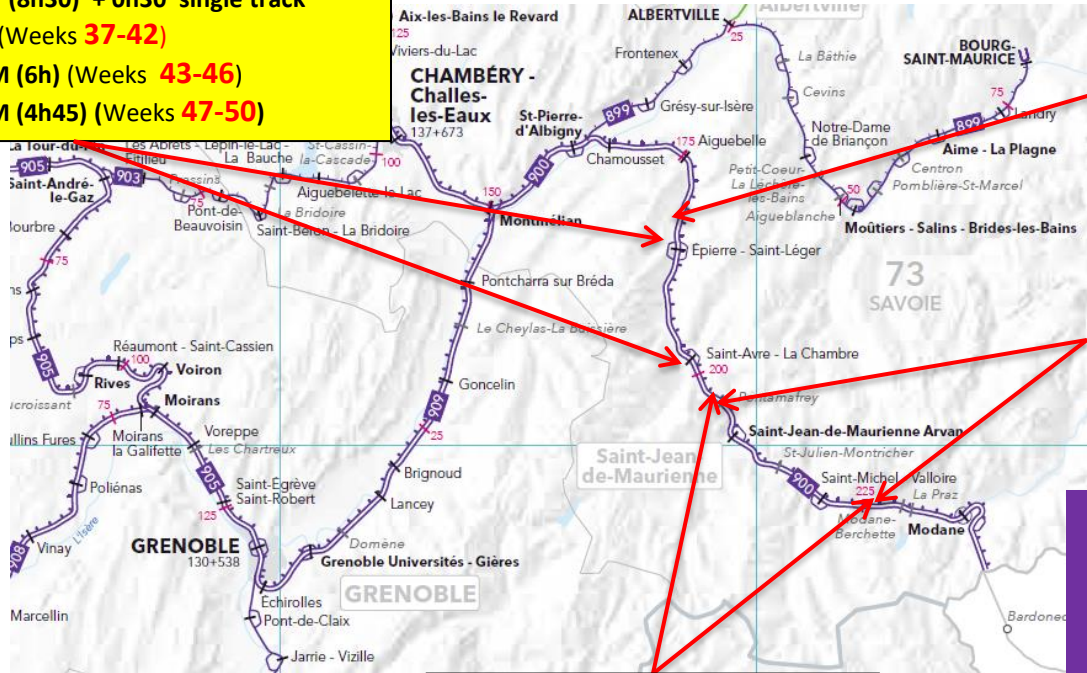
**Venezia Mestre**  
**Daily closure** night 5h  
 Between 09/06 to 07/12



# 8. Temporary Capacity Restrictions – Med RFC France (2024 Main TCRs)

**Renewal Tracks :** Tracks 1+2  
Monday/Tuesday to Friday/Saturday  
11h00 PM-05h00 AM (Weeks **22-27**)  
09h00 PM-06h00 AM 2V/2 (Weeks **28-36**)

**Renewal Tracks :** Tracks 1+2  
Monday-Friday  
7h15 AM-03h45 PM (8h30) + 0h30 single track (03h45/04h15 PM) (Weeks **37-42**)  
11h18 AM-05h18 PM (6h) (Weeks **43-46**)  
11h05 AM-03h50 PM (4h45) (Weeks **47-50**)



**Torrent de La Roche Railway Bridge:**  
Continuous closure on Tracks 1+2  
**Wednesday 08/05 08:40 PM to Sunday 12/05 01:00 PM (88h20)**

**Lyon-Torino Tunnel (TEL) :**  
Continuous closure on Tracks 1+2  
**Friday 08/11 10:30 PM to Tuesday 12/11 08:00 PM (93h30)**

**Lyon-Torino Tunnel (TEL) :**  
11h05 AM-03h50 PM 2V/2 (4h45)  
Monday-Friday (Weeks **2-19, 43-45**)

Situation uncertainty due the Modane closure ICM  
Hope less TCRs after the reopening



# 8. Temporary Capacity Restrictions – Med RFC Spain (2024 Main TCRs)



A blurred background image of a train track with several freight cars. A white rectangular text box is overlaid on the right side of the image. The text box contains the number '8.' followed by the title 'COORDINATION OF TEMPORARY CAPACITY RESTRICTIONS'. There are also decorative colored bars: a blue bar at the top left, a purple bar below it, and a green bar at the bottom right.

8.

## COORDINATION OF TEMPORARY CAPACITY RESTRICTIONS

TCRs



IP - ADIF



1



Monthly meetings

Coordination of border works (in the areas closest to the border section)

3<sup>rd</sup> May  
7<sup>th</sup> June  
5<sup>th</sup> July  
30<sup>th</sup> August  
4<sup>th</sup> October  
8<sup>th</sup> November

Agreements on border work periods (days and hours) that improve coordination between IMs.

2



Biannual meetings

TCRs global meetings (TCRs that may affect the collateral IM)

Kick off: 19<sup>th</sup> April  
25<sup>th</sup> September  
May 2024  
November 2024

Main TCRs in 2023, 2024 and 2025  
Coordination of TCRs to affect traffic as little as possible.

TCRs



**SNCF Reseau  
ADIF**



1



**Biannual  
meetings**

TCRs global  
meetings (TCRs  
that may affect  
the collateral  
IM)

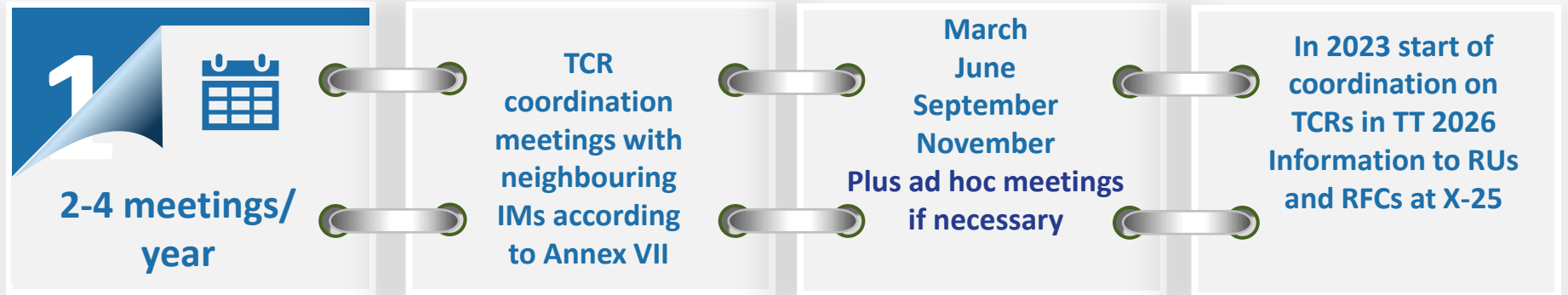
7<sup>th</sup> September  
May 2024  
November 2024

Main TCRs in 2023,  
2024 and 2025  
Coordination of  
TCRs to affect  
traffic as little as  
possible.

TCRs



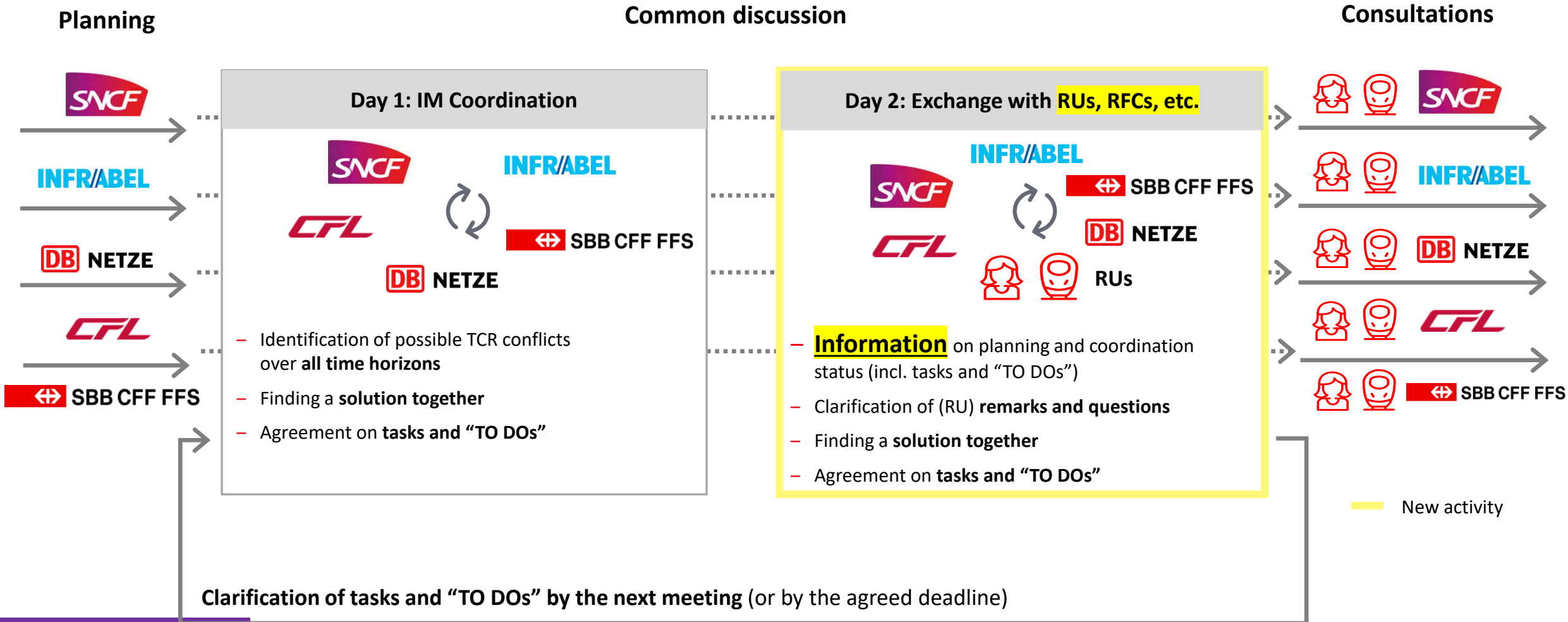
SNCF Reseau,  
DB Netz, CFL,  
SBB-I, Infrabel



## RHINE-ARDENNE-ALPINE GROUP (RAN)



# JOINT INFORMATION TO CUSTOMERS IN RAN NOVEMBER MEETING





# 9. RUs & Med RFC feedback from recent Incident Contingency Management (ICM) cases

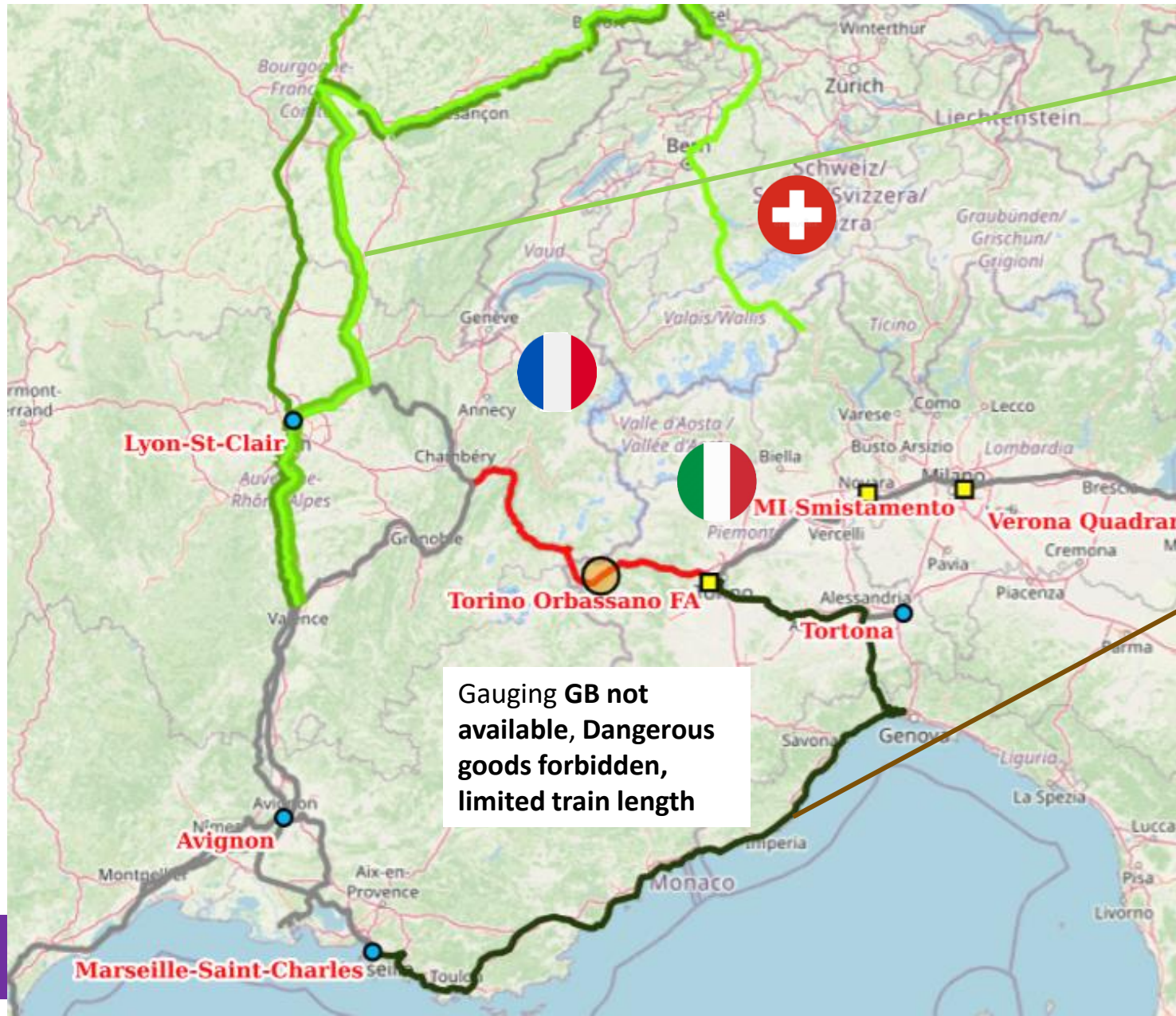
- Maurienne valley ICM state of play
- RU ICM handbook

## 9. Maurienne valley ICM state of play





## 9. Maurienne Valley ICM Re-routings and state of play



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

2) **Via Genova-Ventimiglia-Marseilles** along the Mediterranean coastline the residual capacity is:  
**RFI side:** up to 2 pairs of paths with a max. train length of 380m, excluding the night between 11 p.m. and 5 a.m. **SNCF Réseau side:** From Italy to France, six paths/day, and from France to Italy, ten paths/day, with a maximum 529 m train length;

- No re-routing request for passenger trains
- SNCF R prepared a list of requests concerning PaPs which was integrated by RFI, offer starting 1<sup>st</sup> of October.

23-11-2023

# 10. Information on specific sessions

- Rail Facility Portal
- Infrastructure works workshop
- Collaborative approach (Rail-CDM)
- ERTMS training

# Rail Facility Portal (RFP) – Med RFC

- In June 2020, RNE took over the ownership of the RFP from the European Commission. The operation / portal management of the RFP is carried out jointly by RNE and UIRR. The aim of this cooperation is to involve not only service facilities operated by the members of RNE, but also all other service facilities in Europe
- The RFP Governance Board is an advisory and supervisory body open to all rail stakeholders (such as IMs, Applicants, Terminal Operators, etc.), also comprising the European Commission and the European Union Agency for Railways. It is co-chaired by RNE and UIRR

## MORE INFORMATION

- **Rail Facilities Portal** > <https://rne.eu/it/rne-applications/rfp/>
- **RFP Training Webinar 2023** <https://rne.eu/event/rfp-training-2023/>



# Infrastructure works Workshop



The graphic is a white rectangular box with a black border. At the top left is the logo for the Mediterranean Rail Freight Corridor, featuring a blue and white stylized train and the text 'MEDITERRANEAN RAIL FREIGHT CORRIDOR' with 'Spain-France-Italy-Slovenia-Croatia-Hungary' below it. At the top center is the 'adif' logo, a green stylized 'A' followed by 'adif' in lowercase. At the top right is the 'Corredor Mediterráneo' logo, with 'CM' in a stylized font and 'Corredor Mediterráneo' below it, and 'OFICINA DEL CORREDOR DEL MEDITERRANEO' in smaller text underneath. The main text in the center reads 'SPANISH DEVELOPMENTS ALONG MEDITERRANEAN RAIL FREIGHT CORRIDOR' in bold blue capital letters. Below this is '- SAVE THE DATE -' in bold blue capital letters, followed by '09/06/2021' in bold blue capital letters, and 'H 10:00-13:00 (ONLINE MEETING)' in bold blue capital letters. At the bottom left is the European Union flag logo followed by the text 'Co-financed by the Connecting Europe Facility of the European Union'. At the bottom right is a small image of a green train with the text 'EUROPEAN YEAR OF RAIL 2021' and '#EUYearofRail' overlaid, and the word 'HOP ON!' in large white letters across the train.

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

**adif**

**Corredor Mediterráneo**  
OFICINA DEL CORREDOR DEL MEDITERRANEO

**SPANISH DEVELOPMENTS ALONG  
MEDITERRANEAN RAIL FREIGHT CORRIDOR**

**- SAVE THE DATE -**  
**09/06/2021**  
**H 10:00-13:00 (ONLINE MEETING)**

 Co-financed by the Connecting Europe  
Facility of the European Union

 **HOP ON!**  
EUROPEAN YEAR OF RAIL 2021  
#EUYearofRail

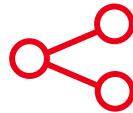
# Collaborative approach (Rail-CDM)

RNE project to improve rail transport logistics chain



## Optimization of individual actors

- Strong focus on own supply chain activities
- Lack of cooperation and harmonized procedures in between different actors



## Missing information

- Lack of holistic forecasts for traffic management and customers
- Technical restrictions or missing communication formats

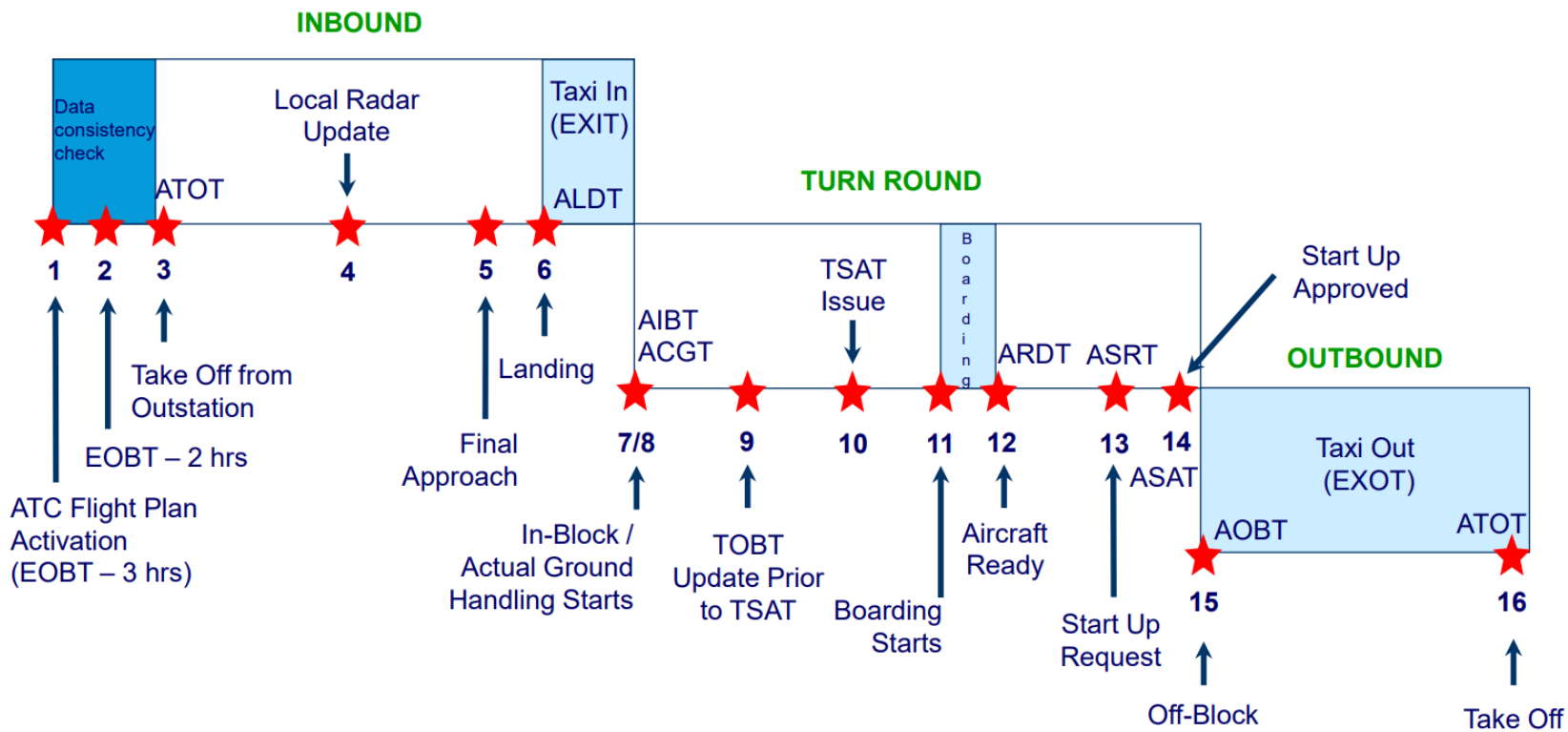


## Planning uncertainties

- Lack of predictability
- Re-active behavior rather than pro-active thinking

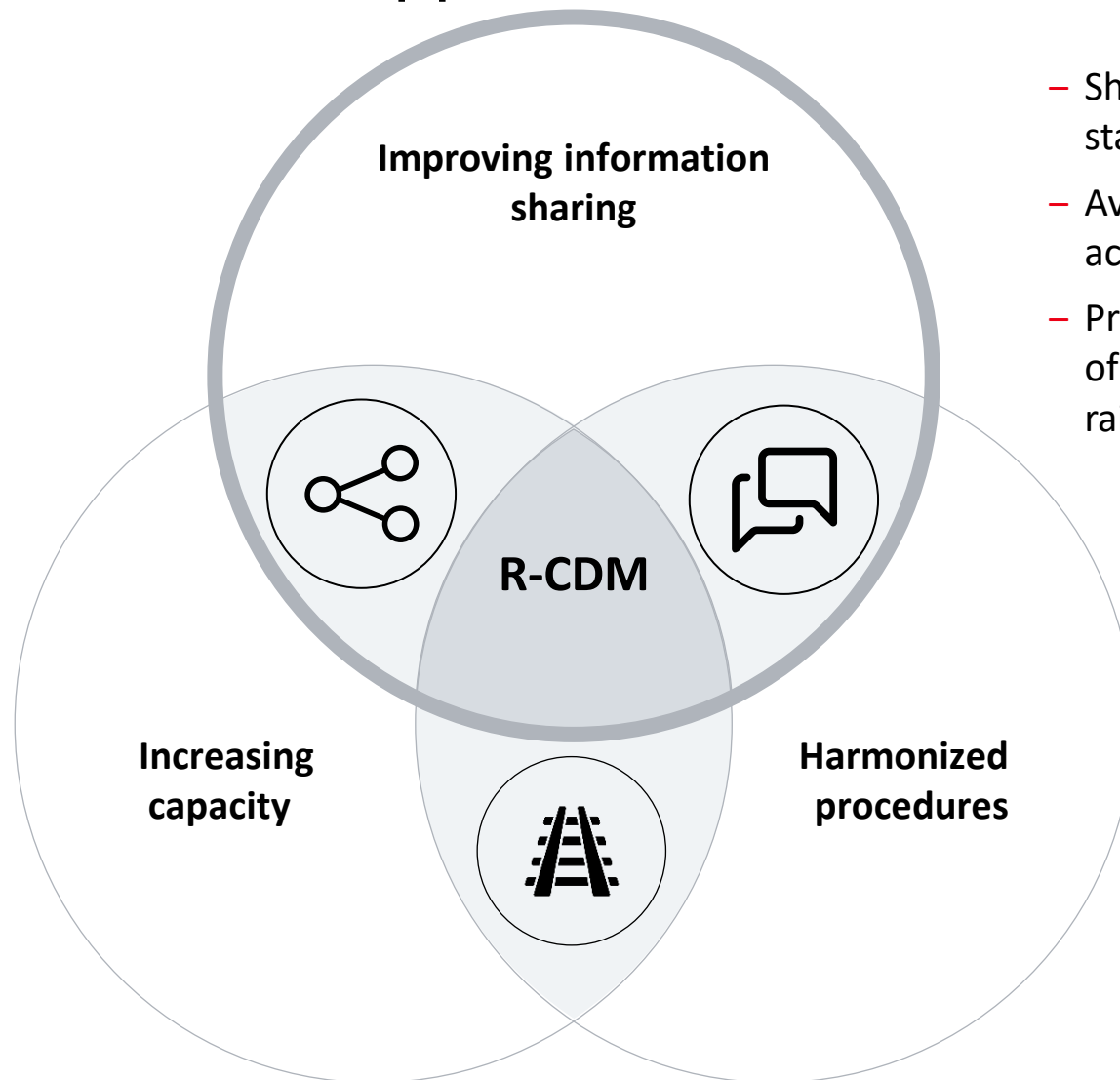
# A-CDM: Aviation sector already implemented an approach based on information sharing successfully

## Milestone Approach [Generic]



- Based on commonly agreed times (“Milestones”) timestamps (Planned-, target- & actual times) are sent to **ALL** operational actors
- Improvements lie in better plannability, increased operational resilience and higher capacity usage
- Move away from the ‘blame culture’ and a ‘first come, first served’ attitude, towards a ‘best planned, best served’ environment

# Different structural elements can be tackled - Improving the sharing of information appears the basic starting point



- Building of tracks on Infrastructure Managers as well as other networks (e.g. Terminals, Ports)

- Sharing of agreed timestamps among stakeholders
- Aviation sector had comparable problems and achieved substantial improvements by A-CDM
- Preliminary work has already been done as part of an RFC1-study that showed transferability to railway sector is feasible

- Develop harmonized procedures among the different players
- decisions are coordinated with each other



## ERTMS Training - 3rd session



*Next in  
January 2024 !*

## MEDITERRANEAN RAIL FREIGHT CORRIDOR

### ERTMS-ETCS Training Program

**3<sup>rd</sup> Session**

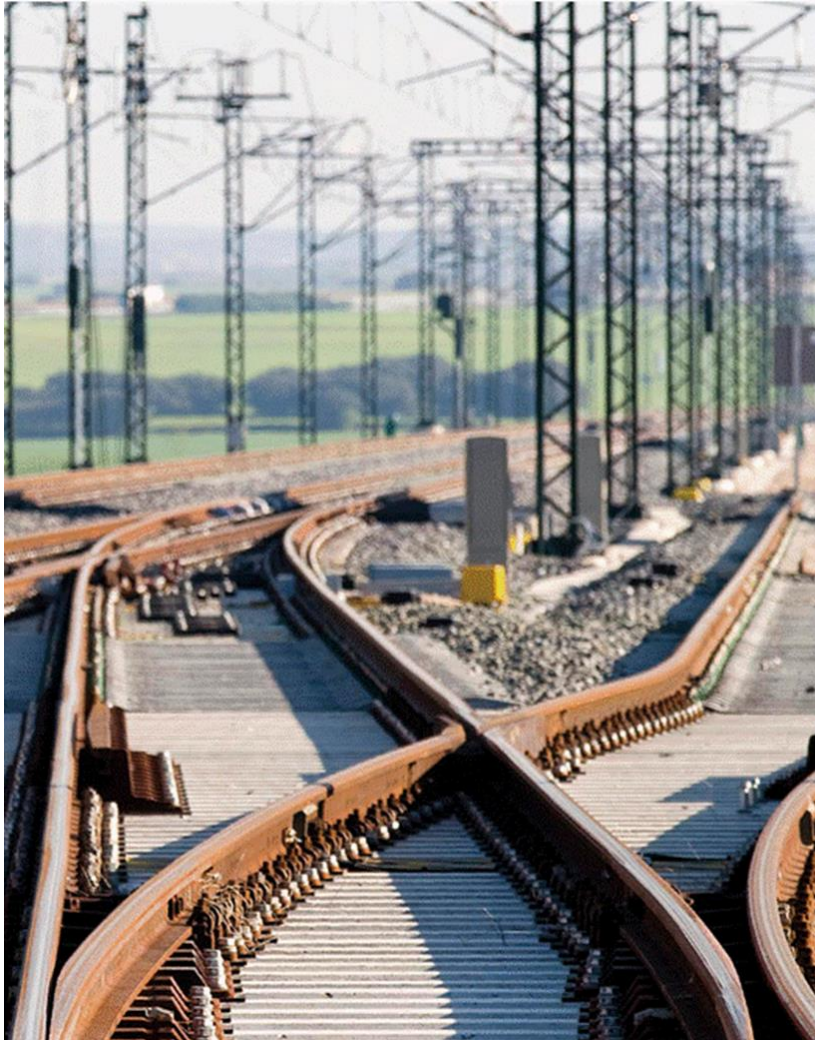
**Date: 08/11/2023 – Time: 09:30-13:30**

Hybrid meeting: c/o PMO premises Via Ernesto Breda 28, 20126 Milano

	Topic	Time
1	<b>Introduction</b> Welcome	9:30
2	Wrap up of Session1 and 2	
3	Speed profiles	
4	Level Transitions and RBC-RBC HO	
	Coffee break	
5	Start of mission	
6	The development of ERTMS/ETCS along the Mediterranean	
7	End of session	13:30



***Next Year 2024 Training  
Track and Power System***







**ATLANTIC**  
CORRIDOR

**THANK YOU FOR YOUR ATTENTION!**



**MEDITERRANEAN  
RAIL FREIGHT CORRIDOR**

Spain-France-Italy-Slovenia-Croatia-Hungary