

CORRIDOR INFORMATION DOCUMENT – BOOK V

Implementation Plan

Timetable 2026



Version Control

Version	Date	Reviewed by	Edited by	Summary of Changes
1.0	13.10.2023	CHA	CHA	Chapters 1, 2, 3, 5 and 6 according to RNE common text
1.1	09.07.2025	CHA	CHA	Adding of Scandinavian lines and new Italian line

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1. Introduction

The Rail Freight Corridors (RFCs) were established according to the Regulation (EU) No 913/2010 of September 22, 2010, concerning a European rail network for competitive freight (hereinafter: Regulation), which entered into force on November 9, 2010.

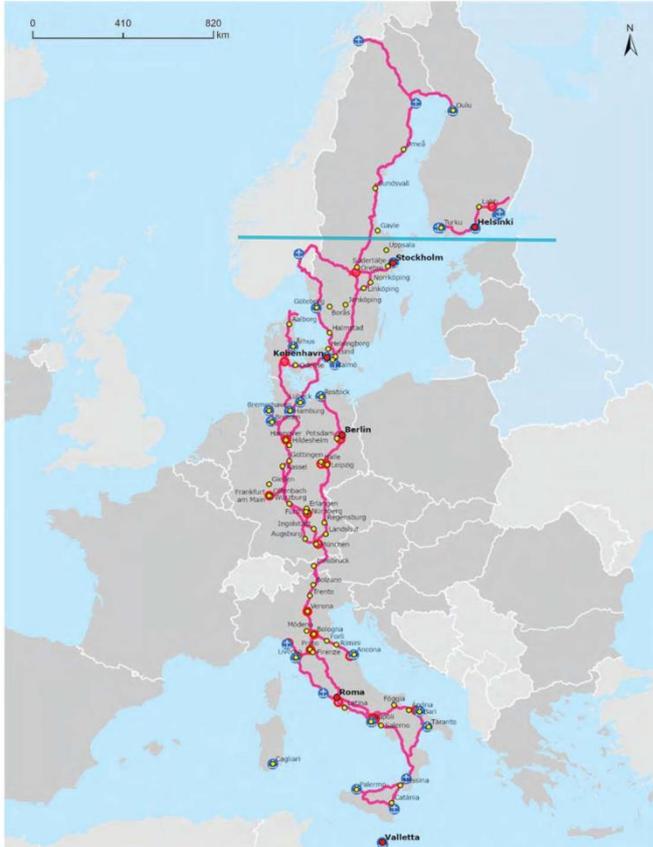
The purpose of the Regulation is to create a competitive European rail network composed of international freight Corridors with an elevated level of performance. It addresses topics such as governance, investment planning, capacity allocation, traffic management and quality of service and introduces the concept of Corridor One-Stop-Shops (C-OSS). In total, ten Corridors are now implemented, and subsequent Commission Decisions determined several Corridor extensions. The Corridors' map is displayed on the Customer Information Platform (CIP). The Corridors' role is to increase the competitiveness of international rail freight in terms of performance, capacity allocation, harmonization of procedures and reliability with the aim to support the shift from road to rail and to promote the railway as a sustainable transport system. In relation to above some of the key priorities include facilitating interoperable rail services, optimizing the use of existing infrastructure, minimizing disruptions caused by construction works, and improving punctuality and border-crossing efficiency. The Implementation Plan aligns with the European Union's broader goals for a high-performing, sustainable rail network and is designed to support economic growth while reducing the environmental impact of freight transport across the region.

This update of the Scandinavian – Mediterranean Rail Freight Corridor (hereinafter: ScanMed RFC) Implementation Plan is mainly about new developments, adding new stretches and a refreshing of areas such as terminals, deployment plan and projects.

- New strategic missions of ScanMed RFC
- New approach and update of Investment Plan & Projects
- Update of the European Railway Traffic Management System (ERTMS) deployment
- Adaptations to the routing of ScanMed ETC from ScanMed RFC since the last update in 2023
- Adding new geographical lines (e.g Scandinavia)

Given the interaction between several documents, but with a different timeline for their elaboration (such as the work plan of the European Coordinator), this draft Implementation Plan cannot completely fulfil the obligations of Article 9 related to the content of the Implementation Plan. This will be completed in future updates in due time, when the required documents become available.

2. Corridor Description



ScanMed RFC is a vital freight corridor of the TEN-T Network, linking major economic regions and cities from the Northern Scandinavia to the most southern part of Italy, running via Germany and Austria before reaching Palermo.

The ScanMed RFC/ETC is a cornerstone of Europe's freight strategy, designed to connect northern and southern economies via high-capacity, interoperable rail infrastructure—backed by EU regulations, funding, and strong governance structures—to support sustainable, efficient cross-border freight transport.

As a strategic economic backbone of the EU it connects major economic zones from northern Europe (Nordics, Germany) to southern markets (Italy, Malta). Also, it facilitates internal trade within the EU, especially in high-density corridors like:

- Germany–Austria–Italy
- Sweden–Denmark–Germany

anchors growth in peripheral regions (e.g., Southern Italy, Malta, and Northern Scandinavia) by integrating them into core logistics networks. A catalyst for Cross-Border trade growth and enables seamless movement of goods over long distances, reducing customs and administrative friction.

With handling of long trains (up to 835 m) and harmonized digital systems it will (e.g., ERTMS) increase capacity and reduce dwell time at borders.

Anticipated freight growth of over 30% by 2030, in line with EU modal shift targets and strengthening the European supply chain resilience by offering:

- Alternatives to congested highways.
- Relief for maritime bottlenecks via rail–port integration.
- Redundancy in case of future climate shocks or geopolitical disruptions. Stimulus for Local and Regional Economies

Positive “side effects” relating to corridors are the major infrastructure investments (e.g., Brenner Base Tunnel, Fehmarn Belt Link, Italian port terminals) that will act as economic multipliers. Boosts employment in construction, logistics, port operations, and terminal management.

Enhances urban–rural economic connectivity, especially in Southern Italy, Austria, and Denmark.

2.1. Key Parameters of Corridor Lines

The general priorities for the core network, extended core network, and comprehensive network focus on several key areas. Firstly, priority is given to measures that enhance sustainable transport in both the freight and passenger sectors, aiming to reduce greenhouse gas emissions and pollution while maximizing societal and economic benefits from the transportation sector. A key point is closing gaps and removing bottlenecks, with particular focus on cross-border sections.

Effective, seamless, and sustainable usage of infrastructure is to be promoted, with capacity increases planned if necessary. Maintaining functionality and improving or maintaining the quality of existing infrastructure with regard to safety, security, efficiency, climate and disaster resilience, environmental sustainability, and traffic flow continuity are also of importance. Improvement of service quality and social conditions for transport sector workers, ensuring accessibility for all users, and combating mobility poverty are central objectives. The revised TEN-T Regulation introduces a third layer of the TEN-T Network, being the extended core network, apart from the already existing core and comprehensive network and introduces some new and enhanced infrastructure requirements for these layers. For each of these layers a completion deadline is described:

- Article 15, for the comprehensive network, by 31 December 2050;
- Article 16, for the core network and the extended core network, by 31 December 2040;
- Article 20, additional priorities for railway infrastructure development, subject to socio-economic costs and benefits analysis, when constructing and modernizing railway lines relevant for freight traffic.

As mentioned above the TEN-T Regulation also defines TEN-T requirements. The following infrastructure parameters for the railway freight lines are set:

- Nominal track gauge
- Electrification
- Axle load
- 740 m freight trains
- Loading gauge

Along ScanMed ETC we have today following exemption in Finland with different track gauge:

TEN-T requirement	Included in CIP	Compliance with objectives
Electrification (Articles 15 and 16)	X	All principal and most connecting lines A are electrified. Shown in CIP under Traction Power.
Axle load 22.5 tonnes (Articles 15 and 16)	X	All principal and connecting lines A permit 22.5 tonnes (D) or higher in combination with linear load 8.0 tonnes/m. Shown in CIP under Line Category.
Axle load \geq 25 tonnes subject to socio-economic costs and benefits (Article 20)	X	Principal lines are being upgraded to 25 tonnes (E) in combination with linear load 8.0 tonnes/m. In RFC 3, Helsinki – Lahti – Kouvola as well as the connecting lines to the seaports of Kotka and Hamina permit axle load 25 tonnes. Shown in CIP under Line Category.
Train length \leq 740 m (Articles 15 and 16)	X	The maximum train length permitted on a line section is limited by the length of passing sidings, which are generally longer than 740 m, but a train does not need to fit into all sidings. Shown in CIP under Maximum Train Length.
Train length > 740 m subject to socio-	X	Major freight yards have tracks longer than 1000 m.

economic costs and benefits (Article 20)		Train length 1100 metres is allowed on the line section Vainikkala–Kotka/Hamina. Shown in CIP under Maximum Train Length.
Line speed ≥ 100 km/h (Article 16)	X	All principal lines permit ≥ 100 km/h. Shown in CIP under Maximum Speed.
Semi-trailers 400 cm high (Articles 16 and 20)	X	All lines permit standard trucks and trailers up to 420 cm high, loaded 110 cm above top of rail. Shown in CIP under Intermodal Freight Code.
Track gauge 1435 mm (Articles 17 and 20)	X	All lines are track gauge 1524 mm, but conversion to the European standard gauge of 1435 mm is being investigated, starting in the north. Conversion to be decided in 2027. Connection to Sweden, Tornio – Haparanda, is dual gauge 1435 mm and 1524 mm. Shown in CIP under Track Gauge.
Deployment of ERTMS (Article 18)	X	
Double track in bottlenecks sections (Article 20)	X	Turku – Kupittaa is being expanded to double track. New, direct double-track lines Salo – Espoo and Kerava - Kouvola are being investigated. Other sections of RFC 3 are double track, except Kuppis – Kirkkonummi, Kerava – Vuosaari, Kotka – Juurikorpi – Hamina, Luumäki – Lappeenranta and Oulu – Tornio – Haparanda. Shown in CIP under Number of Tracks and Table XX.

2.2. Corridor Terminals

Article 18 of the Regulation obliges the MB of the Corridor to publish a list of terminals belonging to the Corridor and their characteristics in our corridor ([RIS-Corridor list](#)). From last update and publication of terminals ScanMed would like to highlight latest additions:

Name	Operator	Terminal Type
Narvik Ore Terminal	LKAB Malmtrafikk AS	Seaport / Ore terminal
Fagernes Port Terminal, Narvik	Narvik Havn KF	Seaport / Ore terminal
Narvik Freight Terminal, Fagernes	Axess Logistics, CargoNet, Mantena, Schenker	Container / Intermodal terminal
FINLAND		
Kouvola	Väylävirasto	Marshalling / Shunting Yard
Oulu port	Port of Oulu	Seaport
Helsinki port	Finnsteve Terminals	Seaport
Kotka port		Seaport
Hamina port		Seaport
Oulu Rail & Road Terminal		Container / Intermodal Terminal
Kouvola Rail & Road Terminal	Railgate Finland Ltd	Container / Intermodal Terminal

In accordance with Article 2.2c of the Regulation, ‘terminal’ means *‘the installation provided along the freight corridor which has been specially arranged to allow either the loading and/or the unloading of goods onto/from freight trains, and the integration of rail freight services with road, maritime, river and air services, and either the forming or modification of the composition of freight trains; and, where necessary, performing border procedures at borders with European third countries’.*

According to Implementing Regulation (EU) 2177/2017, operators of service facilities, hence also terminal operators, are obliged to make available detailed information about their facilities to the IMs. The purpose of this CD section is to give an overview of the terminal landscape along the Corridor while also including relevant information on the description of the terminals via links, if available.

The terminals along the Corridor are also displayed in a map in the CIP and on the [RFP - Rail Facilities Portal](#)

The information provided in this CID section and in the CIP are for information purposes only. The Corridor cannot guarantee that the terminals in the CIP are exhaustively displayed, and that the information is correct and up to date.

2.3. Bottlenecks

Transport and infrastructure bottlenecks can affect the normal flow of transportation, causing unnecessarily long travel time, delays, congestions, costs, etc. To understand where bottlenecks exist, it is important first to clarify what transport bottlenecks are, what kind of bottlenecks exist, and to cluster them. Besides physical infrastructure restrictions, also administrative, regulatory, and operational bottlenecks can have a negative effect on the flow of transportation. Especially on cross-border sections on rail there can occur many hindrances other than just physical infrastructure restrictions. For the purposes of this study, we use the 'bottleneck' definition adopted in the TEN-T (Trans European Network) Regulation, which is, according to Article 2(q), the following: "bottleneck' means a physical, technical, or functional barrier which leads to a system break affecting the continuity of long-distance or cross-border flows and which can be surmounted by creating new infrastructure or substantially upgrading existing infrastructure that could bring significant improvements which will solve the bottleneck constraints.

In the framework of the present study bottlenecks and missing links hampering the further development of particularly rail transport for both passenger and freight in the STRING stretch of the TEN-T ScanMed Core Network Corridor (CNC) between Oslo and Hamburg have been analyzed. A 'missing link' is a missing piece of infrastructure. The Fehmarn Belt Fixed link is the prominent example where its completion, including the hinterland connections in Denmark and Germany would be able to modally shift volume to rail significantly and contribute to regional integration just as the Öresund bridge has done since its completion. Because of its positive impact, regional stakeholders have put forward the concept of further fixed links between Sweden and Denmark, namely the HH project which will be made of a road and rail connection between Helsingborg and Helsingør as well as the Öresund Metro which will represent a dedicated regional rail passenger line between Malmö and Copenhagen, both also aimed at relieving capacity constraints on the Öresund. To read the complete bottleneck study, please refer to [Annex 3](#). This study was performed and published by Ramboll and KombiConsult and published on February 10, 2021.

Below are bottlenecks identified along new stretch in Scandinavia:

Capacity utilization (%)		Effects on train operations and maintenance accessibility
≤ 60	Low	Unutilized capacity is available, and it is possible to operate more trains and to maintain the infrastructure.
61 – 80	Medium	The system is sensitive to disturbances, and the needs of different actors must be balanced against each other.
81 – 100	High	The infrastructure section is highly utilized in relation to its available capacity, and it is difficult to accommodate more trains and infrastructure maintenance.

In relation to train throughput capacity i.e. traffic flows? Concept: Use report Järnvägens kapacitetsutnyttjande 2024, TRV 2025-03-01. 24-hour map red and yellow colors.

Infrastructure capacity utilization is being evaluated annually.

Train throughput capacity per day is the maximum number of trains that can pass a section of infrastructure during an 18-hour period. This assumes that 6 hours per day are regularly reserved for infrastructure maintenance, and that the remaining 18 hours are available for train operation. Capacity utilization is the portion of these 18 hours that the particular infrastructure section (e.g. a signal block) is occupied by trains, which is normally expressed in percent (%). The effect of capacity utilization on train operations and maintenance accessibility is described according to Table X.

Table X. Effect of capacity utilization on train operations and maintenance accessibility

Capacity utilization per day as described above, evaluated for the year 2024, is shown in Table XX for those RFC 3 line sections with Medium or High capacity utilization.

Table XX. RFC 3 line sections with Medium or High capacity utilization per day during 2024

Railway line in RFC 3	24-hour capacity utilization during 2024	Remaining bottle necks and planned capacity expansions
Trelleborg-Lockarp	High	Fehmarnbelt fixed link 2029
Arlöv-Kävlinge	High	Alnarp passing siding 2027
Hamra-Varberg	High	Hamra-Varberg double track 2025
Kungsbacka-Göteborg	High	Double track
Göteborg Harbour Line	Medium	Kville-Skandiahammen line speed 40 km/h Kville, Lindholmen 1:9 turnouts remain Kville-Lindholmen single track remains
Göteborg-Älvängen	Medium	Älvängen new turn-around track 2031
Malmö-Lund- Hässleholm-Älmhult- Alvesta-Nässjö	High	Klostergården-Lund four tracks after 2030 Lund-Hässleholm two more tracks after 2033 Rättelöv, Slätthult passing sidings after 2030
Nässjö-Mjölby	Medium	Double track
Mjölby-Norrköping	Medium	Järna-Linköping new mainline 2035
Järna-Flen	Medium	Järna-Linköping new mainline 2035
Flen-Katrineholm	High	Järna-Linköping new mainline 2035
Kristinehamn-Kil-Arvika	Medium	Kristinehamn-Klingerud single track remains Stenåsen-Kil double track 2030 Kil-Arvika single track remains
Arvika-Charlottenberg	High	Single track remains
Holmsveden-Kilafors	Medium	Single track remains

Table XX: Further RFC 3 lines with short single-track sections

Railway line in RFC 3	Single track section	Single track length (km)	Planned expansion
Ockelbo-Holmsveden	Ockelbo-Mo grindar	6	-
Umeå	Umeå östra-Umeå central	1	-
Sävast-Sävastklinten	Sävast-Sävastklinten	< 1	Double track 2027

Gradients on principal lines for freight operation or mixed freight and passenger operation in Sweden are generally less than or equal to approximately 10 ‰, including nearly all RFC 3 lines in Sweden.

In contrast, the Mainline through Northern Sweden, Långsele – Boden, which runs parallel to RFC 3, is dominated by long and steep grades of 17 ‰ in both directions, northbound as well as southbound.

Thus, it is a strategic goal of RFC 3 to eliminate the few and shorter steep grades along the Bothnian coast between Kramfors and Sundsvall, which would then achieve easy grades of less than approximately 10 ‰ and correspondingly high, uniform tonnage ratings in the entire corridor between southern and northern Sweden, Trelleborg – Malmö – Mjölby – Hallsberg – Storvik – Söderhamn – Sundsvall – Umeå – Luleå – Kiruna – Riksgränsen, in both directions. For reference, on gradients up to 10 ‰ in Finland, modern 4-axle locomotives such as Lok 2000 (Sr2) are rated for all-weather trailing tonnage of 2600 tonnes.

Exceptions from 10 ‰ gradients, RFC 3 lines with gradients equal to or steeper than 12.5 ‰ are shown in Table XX.

Table XX. RFC 3 lines with gradients equal to or steeper than 12.5 ‰

Railway line in RFC 3	Steep gradient section	Maximum gradient longer than 500 m (‰)	Planned improvement
Öresund fixed link	Peberholm – Lernacken	+15.6	-
Öresund fixed link	Lernacken – Peberholm	+12.4	-
Sundsvall – Härnösand	Nacksta – Härnösand	+14	Under investigation
Härnösand – Sundsvall	Härnösand – Nacksta	+14	Under investigation
Härnösand – Kramfors	Mörtsal – Kramfors	+17	Under investigation
Kramfors – Härnösand	Kramfors – Mörtsal	+17	Under investigation
Boden – Haparanda	Buddbyn – Kalix	+17	-
Haparanda – Boden	Kalix – Buddbyn	+17	-

The gradients of the Öresund bridge between Denmark and Sweden are asymmetrical, with +15.6 ‰ approaching Sweden (eastbound) versus +12.4 ‰ approaching Denmark (westbound).

Main obstacles to 4,5 m high semi-trailers, loaded 33 cm above top of rail are shown in Table XX, not complete.

Table XX: Main obstacles to 4,5 m high semi-trailers, loaded 33 cm above top of rail (P/C 450)

Railway line in RFC 3 or connecting line	Obstacle location	Obstacle type	Planned improvement
Hässleholm – Eldsberga	Knäred – Genevad km 11	low OHL due to overpass	
Skålebol – Kornsjø	Dals Rostock – Bäckefors	tunnel Teåker	expansion
Skålebol – Kornsjø	Ed – Mon	tunnel Haksjön	expansion
Kil – Charlottenberg	Högboda	low OHL due to overpass	
Kil – Charlottenberg	Högboda – Brunsberg	low OHL due to overpass	
Kil – Charlottenberg	Högboda – Brunsberg	low OHL due to overpass	
Kil – Charlottenberg	Ottebol – Åmotsfors	low OHL due to overpass	
Åby – Järna	Vagnhärad – Hölö km 17	low OHL due to overpass	
Sundsvall – Umeå	Örnsköldsvik	low OHL	
Ånge – Boden	Jörn	low OHL	
Kiruna – Riksgränsen	Björkliden – Kopparåsen	snow shed #2, km 1517	
Kiruna – Riksgränsen	Katterjåkk – Riksgränsen	snow shed #17, km 1541	

OHL = overhead line

FINLAND

Turku – Kupittaa is being double tracked, to be completed in 2026.

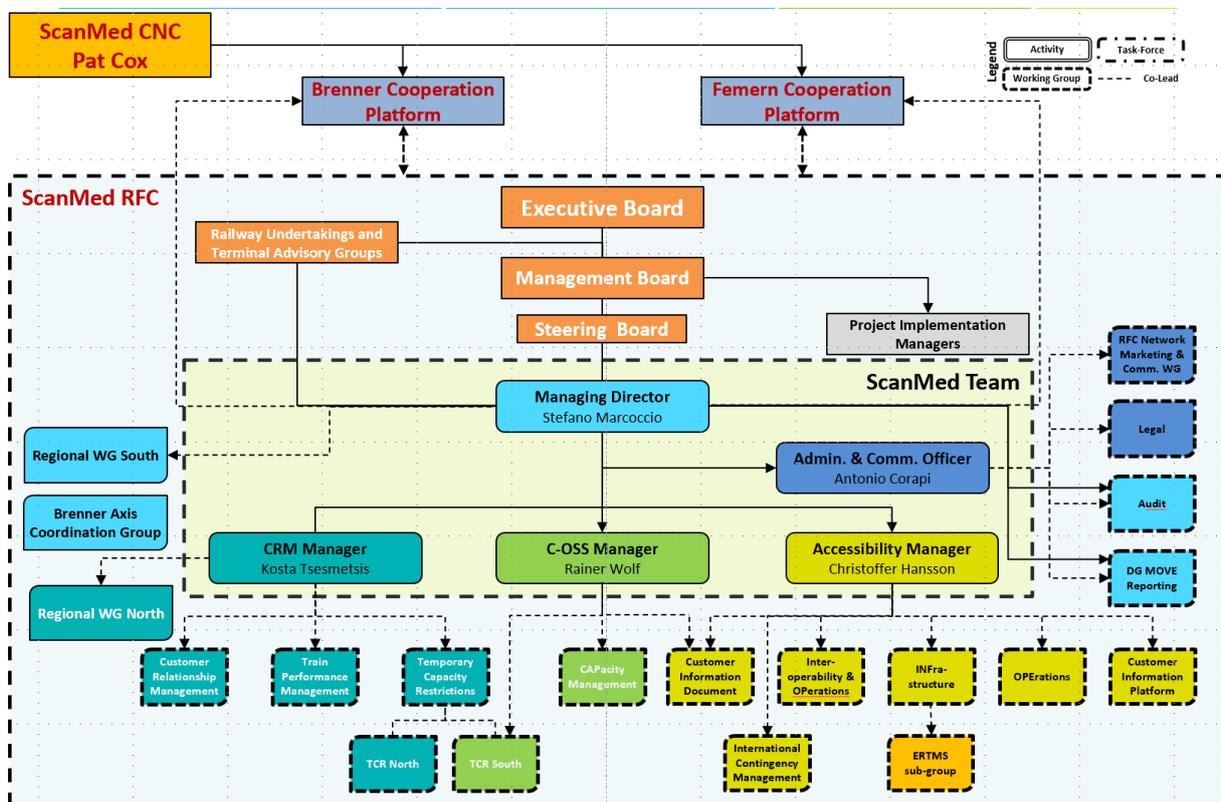
New high-speed lines being investigated to significantly reduce both distances and travel times include:

- Salo – Espoo direct line as part of the Turku – Helsinki line
- Helsinki – Kerava – Porvoo – Kouvola direct line.

Finland is investigating a change of track gauge from 1524 mm to the European standard gauge 1435 mm, with priority for rail lines north of Oulu, to improve integration with Sweden, Norway and the rest of Europe. A decision is expected by 2027.

2.4 RFC Governance

The organisation of ScanMed RFC is relatively ramified (see figure 3). The Executive Board (ExBo) consists of representatives from the Ministries of Transport of the Corridor’s Member States. The Management Board (MaBo) consists of IM high-level officials. Finally, the MaBo has set up a Corridor Team as the permanent joint office of the association and nominated Programme Implementation Managers (PIMs) who act as liaison between management and the team. Apart from representing the RFC’s operational heart, the team monitors the activities and objectives of the Corridor’s Working Groups (WGs), whose members are IM employees working hands-on on several topics to improve and support cross-border rail freight services along the Corridor. Within the team, the Corridor One-Stop-Shop (C-OSS) facilitates train path management and is the single point of contact allowing applicants to request and receive answers regarding infrastructure capacity for international freight trains. Finally, the Railway undertaking Advisory Group (RAG) and the Terminal Advisory Group (TAG) are advisory groups to the MaBo. They serve as exchange platforms to involve RUs, terminals, and ports as well as other stakeholders of the intermodal transport chain to discuss customer opinions and requirements for the development of ScanMed RFC from an external point of view.



3. Market Analysis Study

According to Article 9(3) of the RFC Regulation the Management Board of the Corridor shall regularly conduct a transport market study (TMS) concerning the observed and anticipated changes within the freight transport corridor, which encompasses various transport modes for both freight and passenger traffic. Following the new alignment of the Corridor, this study needs to be performed for the new stretches in ScanMed ETC.

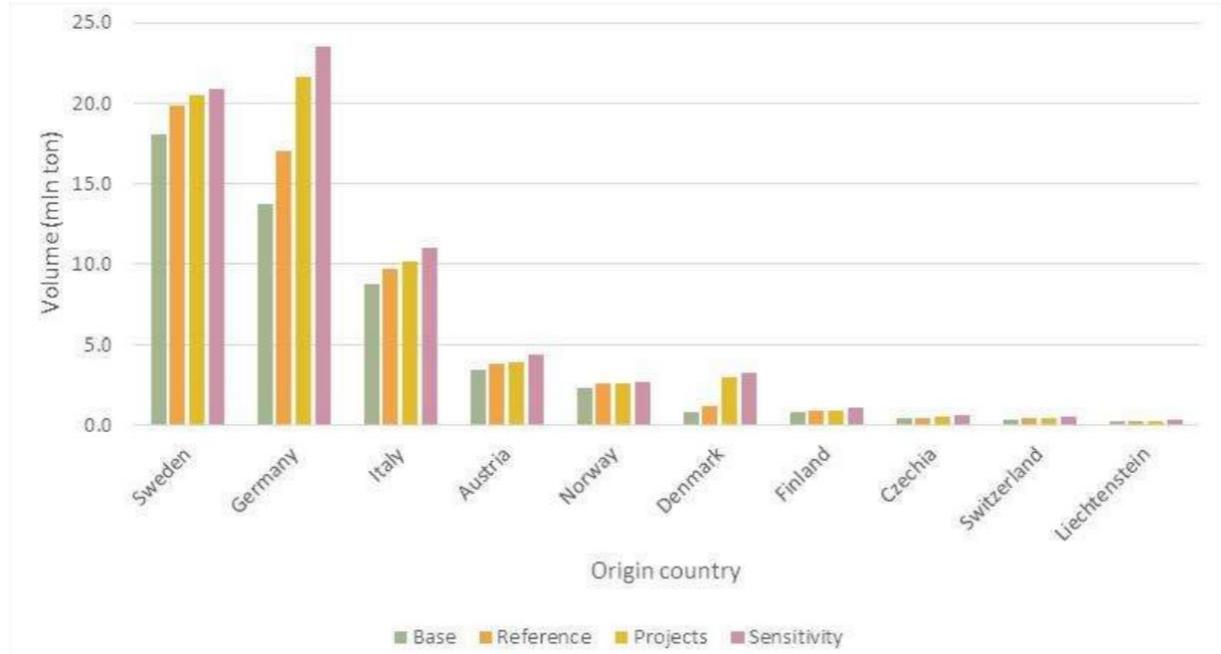
From June 2023 to December 2024, RailNetEurope (RNE) conducted a Joint Transport Market Study (TMS) Update for the 11 Rail Freight Corridors (RFCs) in accordance with Regulation (EU) 913/2010. The study aimed to evaluate observed and anticipated traffic modifications on freight corridors, encompassing both freight and passenger transport.

The market analysis of the ETCs rail freight network illustrated in this report has been performed using an EU-wide network model, combining train traffic data available from the TIS database with economic and transport statistics available from official sources, primarily Eurostat. The NEAC model allows for the estimation of Origin and Destination (O/D) matrices and modal shares along the ETCs rail freight network. The network considered for market analysis purposes is the ETC rail freight network defined in Annex III Regulation (EU) 2024/1679. The following sections provide additional details on the NEAC model and the adopted approach and methodology. Together with other tools with comparable or complementary capabilities (such as ASTRA, PRIMES-TREMOVE, and TRUST), the NEAC model is acknowledged by the European Commission as one of the valid tools for use in European studies (see <https://web.jrc.ec.europa/policy-model-inventory/explore/models/model/neac>) NEAC a tool developed by Panteia (and NEA) over the last decades is currently being used for a various different kind of studies e.g multimodal freight, Port competition, containerization and transport infrastructure.

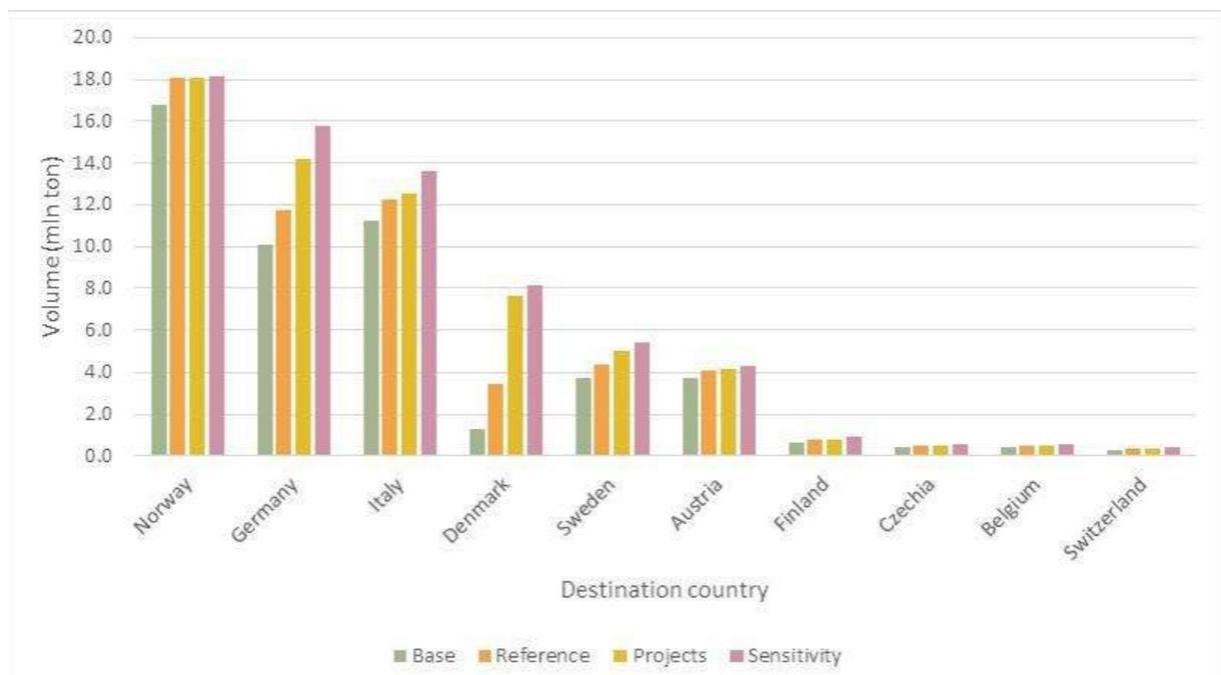
Estimated volume (million tonnes) and share of international freight transport by mode and cargo type in the corridor and catchment area of ETC SCM



Development of volume (in million tonnes) of international rail freight transport by origin country in the ETC SCM corridor and catchment area.



Development of volume (in million tonnes) of all international rail freight transport by destination country in the ETC SCM corridor and catchment area.



The executive summary ([Annex 1](#)) provides an extensive analysis of the expansion of the 11 RFCs to integrate with the nine European Transport Corridors (ETCs) established by Regulation (EU) 2024/1679 Implementation

4. List of Measures

According to Article 9 of the RFC Regulation, in the initial Implementation Plan the measures for fulfilling the requirements of Articles 12 to 19 are described, including the one stop shop, capacity allocation, coordination of works, authorised applicants, traffic management, traffic management in the event of disturbance, information on the conditions of use of the freight Corridor and quality of service on the freight Corridor.

After the start of the Corridor, the state of play and further developments regarding concrete measures and procedures is decided by the Management Board and included in the Corridor Information Document (CID – see 4.7), section 4 “Procedures for Capacity, Traffic and Train Performance Management”.

A more detailed description of the following sub-chapters will be available in the CID for TT2027, to be published on the 12th of January 2026, when the capacity offer will be published.

4.1. Coordination of planned temporary capacity restrictions

In line with Article 12 of the RFC Regulation, the Management Board of the freight corridor shall coordinate and ensure in one place the publication of planned Temporary Capacity Restrictions (TCRs) that could impact the capacity on the Corridor. TCRs are necessary to keep the infrastructure and its equipment in operational condition and to allow changes to the infrastructure necessary to cover market needs. The Corridor will publish twice a year a list of the already known TCRs for the three subsequent timetable years on the RFC website and CIP.

4.2. Corridor OSS

According to Article 13 of the RFC Regulation, the Management Board of the Corridor has established a C-OSS. The tasks of the C-OSS are carried out in a non-discriminatory way and it maintains confidentiality regarding applicants. The Corridor One-Stop-Shop is the single contact point for applying for Corridor capacity in the form of Pre-arranged Paths (PaP) and Reserve Capacity (RC) via a single tool, PCS (Path Coordination System). The process of how to apply for capacity and the rules for capacity allocation will be further described in the Corridor Information Document for TT2027.

4.3. Corridor Allocation Principles

The decision on the allocation of PaPs and RC on the Corridor is taken by the C-OSS on behalf of the IMs/ABs concerned. As regards feeder and/or outflow paths, the allocation decision is made by the relevant IMs/ABs and communicated to the applicant by the C-OSS. Consistent path construction containing the feeder and/or outflow sections and the corridor-related path section has to be ensured. All necessary contractual relations regarding network access have to be dealt with bilaterally between the applicant and each individual IM/AB.

Referring to Article 14.1 of the RFC Regulation, the Executive Boards of the Rail Freight Corridors agreed upon a common Framework for Capacity Allocation.

4.4. Applicants

Applicant means a railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities under Regulation (EC) No. 1370/2007 and shippers, freight forwarders and combined transport operators, with a commercial interest in procuring infrastructure capacity for rail freight.

Applicants shall accept the general terms and conditions of the Corridor as stipulated in the CID by accepting the respective check-box in PCS before placing their requests. Without accepting the general terms and conditions, the applicant will not be able to send the request.

In case of a non-RU applicant, it shall appoint the RU that will be responsible for train operation and inform the C-OSS and IMs/ABs about this RU as early as possible, but at the latest 30 days before the running day. If the appointment is not provided by this date, the PaP/RC is considered as cancelled, and national rules for path cancellation are applicable.

More detailed information, for instance the national deadlines for nomination of the executing RU for feeder / outflow paths can be found in the Corridor Information Document for TT2027.

4.5. Traffic Management

Following the Article 16 of the RFC Regulation, the Management Board of ScanMed RFC will promote to put in place procedures for coordinating traffic management along the freight corridor. Traffic management is the prerogative of the national IMs and is subject to national operational rules. The goal of traffic management is to guarantee the safety of train traffic and achieve high quality performance. Daily traffic shall operate as close as possible to the planning. National IMs coordinate international traffic with neighbouring countries on a bilateral level. In this manner, they ensure that all traffic on the network is managed in the most optimal way.

4.6. Traffic Management in Event of Disturbance

The goal of traffic management in case of disturbance is to ensure the safety of train traffic, while aiming to quickly restore the normal situation and/or minimise the impact of the disruption. The overall aim should be to minimise the overall network recovery time. In order to reach the above-mentioned goals, traffic management in case of disturbance needs an efficient communication flow between all involved parties and a good degree of predictability, obtained by applying predefined operational scenarios at the border. In case of disturbances, IMs work together with the concerned RUs and neighbouring IMs in order to limit the impact as far as possible and to reduce the overall recovery time of the network. In case of disruptions of international traffic lasting 3 days or longer with a high impact on international traffic, (if equal to or more than 50% of the trains on the affected section that operate on more than one network need or are expected to need an operational treatment), the initiating IM shall declare a case of International Contingency Management (ICM).

To allow continuation of freight and passenger traffic flows at the highest possible level despite an international disruption and to ensure non-discriminatory treatment of the RUs, transparency of the status of the disruption and its impact on traffic flows for all relevant stakeholders across Europe, the IMs should apply the rules and procedures defined in the '[Handbook for contingency management](#)' (ICM Handbook) approved by the RNE General Assembly. According to the ICM Handbook, the Corridors act as facilitators with respect to the disruption management and the communication process. ScanMed RFC will publish updated re-routing overviews in CIP including the most important parameters of those lines for different sections on the Corridor in line with the ICM Handbook.

In addition, ScanMed RFC has a back-up organization (Trafikverket) during night, at weekends and during public holidays.

4.7. Quality Evaluation

In line with Article 19(2) of the RFC Regulation the Management Board shall monitor the performances of the rail freight services on the RFC and defined qualitative and quantitative objectives and targets (see Chapter 5).

The results of this monitoring will be published in the Annual Report of ScanMed RFC, that will contain a dedicated section describing the views and assessment of the performance by the Advisory Groups.

The consultation of the European Coordinator and the Advisory Groups on relevant KPIs for the Corridor will be carried out in the frame of the overall consultation of this draft Implementation.

4.7.1. Performance Monitoring Report

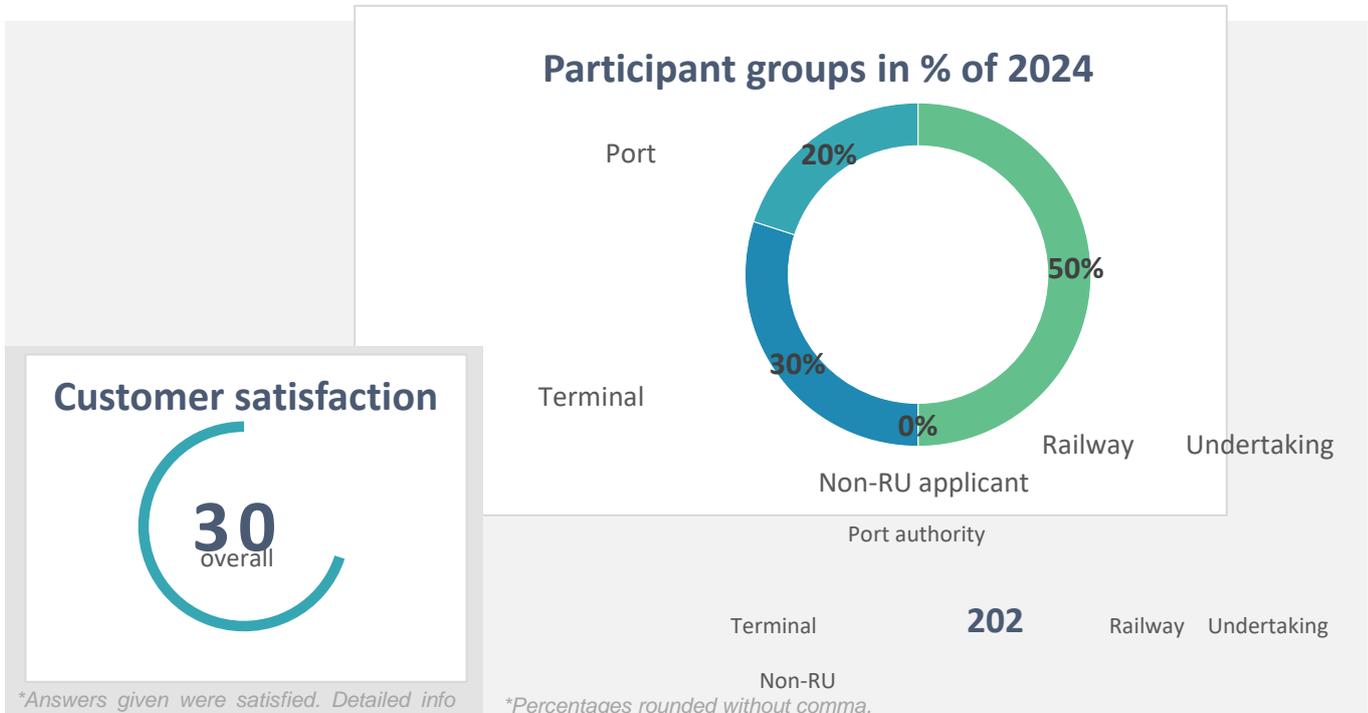
4.7.2 – User Satisfaction Survey

SURVEY DESIGN



- 10 evaluations
- Computer Aided Web Interviews (using the online tool Survio)
- Contacts (e-mail addresses) delivered by RFC
- 32 companies invited
- No personal interviews
- Field Phase: 2 September to 16 October 2024

SATISFACTION & PARTICIPATION

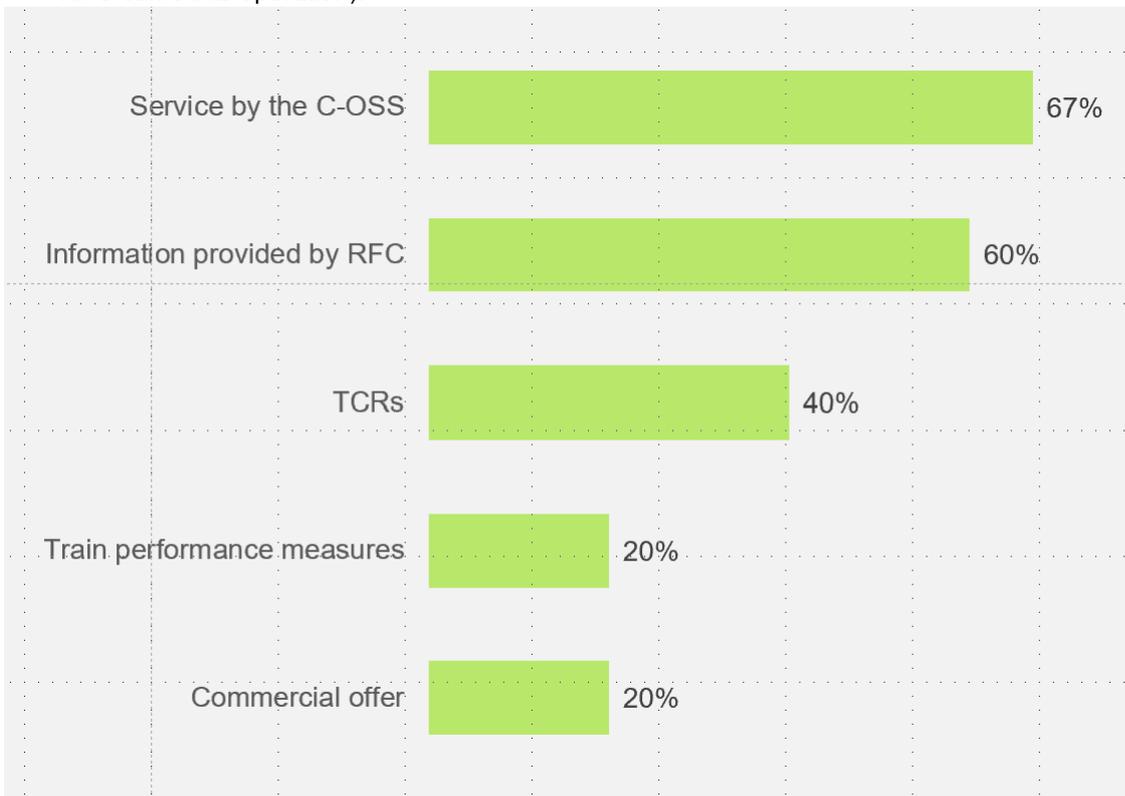


SUMMARY – SATISFACTION RATING

- » Only fully satisfaction rates considered (not slightly satisfied)
- » Answered by: RUs/non-RUs, Terminals/Ports
- » Different sample sizes on some topics

- The organization of having two Regional WGs (“Brenner” and “North”) for TCR consultation and other operational topics is a good practice. Some changes to the planning of TCRs occur after consultation, which is an aspect to improve.
- The TCR communication on RFC3 is one of the best, as well-established Regional WGs / Platforms have been existing for a long time (even before the RFC came into operation).

Most satisfactory topic
 TCRs



Keep up the good work!
 We have not reached the final destination yet, but the journey has started. All efforts made so far are positive and together we will make the foundation for a smaller Europe with free-flowing goods

Communicate more, both internally and externally.

It is important to maintain a high degree of visibility.

To read the full report please use following link: [USS](#)

4.8. Corridor Information Document

The Corridor Information Document (CID) is set up to provide all corridor-related information and to guide all applicants and other interested parties easily through the workings of the Corridor in line with Article 18 of the Regulation (EU) 913/2010. This CID applies the RNE CID Common Texts and Structure so that applicants can access similar documents for different corridors and in principle, as in the case of the national Network Statements (NS), find the same information in the same place in each one. For ease of understanding and in order to respect the particularities of some corridors, common procedures are always written at the beginning of a chapter.

The CID is divided into four Sections:

- ✓ Section 1: General Information
- ✓ Section 2: Network Statement Excerpts
- ✓ Section 3: Terminal Description
- ✓ Section 4: Procedures for Capacity, Traffic and Train Performance Management

To read our CID please use following link: [CID ScanMed RFC3](#)

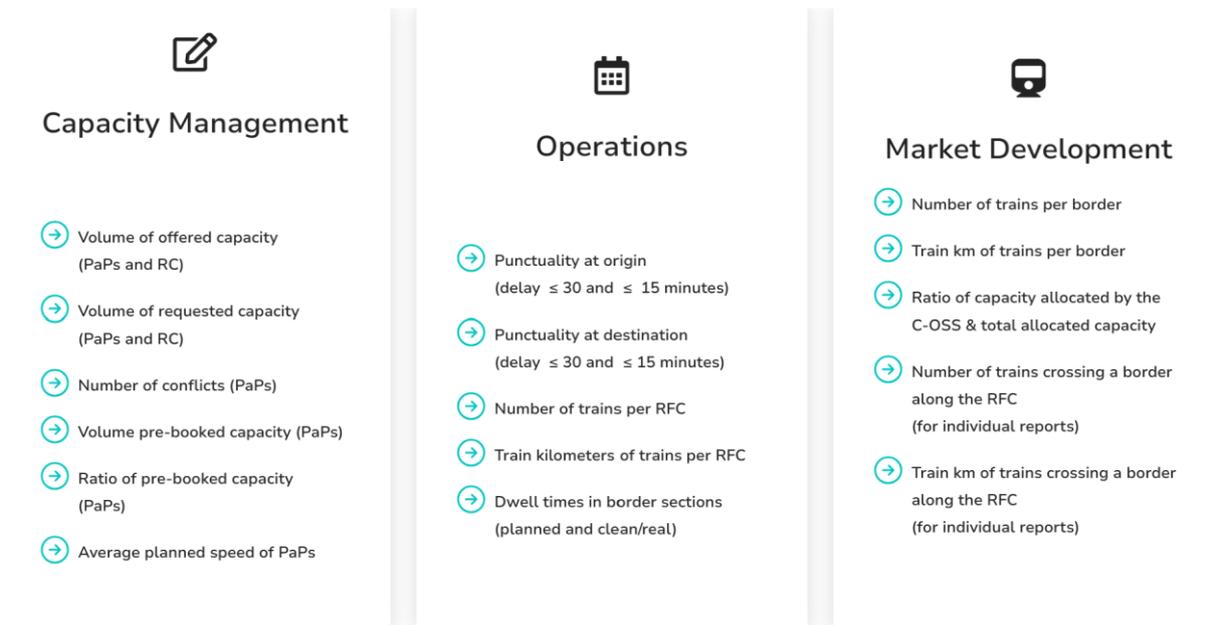
5. Objectives and performance of the corridor

Article 19 (2) of Regulation (EU) 913/2010 concerning a European rail network for competitive freight requires the Management Boards of the RFCs to monitor the performance of rail freight services on their respective freight corridors and publish the results once a year.

To facilitate the fulfillment of the above obligation, in 2015, a joint RNE-RFC project team developed a first set of KPIs commonly applicable to all RFCs. These KPIs were included into the Guidelines 'Key Performance Indicators of Rail Freight Corridors'.

The further development of commonly applicable KPIs was triggered by the Rotterdam Sector Statement of 2016. One of its priority projects was to monitor the quality of freight services by means of implemented and shared KPIs. To meet this requirement, the sector developed certain proposals and those which were proved feasible have been added to the set of commonly applicable RFC KPIs.

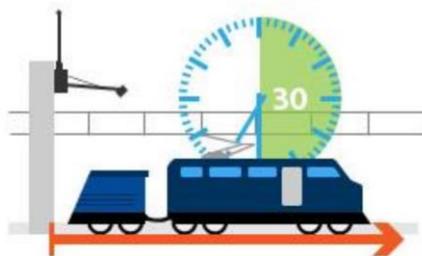
The current set of commonly applicable KPIs is displayed below.



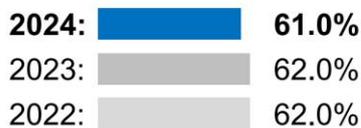
In addition, an RNE/RFC KPI Coordination Group has been established, aiming to coordinate the harmonised use of these KPIs and to evaluate their use on a yearly basis.

Below figure gives a snap glimpse of our punctuality relating entry and exits.

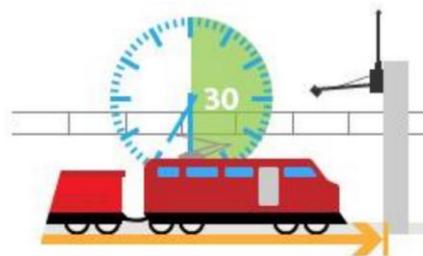
Punctuality at origin (RFC entry)



(delay ≤ 30 minutes)



Punctuality at destination (RFC exit)



(delay ≤ 30 minutes)



For more detailed reading please follow below links:

[Guidelines KPIs of RFCs](#)

[Commonly applicable KPIs RFC Scandinavian-Mediterranean](#)

In this Annual Report provides an overview of our achievements, challenges, and strategic developments over the past year. It highlights key performance metrics, infrastructure improvements, operational advancements, and collaborative efforts with stakeholders. As we navigate a rapidly changing economic, geopolitical, and policy environment and we experience increasing demand for reliable and sustainable transport solutions, in 2024 ScanMed RFC continued to strengthen its role as a backbone of European logistics, supporting both rail and intermodal transport in line with the European Green Deal and EU transport policy. We firmly believe that the efficiency and competitiveness of rail freight is more important than ever. Hence, our Corridor remains deeply committed to enhancing cross-border rail coordination together with key stakeholders and partners, improving service quality, and driving the modal shift from road to rail – for the benefit of our planet and future generations

[Annual Report](#)

5.1. List of projects

Outcomes of the consultation of the Project list with the Advisory Groups

In relation to the request for consultation with the Advisory Groups of the ETC ScanMed Project List, we are sending (in addition to the previously submitted Excel file) the results of their internal consultation as outlined below. With regards to the “top 5 investments” ScanMed team have already platforms and working groups set up to carefully monitor, support and share any and all information as well as conduct simulations.

Methodology:

- Identify and breakdown project list
- Set up first and second Telco to secure a joint understanding of list and task.
- Many Advisory speakers received same request from different roles, avoid overlapping work
- Agree for internal timeline
- Collect inputs
- Send back findings / comments

Prioritisation for RFC ScanMed

The RUs of the RAG wish to stress the undiminished importance that the TEN-T core, extended core and comprehensive networks shall each be completed on time, according to their respective deadlines set by the European Commission in Regulation (EU) 2024/1679. However, as the task of completing the network will consist of a succession of infrastructure projects, it would be better to arrange the order of projects in such a way that they yield significant benefits for the rail freight market as soon as possible. Making this prioritisation is not merely a question of solving the largest bottlenecks first, but also of looking at the size of investment and duration of works. Long-lasting works are better started as soon as possible, while for other projects it could be that the window of opportunity for a favourable investment decision may be small.

With specific focus on the ETC ScanMed, we would like to point out the top 5 investment measures from the point of view of the operational stakeholders

Top 5 investment measures:

- Completion of the feeder lines for the Brenner Base Tunnel
- Completion of the feeder lines and creation of adequate capacity in the Hamburg and southern Sweden areas to well serve the capacity needs of the Femern Belt Fixed Link
- Achieve the capacity to run 740-m-trains on the German lines of the ScanMed corridor
- Renewal of the terminals of the rail ferry Rostock – Trelleborg, conservative maintenance of the 2 vessels and evaluation of the procurement of a third vessel
- Investments in electrification and track length for last mile connections and better road access to terminals and harbours.

Other major priorities:

- Upgrade of Umeå/Luleå area
- Upgrade of CNC lines
 - Hallsberg – Sundsvall
 - Stockholm – Malmö
 - Trelleborg – Malmö
- Capacity increase for freight trains crossing and by-passing Hamburg node
- Upgrade and 835 m train length of Hamburg – Hannover
- Upgrade of Munich node
- Upgrade of Verona node
- Upgrade of Italian CNC lines to fit for P/C 80 and 750 m trains

Below map illustrate lines taken into consideration during ScanMed Consultation



For projects we would like to refer to Annex 3 (projects) which was consulted during spring -25

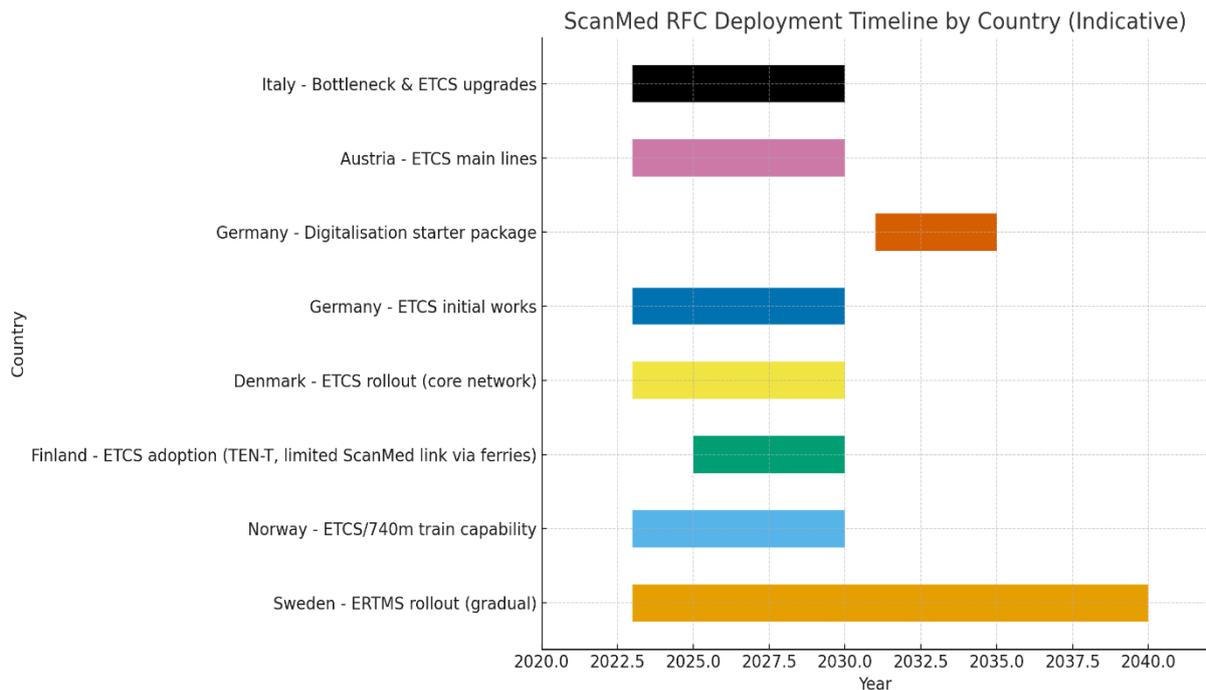
5.2. Deployment Plan

Targeted ETCS/ERTMS rollouts in early sections: Some sections already equipped; maps in recent Implementation Plans show lines that are “equipped” or planned by 2025. Priority works (bottleneck removals, terminal works, IT systems for information sharing) are being executed.

2026 → 2030 (major corridor upgrades & harmonisation)

Large scale ETCS/ERTMS deployment on many core sections: National plans and Corridor work plans target significant ETCS coverage increases by 2030 (many core sections planned or targeted for completion by 2030). The corridor’s implementation plans explicitly use 2030 as a key horizon for KPI-relevant projects. Mobility and Transport+1

And for capacity and technical harmonisation, work is being done to remove infrastructure bottlenecks (e.g. double-tracking, gauge/intermodal clearance, axle/load upgrades, terminal investments) and is scheduled to progress so that cross-border train performance (lengths, weights, gauges) improves markedly by 2030 on most sections. PaP offers and corridor performance targets will be tightened.



For more detailed information please use link: [NIP](#)

5.3. Reference to Union Contribution

The Corridor's activities are and still is co-funded by the EU through a Technical Assistance (TA with acronym: 21-AT-TG-ScanMed-RFC) under the Connecting Europe Facility (CEF), which is administered by the European Climate, Infrastructure and Environment Executive Agency (CINEA). The TA's duration covers the period from 1/10/2021 to 31/12/2024. From the 1/1/2025 we will now continue

Annexes

- **Annex 1. Transport Market Study**
- **Annex 2. Deployment Plan**
- **Annex 3. List of Projects**
- **Annex 4a + 4b. Bottleneck analysis**
- **Annex 5. Terminals + Investment Plan**