



Alpine-Western Balkan
rail freight corridor

 Co-financed by the European Union
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ANNUAL REPORT 2 0 2 3





DEAR READER

Reflecting on the past year, the Alpine-Western Balkan Rail Freight Corridor has taken another step forward in developing infrastructure that supports efficient, reliable, and sustainable rail freight services. The European Union's enthusiastic target under the 'Green Deal' to shift freight transportation from road to rail has positioned the Corridor as a vital component of this strategy. By connecting the Balkans, the Adriatic Sea, and the Danube River with the Alps, the Corridor facilitates smooth and sustainable freight movement throughout the region. Meeting the EU's stringent requirements, additional initiatives, such as the 'Dobova project' focusing on dwell time reduction at the Slovenian-Croatian border, have been launched and successfully expanded, driving further advancements along the route. However, this is just the beginning. Many more initiatives in the future aim to unlock the full potential of the entire Western Balkan region.

As we present the annual report, it is crucial to highlight the changes that will shape the Corridor's future. With new regulations on the horizon, there will be an increased focus on capacity, signaling a shift in the approach to tackle interconnectivity. New European Transport Corridors will soon be established. As more countries join, the Corridor will expand, opening new opportunities and connections across borders and to important ports in Southeast Europe. The prospects for the railway industry in the region are therefore very promising. For all Corridors, it is key to continue applying innovations to foster a fully interconnected railway service throughout Europe, ensuring the seamless flow of goods and passengers.

I want to express my sincere appreciation to everyone for their diligent efforts and commitment. I thank all stakeholders for their support and collaboration. The Alpine-Western Balkan Rail Freight Corridor continues to play an important role in building a successful European transport network, offering the best possible transport solutions.

Helga Steinberger
Chairwoman of the Alpine-Western Balkan Rail Freight Corridor



DEAR PARTNERS

The section of the European railway infrastructure covered by Alpine - Western Balkan rail freight corridor is the shortest way between Western and Central Europe with the countries of the Balkans, Turkey and Asia. For this reason, it is essential as much as possible part of the huge volume of goods transported by road to be shifted to rail transport in order to meet the EU's ambitious goal of reducing harmful emissions and congestion on this route.

In pursuit of this goal, the railway sector faces a number of challenges posed by:

- insufficient flexibility in requesting and providing freight rail services;
- the low level of technical interoperability between national railway systems
- the existence of "bottlenecks" caused by insufficient coordination of investments between countries along the corridor;
- the increase in TCR due to the activities carried out by the IM, necessary to modernize the infrastructure to meet the requirements of the European transport corridors.

In 2023, the AWB RFC has taken significant role in meeting these challenges by increasing its efforts aimed at researching of customer needs and finding solutions to meet them. AWB RFC has become the main place where the stakeholders from the region could discuss about their issues, to search and find a variety of solutions for increasing the quality of the freight railway services.

As a result of all these efforts, the interest in the AWB RFC continues to grow as our customers feel the effects of having more complete and up-to-date information on the status of the available infrastructure, the proposed easier way of applying for infrastructure capacity and the improved efficiency of network usage.

That is why I would like to thank to everyone who has contribution for the development of the AWB RFC and I believe that in the future our work together will be even more fruitful. To those who are hesitating whether to contact us, I would like to tell - the collaboration with us can only make the both sides more successful.

Apostol Hristov

Deputy Chairman of the Alpine-Western Balkan Rail Freight Corridor

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1. INTRODUCTION

1.1. About us

The Alpine-Western Balkan Rail Freight Corridor (AWB RFC) is a cooperation of five railway Infrastructure Managers: ÖBB INFRA (Austria), SŽ-I (Slovenia), HŽI (Croatia), IŽS (Serbia) and NRIC (Bulgaria). These five partners are jointly managing and developing the Rail Freight Corridor along the axis. Currently, the main initiatives are based on the EU Regulation 913/2010 which aims at establishing a European rail network for competitive freight, and the Commission Implementing Decision (EU) 2018/500 to meet the growing customer expectations and improve the conditions for efficient, competitive, sustainable and reliable rail freight transport.

The AWB RFC currently connects five countries and aims to provide a fast and a seamless route through the Western Balkans. It will connect even more countries in the future. The revision of the TEN-T regulation will link all countries on the Balkan Peninsula right up to the borders with Turkey. AWB RFC intends to utilize the actual cargo potential in the Western Balkans area and enhance the connection with Turkey, and the Middle East.



The AWB RFC is dedicated to enhancing business opportunities and strengthening the rail freight business of customers and connected countries in the region. With this goal in mind, the governments and railway infrastructure managers continuously invest in and improve the Corridor's infrastructure.

1.2. Governance

Regulation (EU) No 913/2010 defines the corridor governance structure on two levels.

1.2.1. The General Assembly

The General Assembly (GA), the primary body in charge, is responsible for supervising and developing the Corridor, while the daily business, projects, and activities are carried out by the Project Management Office team.

The General Assembly serves as the decision-making body of the corridor and is comprised of the legal representatives of its members. The General Assembly meets four times a year and makes key decisions regarding the operation of the corridor. In June 2023 Ms. Silva Kristan became the newly appointed representative of SŽ Infrastruktura at the proposal of her predecessor Franc Klobučar.

Representatives of the General Assembly

- the Chairwoman Helga Steinberger, ÖBB-Infrastruktur AG, Austria
- the Deputy Chairman Apostol Hristov, Natsionalna kompaniya Zhelezopatna infrastruktura, Bulgaria
- Silva Kristan, SŽ Infrastruktura, Slovenia
- Anto Krajina, HŽ Infrastruktura, Croatia
- Marko Jeremić, Infrastruktura železnice Srbije, Serbia



1.2.2. The Executive Board

The Executive Board (ExBo), the highest-level body assigned to the corridor, is composed of representatives from the Ministries.

The Executive Board (ExBo) Chair became presentative from the Slovenian Ministry of Infrastructure Ms. Vlasta Kampoš Jerenec.

Representatives of the AWB RFC Executive Board

- Camille Dachicourt, Ministry for Transport, Innovation and Technology, Republic of Austria
- Vlasta Kampoš Jerenec, Ministry of Infrastructure of the Republic of Slovenia
- Marko Boban, Ministry of Maritime Affairs, Transport and Infrastructure of the Republic of Croatia
- Emeše Lalić Urban, Ministry of Construction, Transport and Infrastructure of the Republic of Serbia
- Tonka Yancheva, Ministry of Transport and Communications of the Republic of Bulgaria

2. ACTIVITIES

2.1. Capacity management

The Corridor One-Stop-Shop (C-OSS) facilitates train path management for international rail freight along the AWB RFC.

The C-OSS serves as a single contact or entry point for rail freight customers on the corridor. It allows customers to check, request and get clarifications and answers about the infrastructure capacity for international freight trains along the route. The C-OSS offers Pre-arranged Paths (PaP).

Capacity offer for Timetable 2023/2024

The PaP Catalogue for Timetable 2024 was published on 9th January 2023 on the AWB RFC's website and was also accessible in the RNE Path Coordination System (PCS) for orders.

Ten Pre-arranged Paths on eight routes were offered for the timetable period 2023/2024

PaP ID	PaPs offer PATH NR (National ID) for TT 2023/2024				
	ÖBB-I	SZ-I	HZ-I	IŽS	NRIC
C10NPSALjM1	81421	60109			
C10NPLjMSA2	81422	60108			
C10NPSALjM3	81423	60109			
C10NPLjMSAG4	81424	60108			
C10NPWEDO5	82401	60105			
C10NPDOWE6	82400	60106			
C10NPLjZZG7		60103	70971		
C10NPZGLjZ8		60102	70970		
C10NPLjZSV9		60101	70911	73001	10011
C10NPSVLjZ10		60100	70910	73000	10012

Overview of offered PaPs with routes and running days for TT 2023/2024

Direction	PaPs offer route TT 2023/2024							
	Route	P	U	S	Č	P	S	N
S - N	LJUBLJANA MOSTE - SALZBURG Hbf		x		x	x		
	LJUBLJANA MOSTE - SALZBURG Gnigl							x
	DOBOVA - WELS Hbf	x	x	x	x	x	x	
	ZAGREB RK - LJUBLJANA ZALOG	x	x	x	x	x	x	x
	SVILENGRAD - LJUBLJANA ZALOG	x	x	x	x	x	x	x
N - S	SALZBURG Hbf - LJUBLJANA MOSTE		x	x	x	x		
	SALZBURG Hbf - LJUBLJANA MOSTE						x	
	WELS Hbf - DOBOVA	x	x	x	x	x	x	
	LJUBLJANA ZALOG - ZAGREB RK	x	x	x	x	x	x	x
	LJUBLJANA ZALOG - SVILENGRAD	x	x	x	x	x	x	x



Geographical overview of offered PaPs for TT 2023/2024

PaP requests for Timetable 2023/2024

Six requests for train paths on the AWB RFC were submitted in April 2023

Requested route for TT 2023/2024	No. of running days
Ljubljana Zalog - Beograd Ranžirna	2
Salzburg Hbf - Ljubljana Moste	5
Ljubljana Moste - Salzburg Hbf	3
Beograd Ranžirna - Ljubljana Zalog	2
Wels Hbf - Maribor Tezno	6
Maribor Tezno - Wels Hbf	6

Reserve Capacity

Reserve Capacity (RC) on AWB RFC was offered as a guaranteed contingent of capacity slots and international freight paths per day and section (flexible RC approach), which applicants may request up to 30 days prior to a train run. On 9th October 2023 the AWB RFC published Reserve Capacity for TT 2023/2024 as a guaranteed contingent of capacity slots and international freight paths.

Six Reserve Capacity train paths were offered for the timetable period 2023/2024

PaP ID	RC PATH NR (National ID)			
	SZ-I	HZ-I	IŽS	NRIC
C10LjZBRRC1	60103	70915	73001	
C10BRLjZRC2	60102	70914	73000	
C10MTDORC3	60101			
C10DOMTRC4	60100			
C10BRSVRC5			73001	10011
C10SVBRRC6			73000	10012

Route of RC for TT 2023/2024	No. of running days
Svilengrad - Beograd Ranžirna	7
Beograd Ranžirna - Ljubljana Zalog	5
Dobova - Maribor Tezno	7
Ljubljana Zalog - Beograd Ranžirna	5
Beograd Ranžirna - Svilengrad	7
Maribor Tezno - Dobova	7

2.2. Infrastructure documents

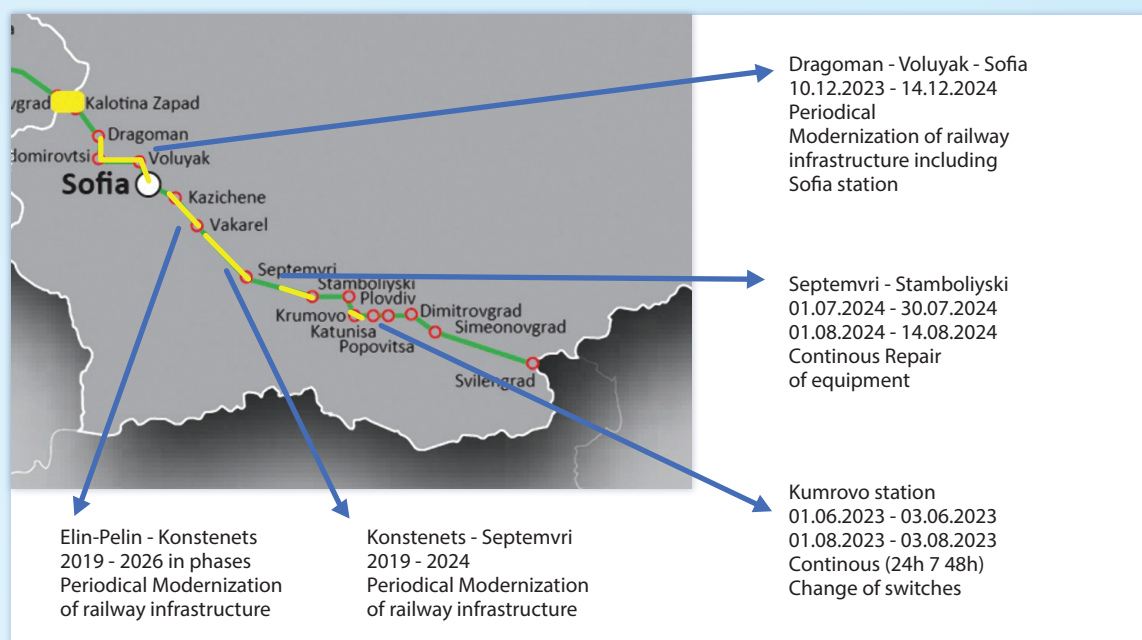
The AWB RFC, as well as all other rail freight corridors, publishes the Corridor Information Document (CID) for the next timetable period once a year, as the main corridor's document that contains a corridor description, procedures for capacity, traffic and train performance management, a list of terminals along the corridor and other important and useful data for corridor users. Besides CID, we also regularly publish the Implementation Plan update as an Annex to the CID. The Implementation Plan contains a description of the corridor's infrastructure, market analysis study, objectives and performance of the corridor and an investment plan for the period until 2030.

The CID, as well as the Implementation Plan update, for the timetable period 2023/2024, were published on the AWB RFC's website on 9th January 2023 and can be found under the following link: <https://www.rfc-awb.eu/documents/>. These documents were also published on the RNE's Customer Information Platform (CIP) and can be found under the following link: <https://cip-online.rne.eu>, as well as on the RNE Network and Corridor Information System (NCI) under the link: NCI (rne.eu).

The AWB RFC regularly publishes the Temporary Capacity Restrictions (TCRs) for the following two years. It is done twice a year, once in December and an updated version in June/July. Precise and correct data regarding construction works along the corridor, their impact on the traffic flow, traffic conditions during the construction works (line or track closure, restricted speed, etc. is crucial for the railway undertakings and other stakeholders. The TCRs along the AWB RFC for the period 2023-2024 were published in December 2022 and updated in June 2023.

IM	ID	Section	Direction	Line		Year		Week		Period from		Period to		Duration	Time of day	Reason for restriction
				From	To	From	To	Date from	Time from	Date to	Time to					
0081	60987	<>	Nettingsdorf	Krift	2023	2023	32	37	5.8.2023	0:00:00	11.9.2023	23:59:00	37d	continuous		track & rail
0081		<>	Kirchdorf a.d.Krems	Micheldorf	2023	2023	32	37	7.8.2023	7:00:00	11.9.2023	6:00:00	34d + 23h 00min	continuous		track & rail
0081		<>	Schwarzach-St. Veit	Boeckstein	2023	2023	40	41	30.9.2023		2.10.2023		2d	continuous		
0081		<>	Villach Auen	Jesenic	2023	2023	46	47	11.11.2023		13.11.2023		2d	continuous		
0081		<>	Abzw Villach Sued	Staatsgrenze naechst	Gvbf	2024	2024	12	13	23.3.2024		25.3.2024		2d	continuous	
0081	<>	<>	Schwarzach-St. Veit	Boeckstein	2024	2024	18	19	4.5.2024		6.5.2024		2d	continuous		
0081		<>	Traun	Rohr-Bad Hall	2024	2024	44	45	29.10.2024		4.11.2024		5d	continuous		
0081		<>	Abzw Villach Sued	Staatsgrenze naechst	Gvbf	2024	2024	46	47	16.11.2024		18.11.2024		2d	continuous	
0081	000081-62901	<	Graz-Vbf (in G)	Graz-Fbf (in G)	2024	2025	36	14	2.9.2024	8:00:00	31.3.2025	17:00:00	210 days + 9,0 h	continuous		others
0081	0081-6290179	<	Graz-Vbf (in G)	Graz-Fbf (in G)	2024	2025	36	14	2.9.2024	8:00:00	31.3.2025	17:00:00	210 days + 9,0 h	continuous		others
0081	0081-6290177	<	Graz-Vbf (in G)	Graz-Fbf (in G)	2024	2025	36	14	2.9.2024	8:00:00	31.3.2025	17:00:00	210 days + 9,0 h	continuous		others
0081	0081-6290178	<	Graz-Vbf (in G)	Graz-Fbf (in G)	2024	2025	36	14	2.9.2024	8:00:00	31.3.2025	17:00:00	210 days + 9,0 h	continuous		others
0079		<	State border	Dobova	2023	2023	31	31	28.7.2023	19:00:00	30.7.2023	19:00:00	2 days	continuous		track & rail
0079		<	State border	Dobova	2023	2023	32	32	4.8.2023	19:00:00	6.8.2023	19:00:00	2 days	continuous		track & rail
0079	<>	Zagorje	Zagorje	2023	2023	6	40	1.2.2023	0:00:00	30.9.2023	23:59:00	242 days	continuous		tracks	
0079	<>	Litija	Litija	2023	2023	35	52	22.8.2023	0:00:00	31.12.2023	23:59:00	132 days	continuous		tracks	

Overview of the TCRs in table form (example)



Overview of the TCRs in map form (example)

Customers can also find the main characteristics of the Corridor on the CIP, such as line properties, nodes, terminals, ETCS deployment and other informative documents, including Capacity Offers, Re-routing scenarios in case of incidents (ICMs), Temporary Capacity Restrictions, etc.

2.3. AWB RFC projects on reducing the border dwelling times

Based on the approval of the General Assembly of the AWB RFC in March 2021, a project management plan for the project "Reducing the dwelling time at the borders" had been prepared in the form of a pilot project for the Dobova border station between Slovenia and Croatia.

This pilot project should be concluded by the end of 2024. Currently the work is in the phase of data collecting, data analysing and preparing of the recommendations for reducing the dwell times of the international freight trains on this border crossing and increasing of number of freight trains crossing this border.

In 2023, a major change has happened that has an impact on dwell time on border crossing Dobova – Savski Marof. Starting from 1st January 2023, Croatia entered the Schengen area, so this border became a Schengen border and many of the border activities managed by the state authorities from both sides (Slovenian and Croatian) no longer exist and that has a positive effect on reducing the dwell time. Since Mr. Matic Tržan, the project leader, has changed his position in SŽ-I, a new project leader was appointed, Mr. Antonio Barukčić, also from SŽ-I. All activities regarding this project continued in a smooth and fluent way.



The pilot project is geared towards identifying a multitude of factors that impede the swift border crossing of freight trains. These factors encompass locomotive changes, track conditions, and the quality of communication between Infrastructure Managers (IMs) and Railway Undertakings (RUs). The overarching objective is to enhance the efficiency of border crossings and ideally establish a benchmark that can be applied to other border crossings.

Based on the so far positive results of this pilot project, the General Assembly, on its 19th meeting, held on 23rd November 2023, decided to extend this project type on selected other border crossings along the AWB RFC. Therefore, the General Assembly approved the proposed Project Plan – Reducing the dwell times at border crossings Tovarnik (HŽI) – Šid (IŽS) and Dimitrovgrad (IŽS) – Dragoman (Kalotina Zapad) (NRIC). This project will start on 1st January 2024 and end on 30th June 2025 with the following timeline and activities.

Project phases	Months																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Phase 1 (Management planning)																		
1 st Report																		
Phase 2 (Data collection)																		
2 nd Report																		
Phase 3 (Analysis)																		
3 rd Report																		
Phase 4 (Measures)																		
4 th Report																		

Unlike the other border crossings on AWB RFC, the border crossings Tovarnik (HŽI) – Šid (IŽS) and Dimitrovgrad (IŽS) – Dragoman (Kalotina Zapad) (NRIC) are different, because of double point check of the trains. This means that each train must stop and be checked by the state authorities at both border stations. Handover of the trains, with all necessary railway related activities, is done in one border station per border crossing (in the border station Šid and the border station Dimitrovgrad, both managed by IŽS). Since trains must stop twice at these border crossings and that are the borders between EU and non-EU States, these border crossings have a longest dwell time of the freight trains on AWB RFC.

2.4. Performance Management

According to Article 19 (2) of Regulation (EU) 913/2010 concerning a European rail network for competitive freight, the Management Board has to monitor the performance of rail freight services and publish the results once a year.

To facilitate the fulfilment of this obligation, RNE developed a first set of KPIs that are commonly applicable to all RFCs. These KPIs were included in the RNE Guidelines for Performance Indicators of Rail Freight Corridors.

These KPIs were developed by RNE and are divided into three groups:

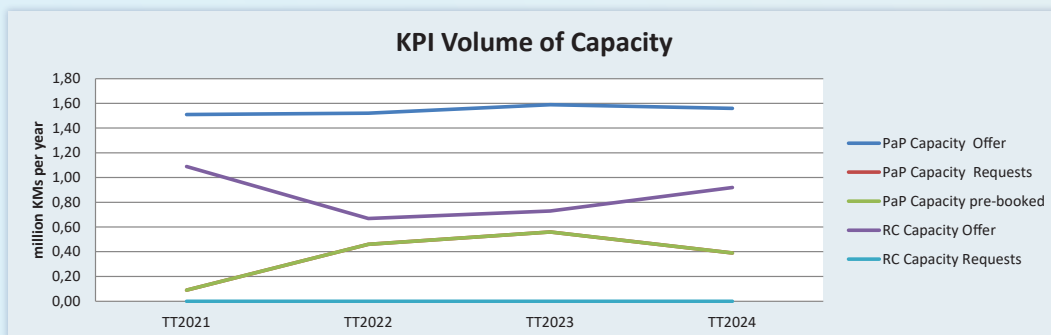
- Capacity management (volume of PaP's offered, requested, pre-booked, allocated RFC, average planned speed)
- Operations punctuality origin, at destination, total number of trains on the RFC
- Market development (total number of freight trains, train-kms of trains crossing a border along the RFC, trains per border and ratio between allocated trains via C-OSS and total allocated trains on RFC)

The AWB RFC Key Performance Indicators (KPIs) for TT 2023/2024

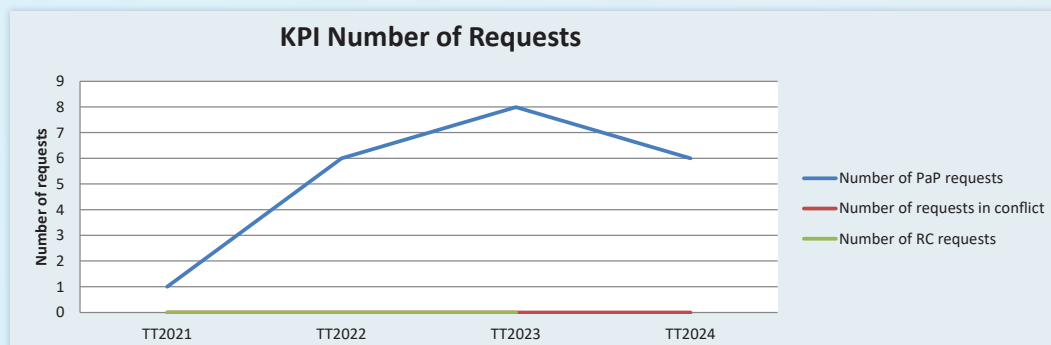
- PaP Capacity Offer 1.56 million path km
- PaP Capacity Requests 0.39 million path km
- PaP Capacity pre-booked 0.39 million path km
- Number of PaP requests 6

The AWB RFC Key Performance Indicators (KPIs) for TT 2023/2024 are available on the RNE website.

RFC10	TT2021	TT2022	TT2023	TT2024
PaP Capacity Offer	1,51	1,52	1,59	1,56
PaP Capacity Requests	0,09	0,46	0,56	0,39
PaP Capacity pre-booked	0,09	0,46	0,56	0,39
RC Capacity Offer	1,09	0,67	0,73	0,92
RC Capacity Requests	0,00	0,00	0,00	0,00

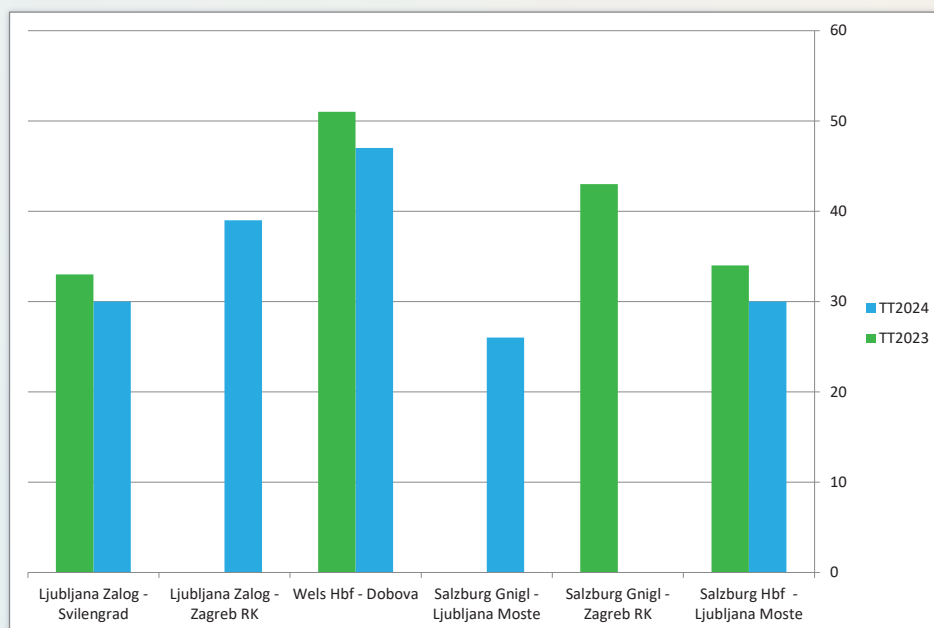


RFC10	TT2021	TT2022	TT2023	TT2024
Number of PaP requests	1	6	8	6
Number of requests in conflict	0	0	0	0
Ratio of pre-booked Capacity	6,0%	30,3%	35,2%	25,0%
Number of RC requests	0	0	0	0



The AWB RFC Key Performance Indicators (KPIs) for TT 2023/2024 The average commercial speed of the PaPs for TT 2023/2024 vs TT2022/2023

RFC10 section	Distance (km)	Countries involved	TT2023	TT2024
Salzburg Hbf - Ljubljana Moste	294,6	2	34,0	30,0
Salzburg Gnigl - Zagreb RK	438,9	3	43,0	N/A
Salzburg Gnigl - Ljubljana Moste	292,0	2	N/A	26,0
Wels Hbf - Dobova	464,7	2	51,0	47,0
Ljubljana Zalog - Zagreb RK	139,5	2	N/A	39,0
Ljubljana Zalog - Svilengrad	1266,7	4	33,0	30,0



The following note refers to the data:

- Punctuality
- Number of trains crossing a border along the RFC
- Train-kms of trains crossing a border along the RFC
- Trains per border

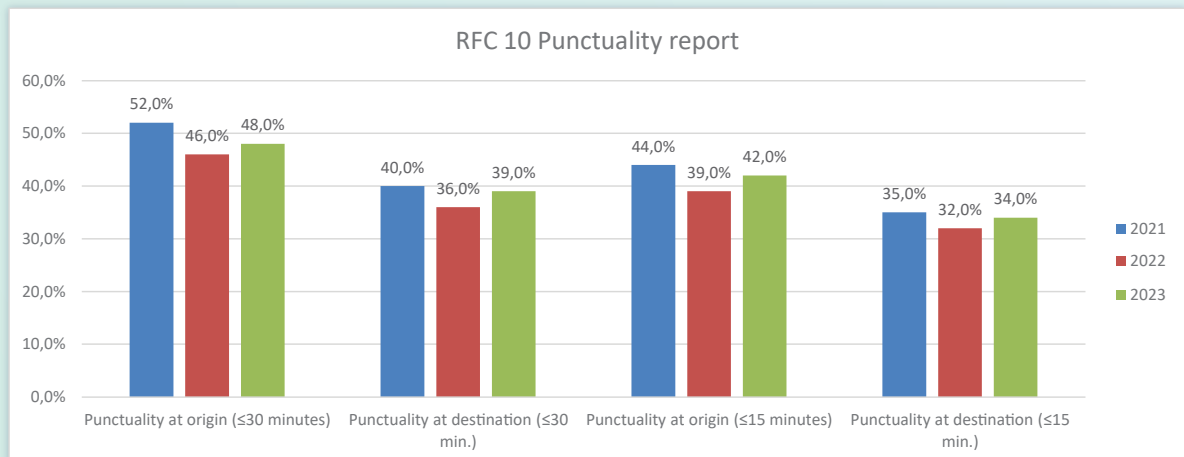
NOTE:

In green: Figures obtained from national system

In gray: Figures obtained from TIS

In blue: combined data TIS & national system

RFC10 Alpine-Western Balkan	2021	2022	2023
Punctuality at origin (≤30 minutes)	52,0%	46,0%	48,0%
Punctuality at destination (≤30 min.)	40,0%	36,0%	39,0%
Punctuality at origin (≤15 minutes)	44,0%	39,0%	42,0%
Punctuality at destination (≤15 min.)	35,0%	32,0%	34,0%
Number of trains crossing a border along the RFC	16.404	28.830	30.052
Train-kms of trains crossing a border along the RFC	N/A	N/A	11.429.706



Number of trains per border

RFC10 Alpine-Western Balkan	2020	2021	2022	2023
Trains per border: Total AT - SI	15.316	14.718	18.296	14.964
Trains per border: Total SI - HR	7.300	7.161	7.058	7.245
Trains per border: Total HR - RS	3.848	3.816	4.638	4.132
Trains per border: Total RS - BG	3.274	3.368	4.090	3.711

The ratio of capacity allocated by C-OSS for Timetable 2023/2024

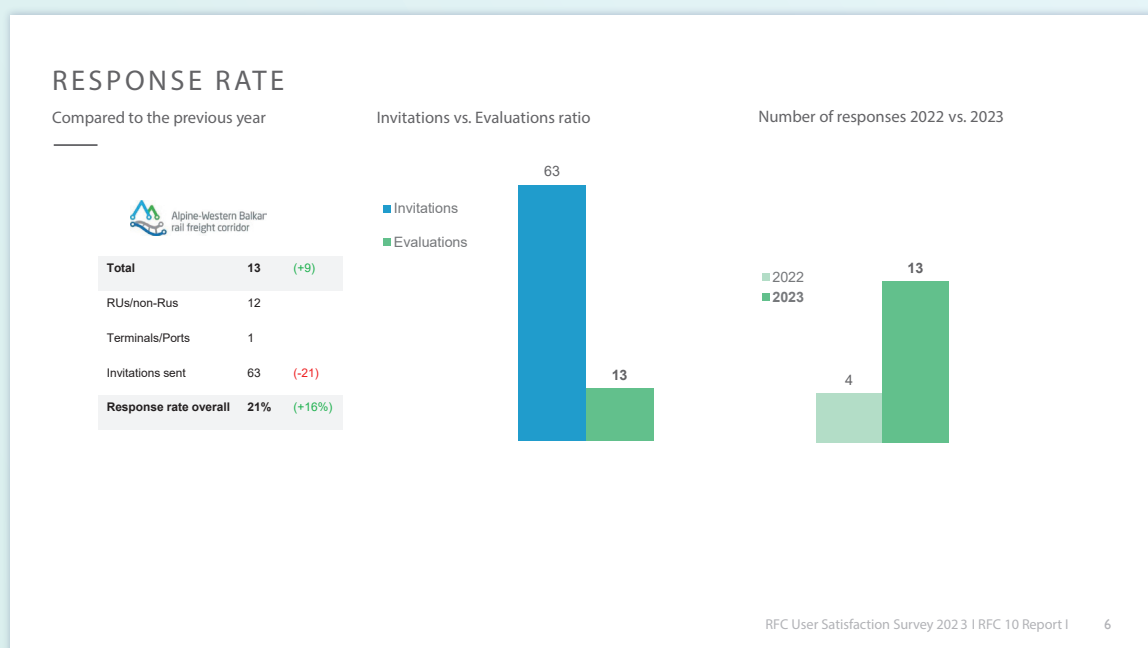
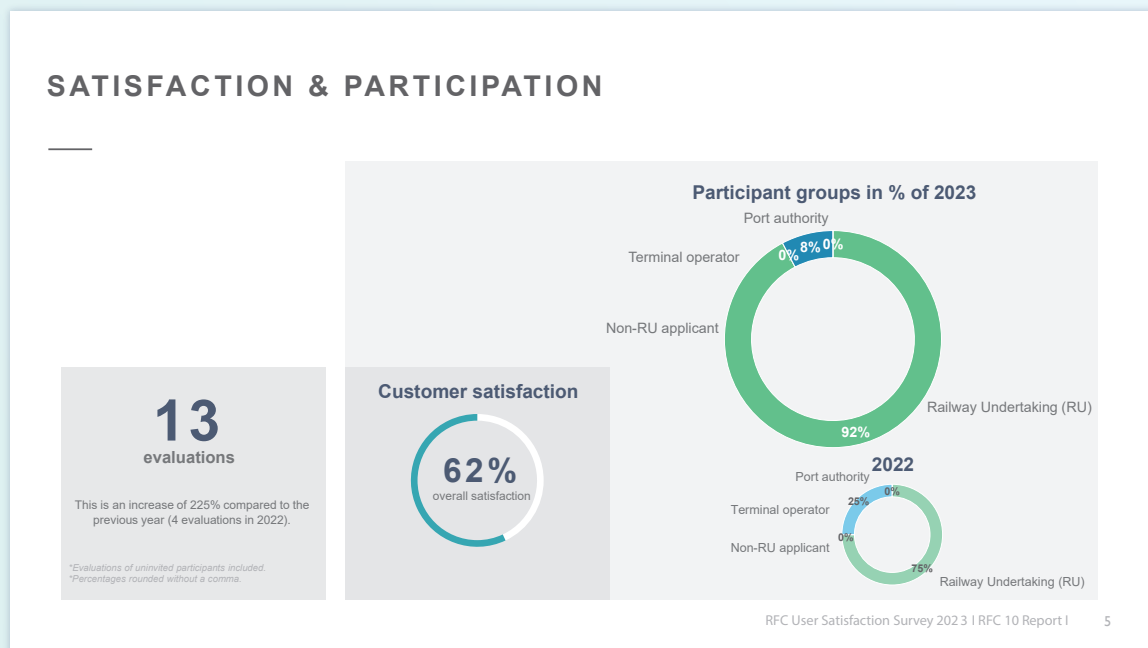
The ratio of allocated trains by the C-OSS compared to all allocated trains on the Alpine – Western Balkan RFC

Between member states		Between operational points		RFC(s) Involved	Allocated by C-OSS 2019	Allocated by C-OSS 2020	Allocated by C-OSS 2021	Allocated by C-OSS 2022 (for TT 2023)	Allocated by C-OSS 2023 (for TT 2024)
Austria	Slovenia	Rosenbach	Jesenice	RFC 10	N/A	0,0%	0,0%	4,4%	4,6%
Austria	Slovenia	Spielfeld-Straß	Šentilj	RFC 5 RFC 10	6,4%	8,0%	10,7%	9,8%	10,2%
Serbia	Bulgaria	Dimitrovgrad	Kalotina Zapad	RFC 10	N/A	0,0%	0,0	0,0%	0,0%
Slovenia	Croatia	Dobova	Savski Marof	RFC 6 RFC 10	6,0%	25,0%	22,0%	15,0%	11,6%
Croatia	Serbia	Tovarnik	Šid	RFC 10	N/A	3,6%	2,8	2,0%	1,0%

2.5. Customer Satisfaction

As in the past three years, the AWB RFC participated also in the User Satisfaction Survey (USS) for 2023 under the umbrella of the RFC Network. The results of the survey were published in December 2023 on the AWB RFC website (link: Documents | AWB RFC (rfc-awb.eu)) and also on RNE's Customer Information Platform (CIP) (link: <https://cip-online.rne.eu>).

Overall satisfaction of the customers is shown in the following pictures



From the conducted survey the following results can be highlighted

Increase of response rate compared to the previous year (from just 4 in 2022 to 13 in 2023). Positive feedback was received from 62 % of customers, while 38% showed a decrease in satisfaction (Customer satisfaction in 2022 was 100%, but the extremely low response rate in 2022 should be taken into account).

Feedback concerning specific topics shows the need for attention in the following areas: temporary capacity restrictions and information provided by RFC.

OVERALL SATISFACTION WITH THE RFC 10

- » Overall, how satisfied are you as a user of the RFC?
- » Answered by: RUs/non-RUs, Terminals/Ports
- » sample size = 13

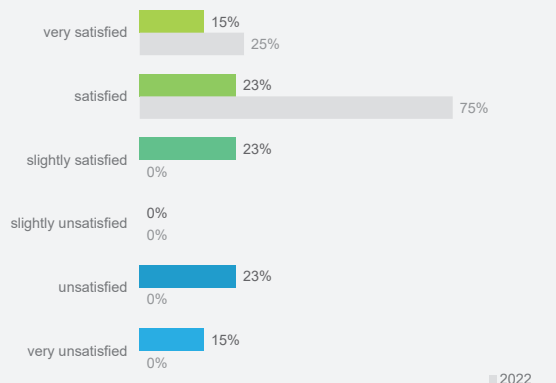
62%

Generally satisfied

*Answers given were very satisfied, satisfied and slightly satisfied.

38%

Decrease of satisfaction



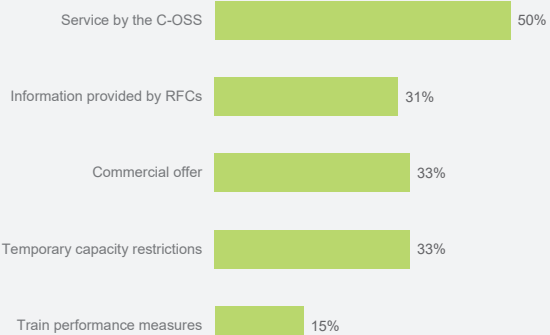
SUMMARY – SATISFACTION RATING

All respondents

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

Most satisfactory topic

Service by the C-OSS



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3. EVENTS

3.1. Executive Board

In 2023, two meetings of the ExBo and GA were organized in June and late November.

The main topics of the meeting were:

- Implementation Plan
- Annual Report
- Targets and performance evaluation
- CEF TA
- TEN-T revision

3.2. Railway Undertakings and Terminal Advisory Groups meetings

In the year 2023, AWB RFC held two RAG TAG meetings, one was held in Slovenia, hosted by SŽI and one in October in Sofia, Bulgaria, hosted by NRIC.



RAG TAG in Ljubljana, April 2023

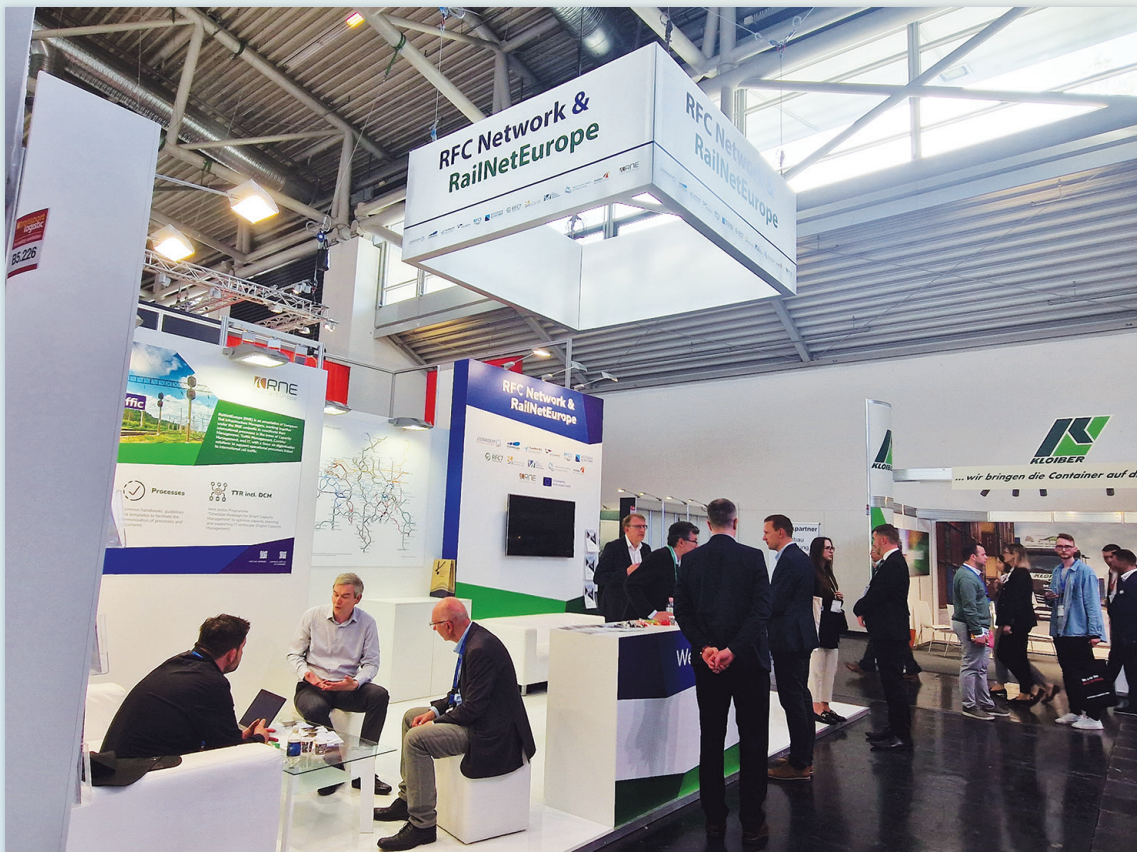
Participants were informed about short-term and long-term investments in infrastructure and related temporary capacity restrictions and showed high interest in projects that addressed dwelling time at borders.



RAG TAG in Sofia, October 2023

3.3. The Transport Logistic Trade Fair in Munich

AWB RFC took part in the Transport Logistic Trade Fair in Munich in May 2023 with a joint stand of RFC Network and RNE. The fair was a successful networking event and provided an opportunity to present the work of the RFCs to visitors, customers and stakeholders.



The joint stand of RFC Network and RNE at the Transport Logistic Trade Faire in Munich, May 2023

Annex: List of abbreviations

AWB RFC	Alpine-Western Balkan Rail Freight Corridor
CEF	Connecting Europe Facility
CID	Corridor Information Document
CA	Capacity Allocation
CIP	Customer Information Platform
C-OSS	Corridor One-Stop-Shop
EIG	Economic Interest Grouping
ExBo	Executive Board
GA	General Assembly
HŽI	HŽ Infrastruktura d.o.o
ICM	International Contingency Management
IM	Infrastructure Manager
IŽS	Infrastruktura železnice Srbije a.d.
IP	Implementation Plan
MB	Management Board
NExBo	Network of Executive Boards
NRIC	National Railway Infrastructure Company
ÖBB INFRA	ÖBB-Infrastruktur AG
PaPs	Pre-arranged Paths
PCS	Path Coordination System
PMO	Project Management Office
PSA	Program Support Action
RAG	Railway Undertaking Advisory Group
RC	Reserve Capacity
Regulation	Regulation (EU) 913/2010 concerning a European rail network for competitive freight RFCs Rail Freight Corridors
RNE	Rail Net Europe
SŽI	Slovenske železnice – Infrastruktura d.o.o.
TAG	Terminal Advisory Group
TIS	Train Information System
TT	Timetable
USS	User Satisfaction Survey
WGs	Working Groups



Alpine-Western Balkan
rail freight corridor



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