Final Minutes TAG meeting RFC NSRM **Date of meeting:** 07 October 2026 **Venue:** 1950 avenue Isabelle Autissier, 13450 Grans, France **Online :** Teams Link **Time:** 10:00 – 12:30	
Participants: Members of the Terminal advisory group, NSRM Management board, NSRM Executive board and EEIG **Guests:** BE Multimodal, Port of Marseille Fos, Duferco, duisport, Ports of Genoa, Port of Antwerp-Bruges, Medlink Ports, Atou combined transport, CFL multimodal, GNTC, the Marine Institute Ireland and FS Logistix.	
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No	Annex	Topic / Content	Lead	Time
1		**Welcome and introduction**		
		The Chair of the Management Board and the TAG Speaker welcomed participants and introduced the meeting objectives and agenda	PK/BS	10:00-10:10
	YES	**Presentation of BTM, Group Open Modal** JB, Head of Development at the Open Modal Group, welcomed participants to Terminal Ouest Provence and presented the group's experience, integrated business model, and vision for combined transport. An overview was provided of Open Modal's development from a family-owned road transport company into an integrated logistics group covering road transport, combined transport operations, rail services, and terminal management. The presentation highlighted the group's contribution to the development of multimodal freight transport through its integrated rail-road network connecting northern and southern France, with links to Italy and the wider European rail freight network. Participants were informed about the activities of BTM, which operates four multimodal terminals in France and provides a range of services including ITU handling, chassis services, wagon maintenance, and locomotive support. Particular focus was placed on Terminal Ouest Provence (Miramas), a €38 million public-private partnership project commissioned in spring 2024. Its operational capabilities, digitalised processes, and fully electric equipment were presented, including the terminal's capacity to handle two 850-metre trains simultaneously and up to 100,000 units annually. The role of integrated terminal and rail services in supporting efficient freight flows and strengthening the competitiveness of combined transport was also highlighted. Participants were informed of ongoing developments,	JB (BTM)	10:10-10:30

		current traffic levels, and future growth opportunities, before being invited to observe the facilities and operational systems during the site visit.		
2		**News from the Corridor**		10:30-11:00
	YES	**Presentation of the Corridor NSRM** PH presented an overview of RFC NSRM, including its governance structure, key stakeholders, and strategic objectives for the period 2026-2030. The presentation highlighted the corridor's role in facilitating international rail freight transport across Europe and supporting cross-border cooperation between infrastructure managers, allocation bodies, railway undertakings, terminals, and public authorities. Key priorities include the coordination of international capacity, improvement of train performance, enhanced management of major infrastructure works and Temporary Capacity Restrictions (TCRs), and the development of customer-oriented services in line with the revised TEN-T Regulation. The presentation also highlighted upcoming consultations with TAG and RAG on the Corridor Implementation Plan and Annual Report. In addition, RFC NSRM announced a study on the operation of 740-metre freight trains, aimed at assessing operational feasibility and infrastructure readiness along the corridor. Terminals and ports will be consulted during 2027 to provide practical input and support the identification of potential constraints and improvement measures.	PH (RFC)	
	YES	**RFC Cross-Border KPIs** SO presented RFC NSRM's work on Train Performance Management, highlighting the TEN-T operational targets for punctuality and dwell times as key priorities. Current performance data showed that while departure punctuality remains relatively stable, punctuality at destination is significantly lower, demonstrating the need for an end-to-end approach to performance monitoring and improvement. The analysis identified performance challenges along specific sections of the corridor, particularly around major terminals, ports and border crossings. It was emphasised that improving reliability requires close cooperation between infrastructure managers, railway undertakings, terminals and ports to better understand where delays occur and to address their root causes.	SO (RFC)	

		Several practical examples were presented to illustrate how coordinated action can improve operational performance. For example, through the Quality Circle Operation (QCO) approach, stakeholders jointly analysed operational issues, implemented corrective measures, and significantly improved train punctuality on selected freight services. Similar monitoring and coordination activities at key border crossings helped identify operational bottlenecks and reduce the number of problematic trains. SO concluded by stressing that performance improvement depends on data-driven analysis, continuous monitoring, and effective collaboration between all stakeholders. Participants were encouraged to view RFC NSRM as a coordination platform that can facilitate cross-border cooperation and support the resolution of recurring operational issues affecting international freight traffic.		
3		**TEN-T Developments and Stakeholder Perspectives**		11:10-12:00
	YES	**Presentation Success Story of the "Fret Ferroviaire Français du Futur" 4F initiative** AB presented the activities and objectives of Alliance 4F, the coalition representing the French rail freight sector, which was established in 2020 to provide a unified voice for railway undertakings, infrastructure managers, and industry associations. The alliance was created in response to the long-term decline of rail freight in France and aims to strengthen the competitiveness and market share of the sector. The presentation reviewed key policy and investment developments since 2020, including the adoption of the French National Rail Freight Strategy, the launch of the €4 billion Ulysse Fret programme (2023-2032) and the development of master plans for combined transport and semi-trailer transport. These initiatives support the objective of increasing rail freight's modal share in France from 9% to 18% by 2030 through investments in infrastructure, terminals, capacity, service quality, and operational efficiency. Participants were informed about ongoing projects to modernise and expand intermodal terminals, improve network capacity, and facilitate the transport of P400 semi-trailers in line with TEN-T requirements. The importance of	AB (GNTC)	

		restoring competitiveness through long-term investment and coordinated action across the sector was emphasised. Recent market developments indicate continued growth in combined transport, particularly in domestic traffic, while international rail freight flows remain under pressure. AB highlighted the need to improve cross-border rail freight services and freight corridor performance to support future growth. The presentation concluded by stressing the importance of securing long-term funding, maintaining supportive regulatory frameworks, and strengthening European and national policies that promote rail freight and intermodal transport. Alliance 4F reaffirmed its commitment to speaking with one voice on behalf of the French rail freight sector and supporting the transition towards a more sustainable freight transport system. Additionally, Participants discussed the potential impact of proposed regulations on longer and heavier road freight vehicles (LHVs). It was noted that improved cost-efficiency and operational advantages in road transport could encourage a reverse modal shift from rail and combined transport to road, potentially affecting the competitiveness of rail freight and the achievement of modal shift objectives. The discussion also touched upon the proposed increase of the maximum gross vehicle weight to 46 tonnes for combined transport operations. This measure is intended to compensate for the additional weight of batteries in electric trucks and maintain transport capacity, although implementation remains subject to ongoing regulatory developments in some countries.		
4	NO	• **TEN-T new requirements, investment plan and future workplan** • **CEF Funding Opportunities for Combined Transport** The discussion focused on the alignment between the TEN-T Regulation and future Connecting Europe Facility (CEF) funding opportunities. It was noted that while TEN-T establishes the European policy objectives for transport infrastructure, CEF provides financial instruments to support their implementation. Participants highlighted the increasing obligations for terminals under the revised TEN-T requirements and	FB (BE Multimodal)	

		stressed the need for future CEF calls to adequately support terminal development. Concerns were raised that recent CEF priorities have largely overlooked terminal projects, leaving limited or no dedicated funding opportunities for terminal studies and preparatory activities. The long-term nature of terminal development was emphasized, with new intermodal terminals typically requiring approximately seven years from initial concept and planning through permitting, financing, and construction. To support Europe's modal shift ambitions and the growth of combined transport, funding should cover not only construction but also preparatory studies and project development. Participants noted that future CEF funding is expected to be more closely linked to national and regional investment plans. Early coordination among regions, Member States, ministries, and corridor stakeholders will therefore be essential to establish coherent project pipelines, align funding priorities across the corridor, and maximize opportunities for international and cross-border terminal development. Participants discussed ongoing and planned terminal studies conducted by national authorities. It was stressed that these studies should go beyond descriptive assessments of existing terminal infrastructure and capacity and adopt a long-term, market-oriented perspective that considers future industrial developments, freight flows, and the reindustrialisation of Europe. Several participants highlighted the importance of identifying emerging industrial clusters and growth areas, including investments in battery production and gigafactories, to anticipate future requirements for new terminal capacity or upgrades. Investment decisions should be informed by projected demand and strategic economic developments rather than relying solely on historical traffic patterns. The discussion also underlined the need to assess future corridor capacity, particularly in light of major infrastructure upgrades, and to develop forward-looking studies to support long-term planning for rail freight and combined transport. Future freight flows and logistics clusters should serve as key inputs for terminal development strategies.		

		Representatives from the ministries reported that terminal-related studies are already underway in several countries and encouraged terminal operators to actively participate in surveys and consultations. Their involvement was considered essential to ensure that future capacity requirements and investment priorities are adequately reflected in the studies. The importance of obtaining TEN-T terminal designation was highlighted, as this may facilitate access to future CEF funding opportunities. Participants also shared their experience with CEF-funded projects, noting that the associated administrative and reporting requirements can place a substantial burden on project promoters. Successful participation therefore requires dedicated expertise and sufficient resources to manage these obligations.		