



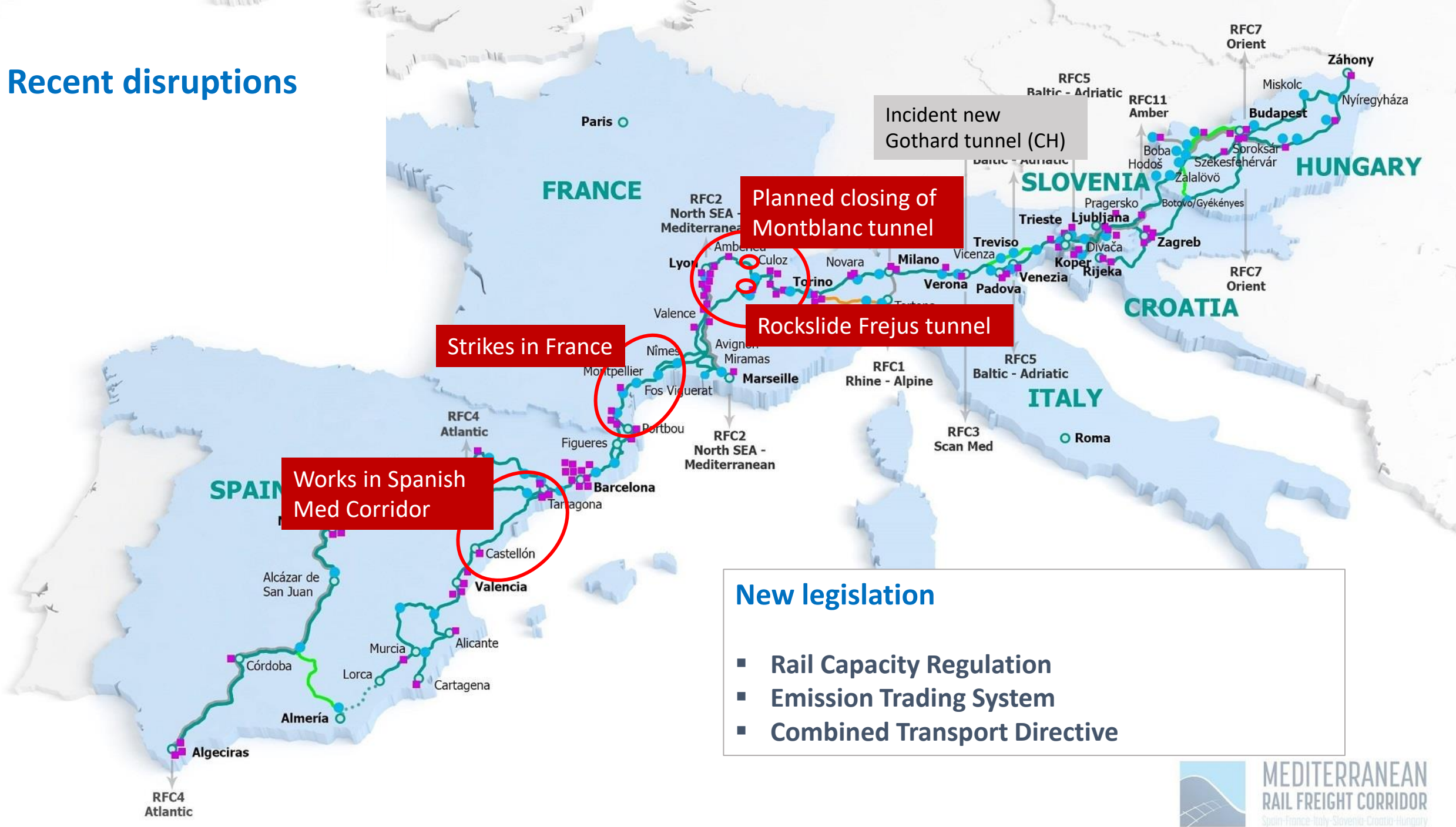
**MEDITERRANEAN  
RAIL FREIGHT CORRIDOR**  
Spain-France-Italy-Slovenia-Croatia-Hungary

## **TAG presentation**

*TAG-RAG meeting Atlantic & Mediterranean RFC*

*Seville, 23 November 2023*

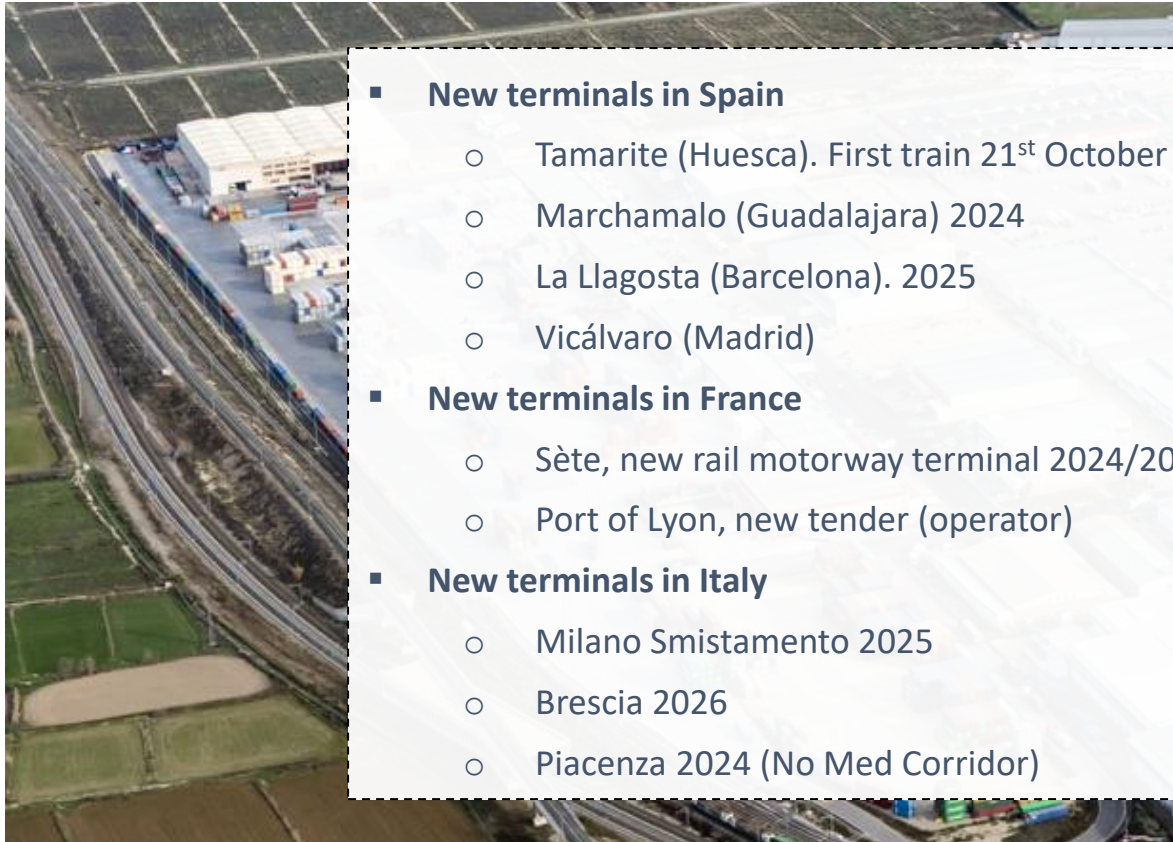
# Recent disruptions



## New legislation

- Rail Capacity Regulation
- Emission Trading System
- Combined Transport Directive

# 2023, main developments in the corridor



- **New terminals in Spain**
  - Tamarite (Huesca). First train 21<sup>st</sup> October 2023
  - Marchamalo (Guadalajara) 2024
  - La Llagosta (Barcelona). 2025
  - Vicálvaro (Madrid)
- **New terminals in France**
  - Sète, new rail motorway terminal 2024/2025
  - Port of Lyon, new tender (operator)
- **New terminals in Italy**
  - Milano Smistamento 2025
  - Brescia 2026
  - Piacenza 2024 (No Med Corridor)

## Interoperability milestone

1st train Spain-France with the same locomotive (November 2023)

- Barcelona Hutchison Best
- Toulouse Fenouillet
- Lyon - Loire sur Rhône

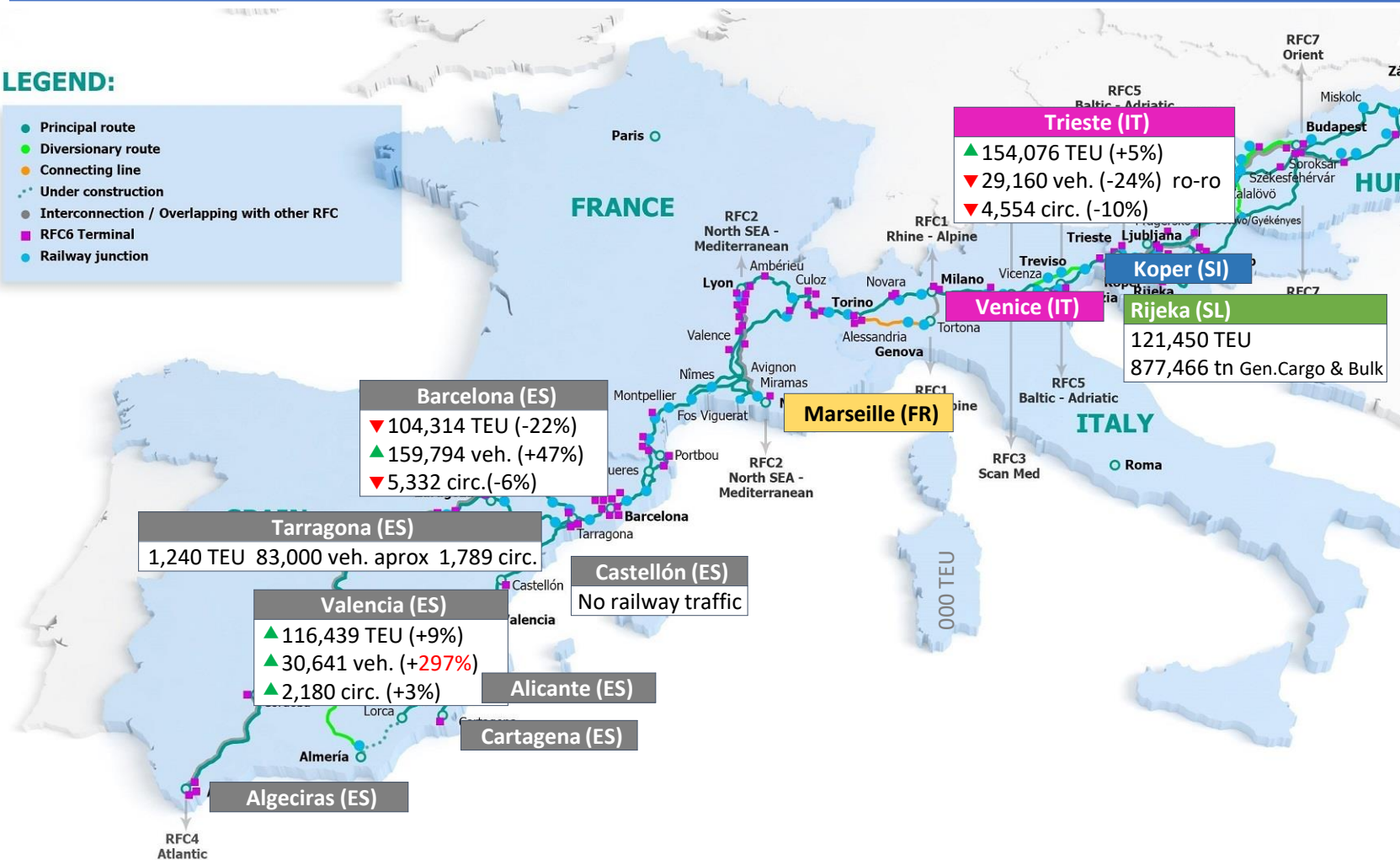
**Largest train Spain-France ever,  
725 m**

# Traffic update 2023. 1st Semester

## Ports

### LEGEND:

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

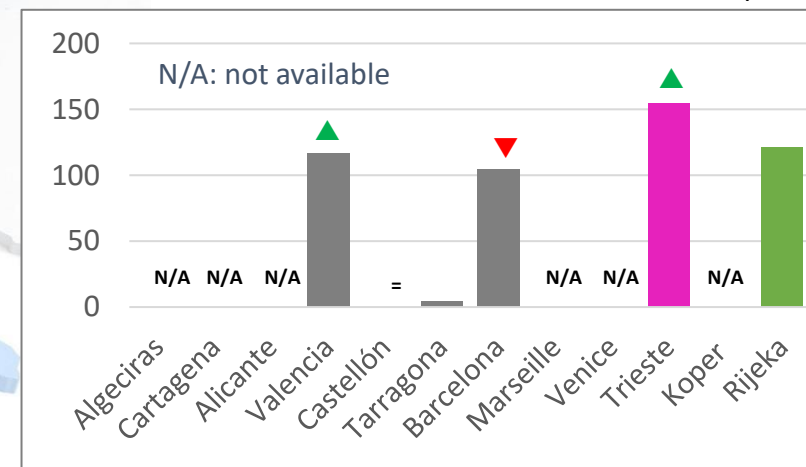


### Railway traffic

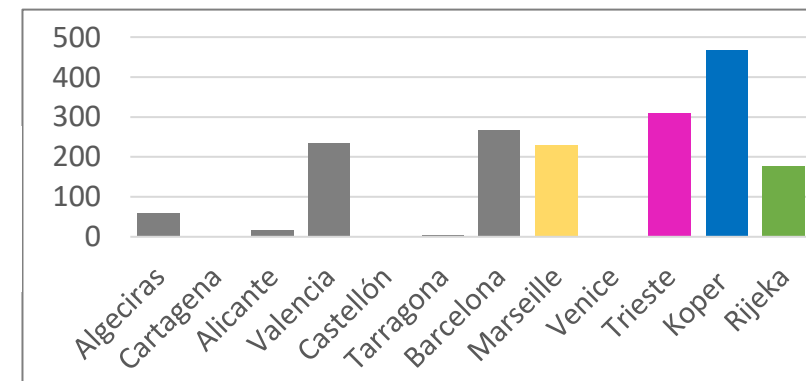
000 TEU

1<sup>st</sup> half 2023

Information received from 6 ports



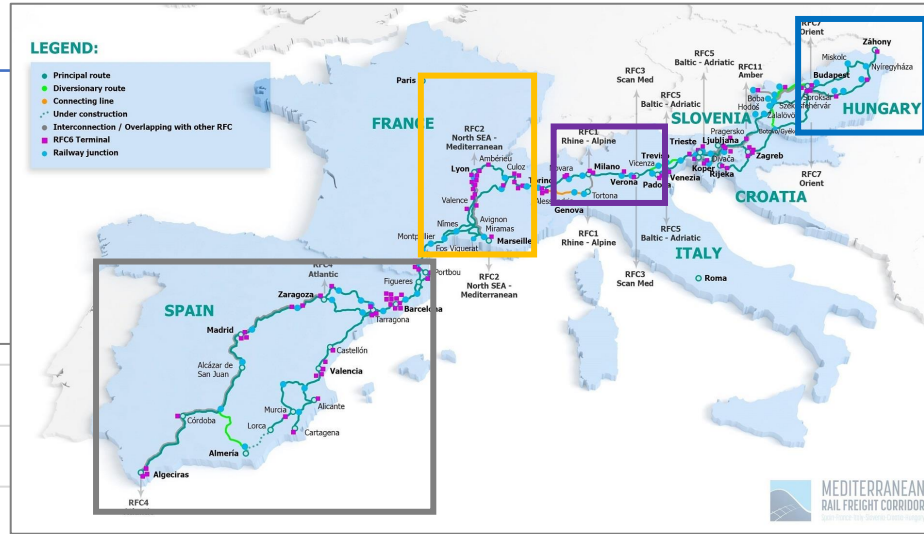
2022





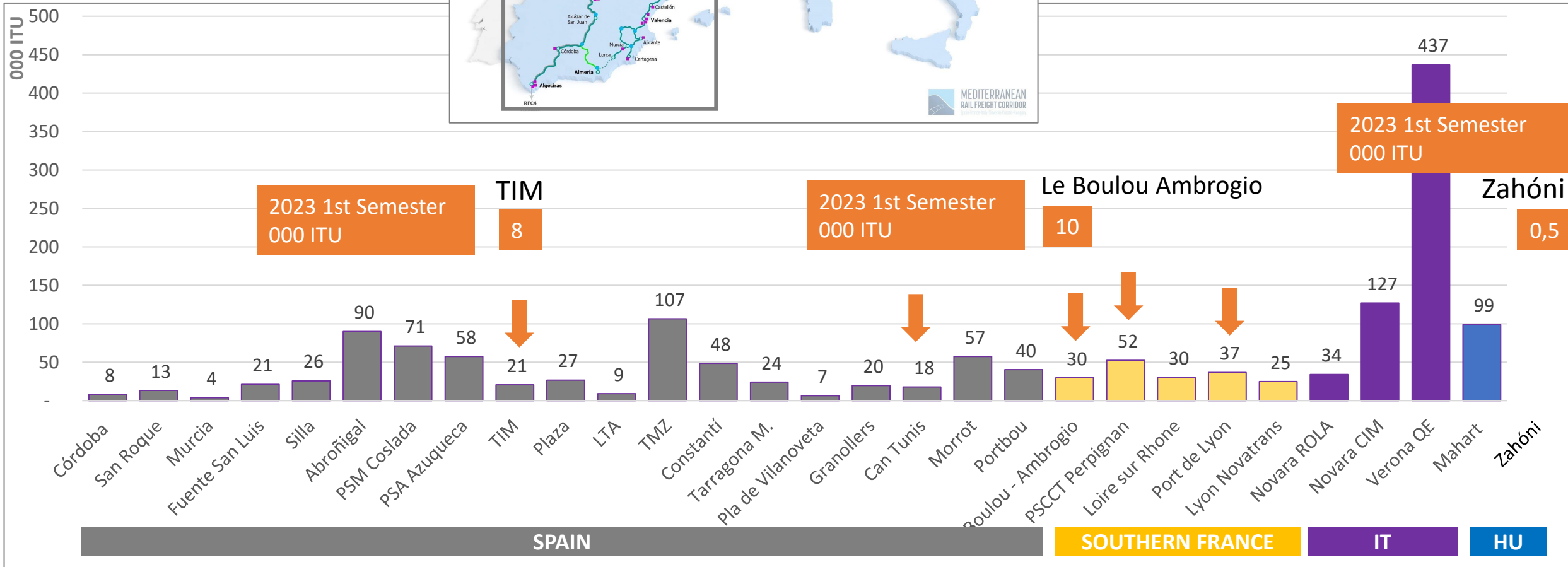
# Traffic update 2023. 1st semester

## Inland terminals



Railway traffic of inland terminals\*  
000 ITU. 2022

\*It does not include all the terminals of the corridor. Only Information provided by terminals

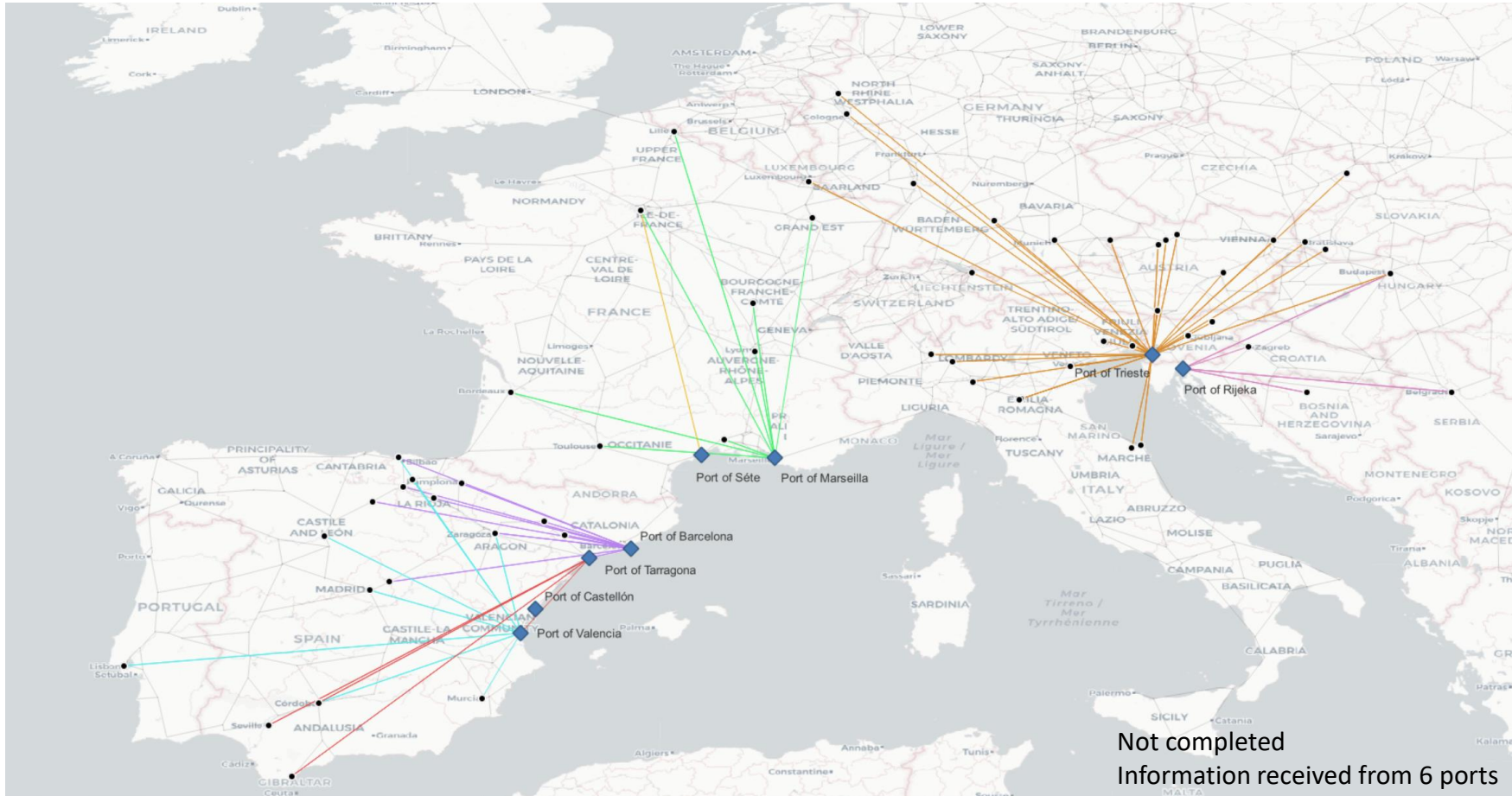


# Railway services update 2023

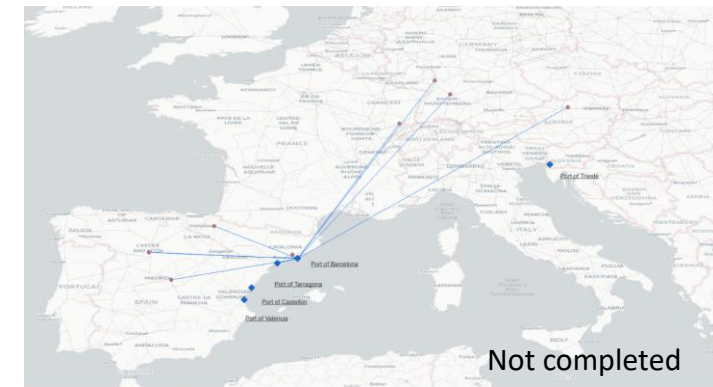
## Ports



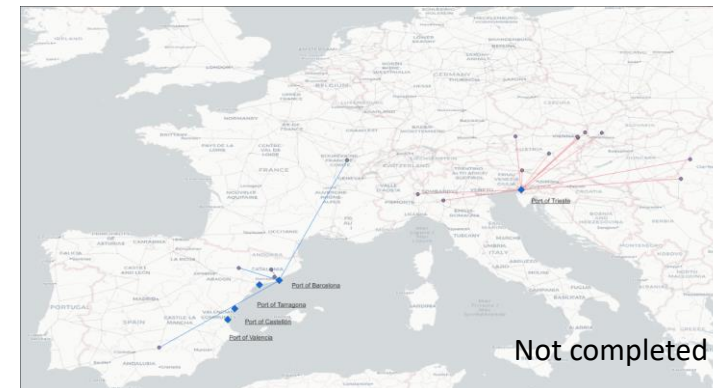
### ITU: Containers, semitrailers and swap bodies



### Automotive



### Bulk: general goods, solid or liquid



# New Rail Capacity Regulation (July 2023)

- ➔ Ports should have **an active role in the ENIM** -European Network of Infrastructure Managers. Comment of Italian and Spanish ports
- ➔ It is crucial to **preserve flexibility in capacity allocation**
- ➔ Ports perspective: train timetable punctuality depends on vessels ETA  
**2021-2022: 70% delay in the call of ships**

.....

- **Cross-border problems reported:**

- **Spain-France**

- Night closure of the UIC line and Le Perthus tunnel for maintenance works (from 12 p.m. to 05 a.m.). Except weekends.
    - Unreliability of services crossing France (SNCF Fret reform)
    - Simultaneous capacity in the UIC line for HS trains & cargo trains limits the development of freight trains

- **France-Italy**

- August 2023, rockslide Frejus tunnel. Inoperative until June 2024
    - The France-Italian railway connection is too expensive. Not slot capacity allocation problems
    - The new Frejus tunnel connection should make the connection more competitive to serve the potential market.

