



Alpine-Western Balkan
rail freight corridor



ANNUAL REPORT 2020



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Foreword

Following European Commission Implementing Decision (EU) 500/2018 and European Commission Regulation 913/2010, Alpine Western Balkan Rail Freight Corridor became operational on 14 January 2020, when the Pre-arranged Routes and Corridor Information Document and Implementation Plan were published on the AWB RFC website.

This is the first Annual Report of Alpine Western Balkan Rail Freight Corridor and mainly provides an overview of what has been achieved and the preparatory activities needed for the actual operational work in TT 2021. We are only at the beginning, and many more challenges lie ahead.

Early in the work of our Corridor, we were confronted with very unusual and unexpected circumstances, the pandemic of COVID -19 disease, which ultimately disrupted many of our plans and our way of working.

Our work became more challenging as we struggled to accomplish many of the tasks and goals we had set for ourselves. Although the work was done online from our home countries, we tried to accomplish the tasks as best we could. In this crisis, we learned that it is possible to move forward with willpower and hard work despite the difficult situation.

Our goal and duty are to make our Corridor more attractive for the transport of goods and to increase the modal share of rail freight transport, as stated in the Rail Freight Forward coalition's initiative called "30 by 2030," which aims to increase the modal share of rail freight to 30% by 2030. What we need is an efficient and reliable transport chain in a multimodal European transport sector. In addition to investment in infrastructure, this can certainly also be achieved through better organisational measures. Therefore, in the future, we will dedicate ourselves to finding the most optimal and cost-effective solutions that serve this goal.

I would like to thank everyone who has participated in our Corridor's work, supported us, and helped us achieve our goal of becoming part of the international freight market.



Harald Hotz

Alpine-Western Balkan Rail Freight Corridor Chairman

1 AWB RFC IN GENERAL

Regulation (EU) 913/2010 establishing a European rail network for competitive freight entered into force on 9 November 2010. It established the creation of nine initial Rail Freight Corridors (RFCs), six of which became operational on 10 November 2013 and the other three on 10 November 2015. The overall objective was to increase the competitiveness and market share of rail freight in the European transport market.

In 2018, European Commission brought its Implementing Decision (EU) 2018/500 to establish Alpine-Western Balkan Rail Freight Corridor. The corridor includes five countries: Austria, Slovenia, Croatia, Serbia and Bulgaria.





1.1 Establishment

In 2018, the Decision on the establishment of the Alpine-Western Balkan Rail Freight Corridor (AWB RFC) was adopted on the joint proposal of the four Member States and Serbia on European Commission. The initiative to establish the AWP RFC was also supported by the rail freight community - railway undertakings, intermodal operators and terminal managers - the future customers of the Corridor.

The establishment of Alpine Western Balkan Rail Freight Corridor makes an important contribution to the network of European Rail Freight Corridors. The principal route of the Corridor is Salzburg - Villach - Ljubljana -/ Wels/Linz - Graz - Maribor - Zagreb - Vinkovci/Vukovar - Tovarnik - Beograd - Sofia - Svilengrad (Bulgarian-Turkish border).

The AWP RFC became fully operational on 14 January 2020, when the pre-agreed train paths (PaPs) were published in Rail Net Europe's Path Coordination System and with the publication of the Corridor Information Documents on the corridor website <https://www.rfc-awb.eu/>

The AWP RFC activities are supported by Programme Support Action (PSA) under the Connecting Europe Facility of European Commission

1.2 Governance

In accordance with Article 8 of Regulation (EU) No 913/2010, the governance structure of the AWB RFC shall be as follows:

Executive Board (ExBo)

As provided for in Regulation (EU) 913/2010, on 11 July 2018, the countries that are members of the AWB RFC established the Executive Board of AWB RFC (ExBo AWB RFC) by signing the Memorandum of Understanding establishing the Executive Board. AWB RFC ExBo is chaired by Boris Živec from Ministry of Infrastructure of the Republic of Slovenia.

AWB RFC ExBo is a member of the ExBo Network.

Management Board (MB)

In accordance with the Regulation, the IMs that are members of the AWB RFC established the Management Board (MB) by signing the Memorandum of Understanding, which became effective on 14 June 2018.

Economic Interest Grouping (EIG)

As proposed in the Regulation, all members of MB have agreed that the MB of AWB RFC will take the legal form of an independent legal entity - the Economic Interest Grouping (EIG), which will deal with all administrative issues related to the activities of the Corridor. With the signing of the Statute and in accordance with Slovenian law, the EIG for AWB RFC was established on 27 June 2019. The EIG was entered in the Register of Companies of the Republic of Slovenia on 30 August 2019.

General Assembly (GA)

As a result of the creation of the EIG, the role of the MB was taken over by the General Assembly (GA). The GA is the decision-making body of the EIG, composed of the legal representatives of the IMs members. The chairman of the GA is Harald Hotz, ÖBB - Infrastruktur AG, Austria.

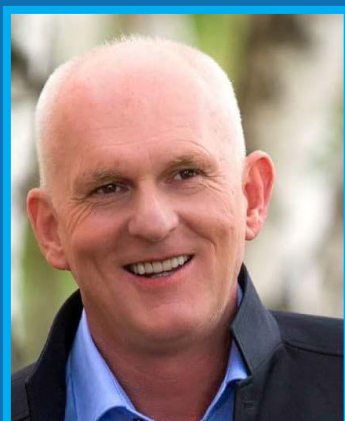
Project Management Office (PMO)

To support the implementation of the AWB RFC and to ensure the functioning of the EIG in relation to all administrative activities, the Project Management Office (PMO) was established as the operational office of the EIG AWB RFC in Ljubljana. The international composition of the management is considered an important requirement to ensure a balanced representation of partners and to strengthen a corridor-oriented perspective that overcomes national perspectives.



Rolla train Bulgaria

The PMO consists of three full time dedicated managers:



MIŠO ROVŠNIK
EXECUTIVE MANAGER

He is a full-time manager seconded from SŽ-I to the EIG of the AWB RFC. As Executive Manager, he leads the PMO and is responsible for managing the AWB RFC in accordance with Regulation 913/2010, monitoring CEF PSA activities, reporting on activities to INEA, preparing the EIG annual budget and managing finances, and presenting results in accordance with the Grant Agreement.



BISERKA KELLER
INFRASTRUCTURE MANAGER

She is a full-time manager seconded from HŽI to the EIG of the AWB RFC. As an infrastructure manager, she is responsible for preparing, publishing and updating the CID and the Implementation plan, collecting the data needed to apply for EU funds, updating and collecting the infrastructure parameters of the Corridor and carrying out all infrastructure activities needed to comply with the provisions of Regulation (EU) 913.



MILAN ŠEGAN
OPERATIONS AND C-OSS MANAGER

He is a full-time manager dedicated to the EIG of AWB RFC and seconded from IŽS. As Operations and C-OSS Manager, he acts as One-Stop Shop for infrastructure capacity applications in accordance with Article 13 of Regulation (EU) No 913/2010, the Framework for Capacity Allocation (FCA) and CID. He handles capacity allocation for pre-arranged train paths and reserve capacity via the C-OSS, C-OSS operation and service quality issues and general customer care, including information on commercial issues.

Coordination Group (CG)

The Coordination Group was established to support the GA and the PMO. It is chaired by the Executive Manager. The aim of the Coordination Group is to clarify and harmonize the positions of the members and to provide support on all issues that do not already fall within the remit of other working groups. The members have a coordinating role for a smooth decision making process. The main task of the Coordination group is to advise and assist the PMO in preparing decisions to be submitted to GA in a way that facilitates the decision-making process.

Working Groups (WGs)

To facilitate the work of the AWB RFC, several working groups have been established for the time being, composed of experts from the infrastructure managers for specific areas:

- WG Marketing and Communication – Head
Miloš Rovšnik
- WG Infrastructure and Interoperability – Head
Biserka Keller
- WG Capacity, Operations & Performance – Head
Milan Šegan





Terminal St. Michael, Austria

Advisory Groups (AGs)

In accordance with Regulation (EU) 913/2010, the AWB RFC Terminal Advisory Group (TAG) and the Railway Undertaking Advisory Group (RAG) are established. The Advisory groups allow interested railway undertakings and terminal owners and operators to participate in the development of the Corridor from a customer perspective.

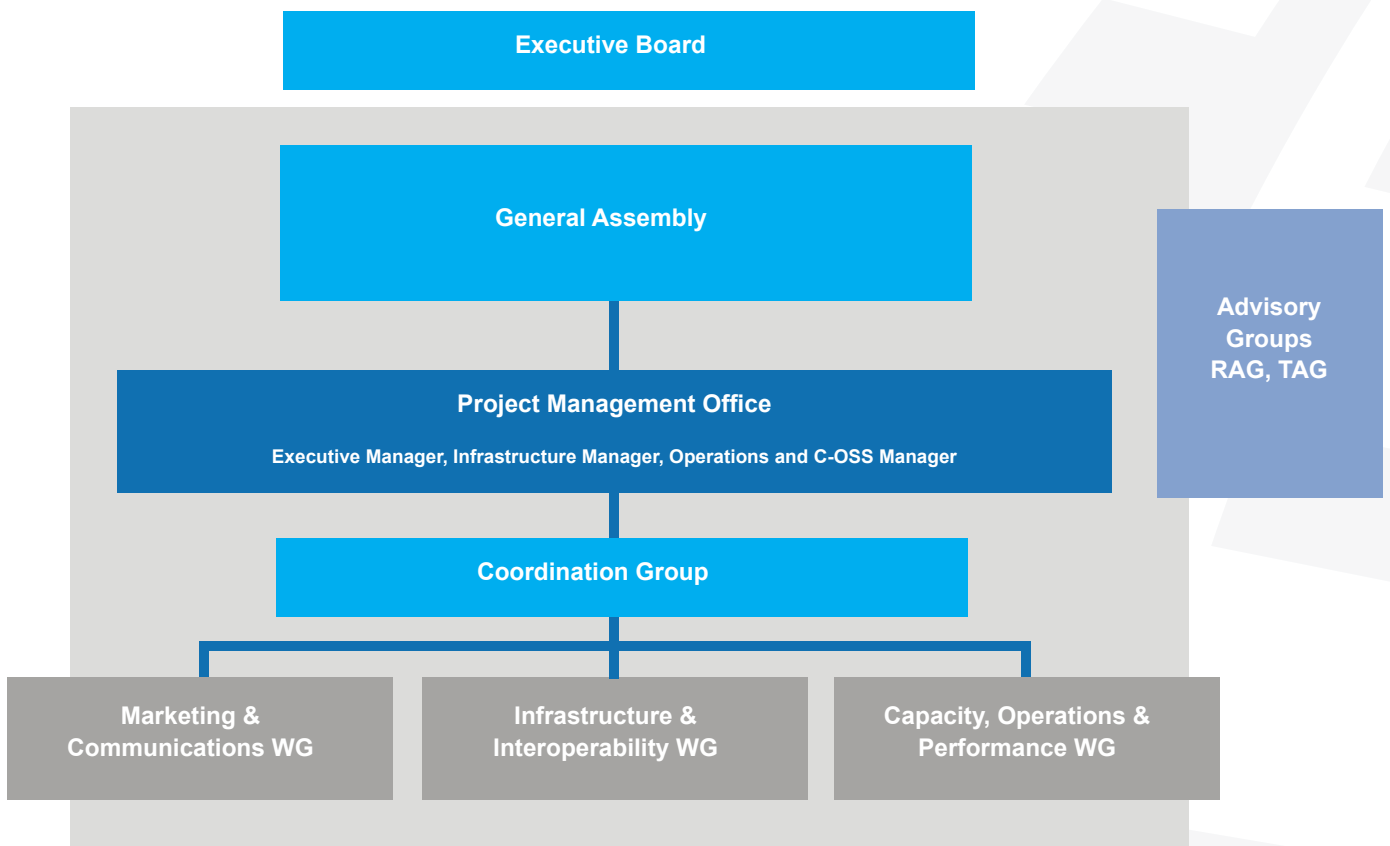
The first TAG /RAG kick-off meeting of Alpine-Western Balkan Rail Freight Corridor was held on 04 April 2019 at the HŽI headquarters in Zagreb. At the meeting the Declaration for the establishment of the two AWB RFC Advisory Groups was signed: Terminal Advisory Group (TAG) and Railway Undertaking Advisory Group (RAG). The Rules of Consultation between Management Board and the Advisory Groups of the AWB RFC/RFC10 were also presented.

At the meeting, Mr. Damjan Pangerc from SŽ- Tovorni promet was appointed as the spokesperson of RAG, who is the contact person with AWB RFC General Assembly. Unfortunately, the TAG spokesperson was not appointed, because there were not enough TAG representatives.

No further TAG RAG meetings were organized in 2019, but in September 2019 the Implementation Plan was sent to TAG RAG members for consultation in accordance with the provisions of the Regulation. As no comments were received, the Implementation Plan was submitted to the ExBo for approval.

In 2020, only one TAG RAG meeting was held as an online meeting due to the COVID-19 outbreak. Not too many participants attended the meeting due to the pandemic situation. The meeting presented the main achievements of the AWB RFC up to that point, such as the new CID format for TT 2022 and the plan to publish it on the RNE NCI portal, which is designed to display all CIDs and NSs in digital form in one place, the AWB RFC joining the RNE CIP, and the Capacity offer for TT 2021 and TT 2022.

AWB RFC's organisational chart



1.3 Documents

In order to establish the AWB RFC and its operational work, it was necessary to introduce a number of documents. Therefore, the members of the AWB RFC prepared and adopted the following documents:

Memorandum of Understanding between IMs

The Memorandum of Understanding between the Railway Infrastructure Managers of Austria, Slovenia, Croatia, Serbia and Bulgaria on the establishment of the Management Board of Alpine Western Balkan Rail Freight Corridor was signed in June 2018.

Memorandum of Understanding between Ministries

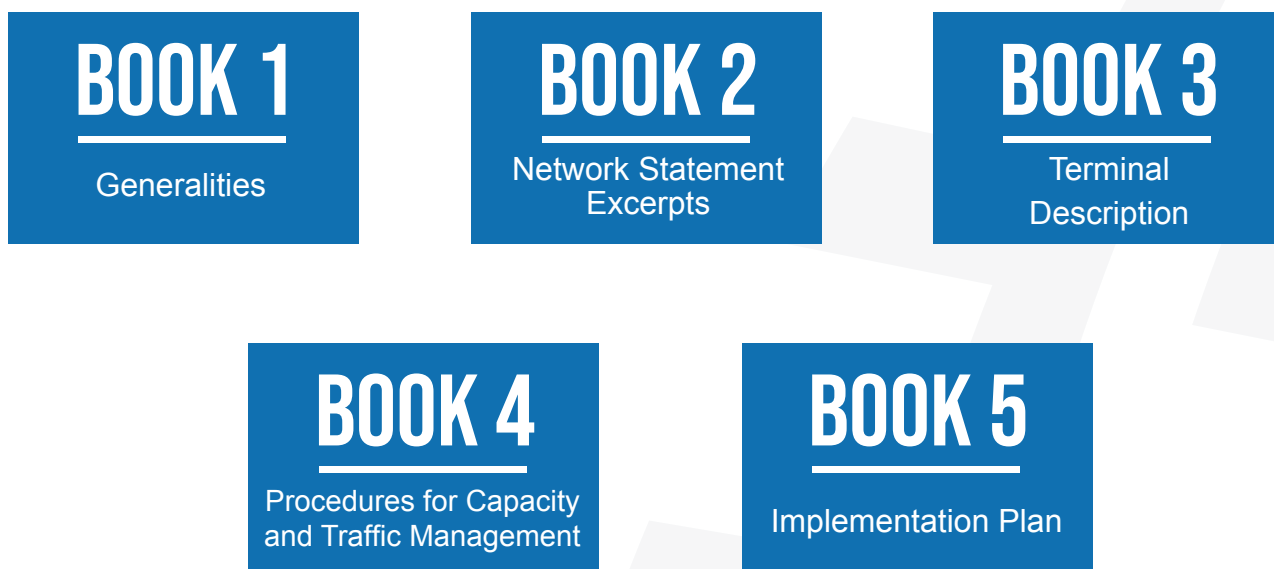
The Memorandum of Understanding between the respective Ministries of Austria, Slovenia, Croatia, Serbia and Bulgaria for the establishment of the Executive Board of the Alpine Western Balkan Rail Freight Corridor was signed in April 2018.



Corridor Information Document (CID)

In line with Article 18 of the Regulation (EU) 913/2010, AWB RFC published the Corridor Information Document (CID) for the purpose of providing all necessary information to the applicants and to the possible users of the AWB RFC.

The CID consists of the following Books:



The first AWB RFC Corridor Information Document was posted on the AWB RFC website on 14 January 2020 and is effective for TT 2020/2021.

Framework for capacity allocation (FCA)

Framework for capacity allocation on the Alpine-Western Balkan Rail Freight Corridor concerns the allocation of pre-arranged paths according to Article 14(3) of Regulation (EU) No 913/2010 and reserve capacity according to Article 14(5) of the Regulation displayed by the Corridor One-Shop-Stop (C-OSS) for freight trains crossing at least one border on the rail freight corridor.

The Framework for capacity allocation on Alpine-Western Balkan Rail Freight Corridor was adopted by a decision of Executive Board in December 2019.

Cooperation Agreement (CA)

Cooperation Agreement between the regulatory bodies situated in the countries of the Alpine-Western Balkan Corridor was adopted in September 2020. According to Article 20 of Regulation (EU) No 913/2010, the regulatory bodies shall cooperate in monitoring competition on the AWB RFC. In particular, they shall ensure non-discriminatory access to the Corridor and shall be the appeal bodies provided for in Article 30(2) of that Regulation.



Main railway line
Zagreb-Vinkovci, Croatia

1.4 Facts and figures

- The operations and activities of Alpine Western Balkan Rail Freight Corridor are carried out in cooperation with five IMs:
 - ÖBB-I (Austria)
 - SŽ-I (Slovenia)
 - HŽI (Croatia)
 - I-ŽS (Serbia)
 - NRIC (Bulgaria)
- The length of AWB RFC includes 2,114 km of principal lines
- AWB RFC includes: 21 intermodal terminals and 12 marshalling yards
- PaPs Capacity Offer for the TT 2020/2021 was 1.51 million path kilometres

2 ACTIVITIES AND ACHIEVEMENTS

During 2020, a wide range of activities were initiated by various working groups and bodies to get the AWB RFC operational. Key activities include:

2.1 C-OSS Activities

Pre-arranged paths (PaPs)

AWB RFC published its first PaPs catalogue for the Timetable 2021 in January 2020. The Catalogue offering includes four (PaPs):

- Two on the route Wels Hbf. – Svilengrad - Wels (route Wels Hbf. - Svilengrad is 1,624.04 km long)
- Two on the route Salzburg Hbf. - Zagreb RK - Salzburg Hbf., connected with RFC 6 (route Salzburg Hbf. - Zagreb RK is 441.97 km long)

PaP requests for Timetable 2021

In April 2020, SŽ - Tovorni promet submitted an application for a train path on the route Beograd Ranžirna - Zagreb RK - Ljubljana Zalog.

According to the calendar, the train will run three times a week. The length of the route is 554.47 km.

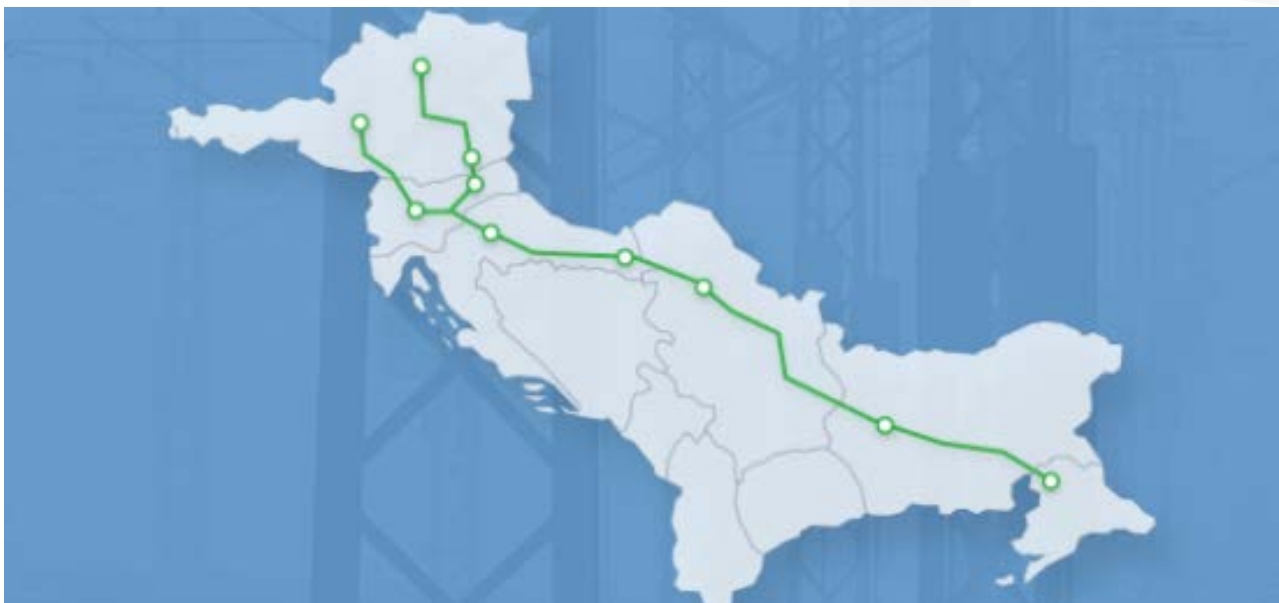
According to the calendar, the train will run three times a week. The length of the line is 554.47 km.

Reserve Capacity (RC)

In October 2020, one train path pair was offered as a capacity reserve on the Jesenice (Maribor) - Svilengrad route for all weekdays.

Due to the infrastructure works on the line section Jesenice - Rosenbach and the organization of the bypass traffic over on the line section Maribor - Spielfeld Strass, OBB Infra could not offer reserve capacity for TT 2021. The works are scheduled to be completed by 7 July 2021.

The RC catalogue was published on the AWB RFC website in October 2020.



2.2 Corridor Information Document (CID)

The CID document was approved by the General Assembly, and Book 5 - Implementation Plan was approved by the Executive Board. Prior to this, the Implementation Plan went through a consultation process among TAG RAG members.

In 2020, AWB RFC actively participated in the RNE CID& NS WG meetings where the new format of CID for TT 2022 was developed. The new CID is structured as a single document with 4 sections, instead of the former Books 1, 2, 3 and 4. Implementation plan (former Book 5) became an annex. At the same time, the common texts and structure of sections 1, 2 and 3 were simplified and updated.

In 2020, RNE also launched a project to develop a new IT tool for digitising CIDs and NSs. The AWB RFC has participated in this project. The goal of this project is to make all CIDs and NSs available in one place and to make it easier to search for the same information in multiple CIDs. The portal is called the Network and Corridor Information Platform (NCI) and is scheduled to go live in 2021.



2.3 Studies

Two studies were conducted. They relate to the market situation and the condition of the railway infrastructure on the AWB RFC:

AWB RFC Market Study

Transport Market Study (TMS) was conducted in 2019. The main objective of the study was to determine the current conditions of the freight market on the AWB RFC along with short and long term freight traffic forecasts. It also proposed to measure the expected modal shift from road to rail.

AWB RFC Capacity Improvement and Operational Bottleneck Study

The purpose of the Capacity Improvement and Operational Bottleneck Study was to identify capacity constraints and propose measures needed to overcome these constraints and increase the capacity of the Corridor. The study was completed in November 2020.



Investments on the corridor,
railway road overpass, station
Stara Pazova, Serbia

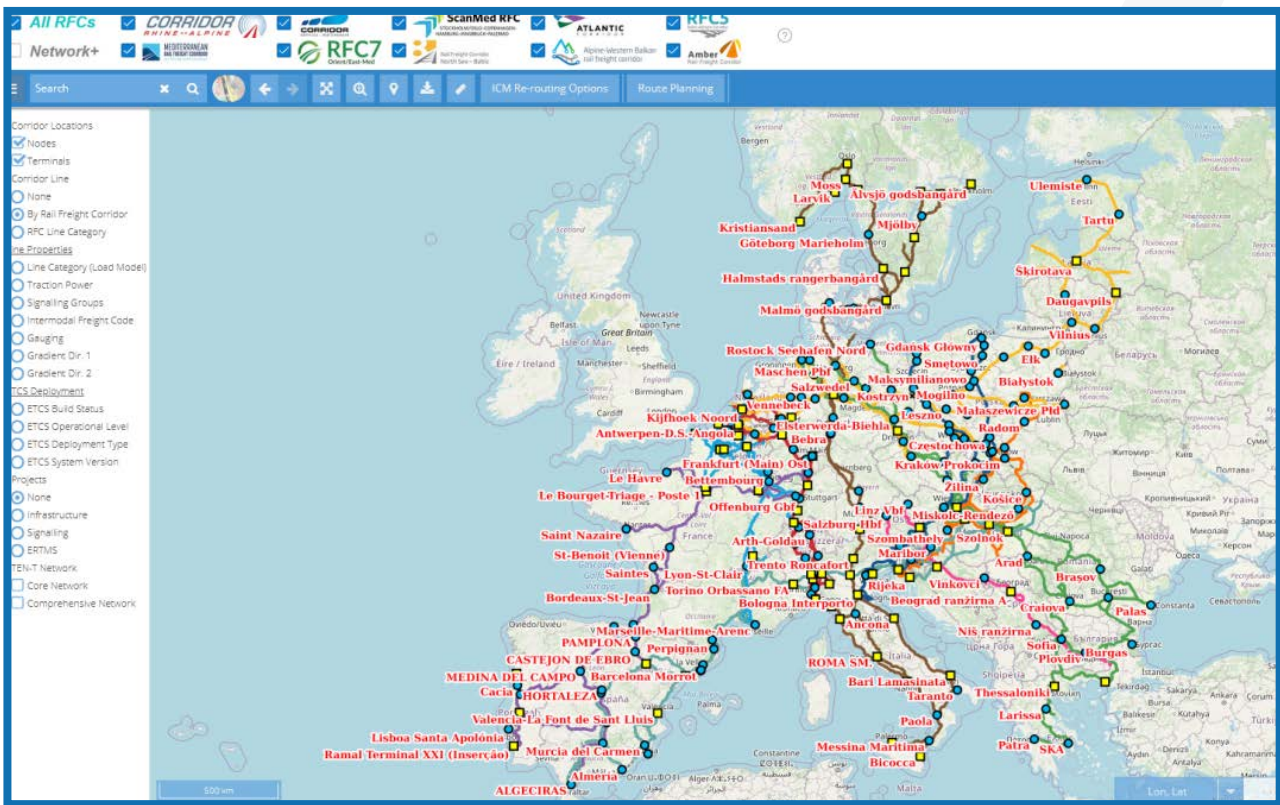
2.4 Customer Information Platform (CIP)

At the end of 2020, AWB RFC became part of the Customer Information Platform (CIP) operated by RailNetEurope. This is the online platform where applicants can find all documents relevant to all RFCs as well as information on RFC routing, route characteristics, nodes, terminals as well as infrastructure investment projects and possible rerouting options in case of disruptions.

This project was carried out with the support of IMs and RNE and funded by European Union under the AWB RFC PSA.

The CIP can be accessed free of charge and without user registration at the following link:

<http://info-cip.rne.eu/>



2.5 Train Information System (TIS)

As IŽS is the only IM on the AWB RFC that is not involved in TIS, it was decided that IŽS will strive to be part of this RNE platform. Therefore, the first meeting between the RNE and IŽS took place in July 2020 with the topic “Mapping of the railway

corridor through the Republic of Serbia”. During the first meeting, the experts from RNE presented the IT tools to the colleagues from the IŽS, and in particular:

- Central Reference Database (CRD) / Big Data,
- Train Information System (TIS),
- Customer Information Platform (CIP).



The digitization of the IŽS infrastructure and all the data of the topological network of the IŽS have been imported into the central RNE database with the great help of the RNE expert team. Thus, the IŽS rail network has become visible to all carriers and

operators in Europe. The input of IŽS data into the CIP is also in its final phase and will be completed in 2021.

2.6 International Contingency Management (ICM)

Incidents on railway infrastructure always have an impact on railway operations. Most incidents are dealt with at regional or national level by the infrastructure manager responsible. If trains on networks of neighbouring infrastructure managers are affected, the traffic management of the neighbouring infrastructure managers is informed directly and involved in the incident management process. This

process is common practise between infrastructure managers in Europe.

The ICM International Contingency Management document for AWB RFC is in preparation and will be published on the AWB RFC website in 2021.



Freight train in Slovenia

2.7 Key Performance Indicators (KPIs)

The KPIs, commonly applicable to all RFCs, were developed by RNE. They are divided into three groups:

- Capacity management (volume of PaPs offered, requested, pre-booked, allocated, RCs, average planned speeds).
- Operations (punctuality at origin, at destination, total number of trains on the RFC).
- Market development (total number of freight trains per border and ratio between allocated trains via C-OSS and total allocated trains on RFC).

The monitoring of the KPIs on AWB RFC has started with the KPI Capacity management. Monitoring of the other KPIs will start when the Corridor becomes operational in TT 2021.

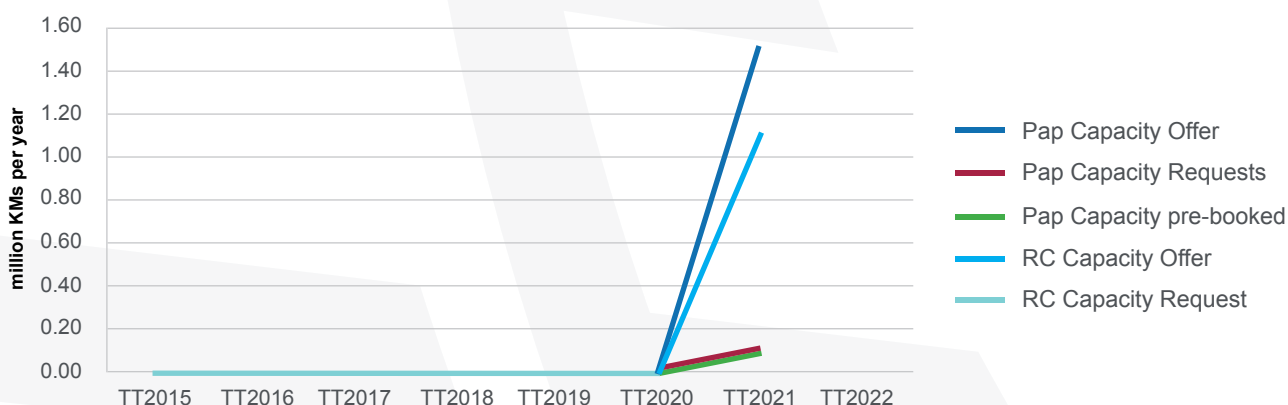
The AWB RFC KPIs for Capacity management for TT 2020/2021 are as follows:

- PaP Capacity Offer 1.51 million path km
- PaP Capacity Requests 0.09 million path km
- PaP Capacity pre-booked 0.09 million path km
- RC Capacity Offer 1.09 million path km

The common KIPs for all RFCs are available on RNE website: <https://rne.eu/rail-freight-corridors/rfc-kpis/>

RFC10	TT2015	TT2016	TT2017	TT2018	TT2019	TT2020	TT2021	TT2022
Pap Capacity Offer	0.00	0.00	0.00	0.00	0.00	0.00	1.51	
Pap Capacity Requests	0.00	0.00	0.00	0.00	0.00	0.00	0.09	
Pap Capacity pre-booked	0.00	0.00	0.00	0.00	0.00	0.00	0.09	
RC Capacity Offer	0.00	0.00	0.00	0.00	0.00	0.00	1.09	
RC Capacity Request	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

KPI Volume of Capacity



2.8 User Satisfaction Survey (USS)

In 2020, the AWB RFC participated for the first time in User Satisfaction Survey (USS) under the umbrella of RFC Network. The goal of the survey is to work closely with RFCs users in such a way that their responses determine their satisfaction with the RFC's offerings. At the same time, the survey provides an overview of the expectations for the further design of the offers and services of the RFCs.

The results of the USS survey for the AWB RFC are as follows:

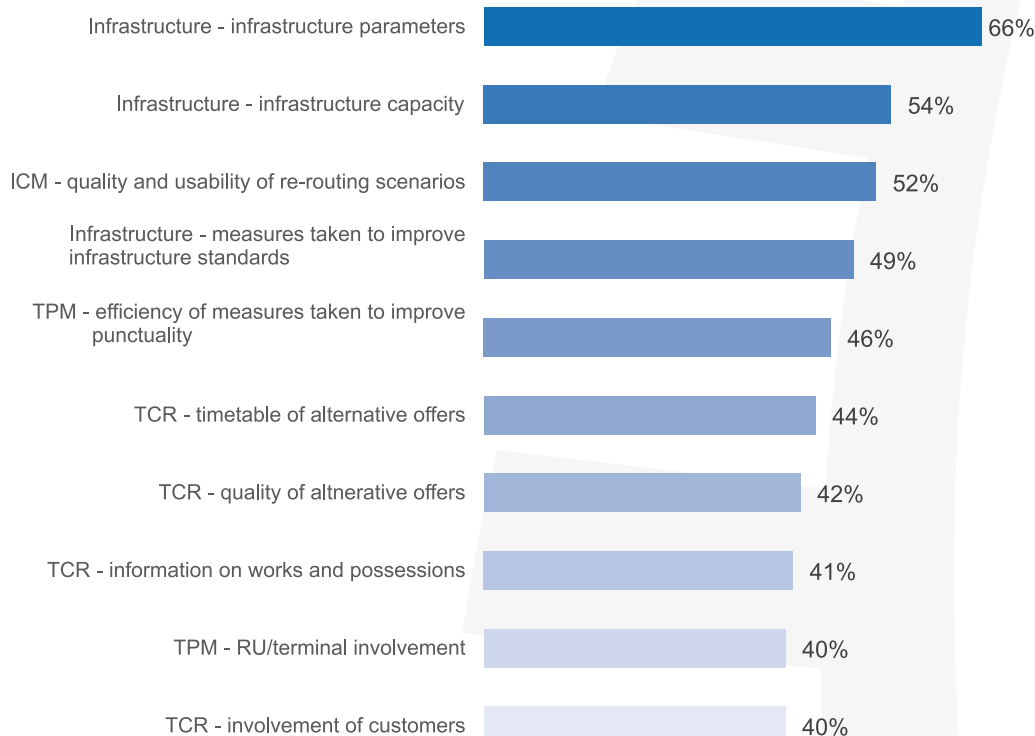
SUMMARY – TOP 10 FOCUS TOPICS

All respondents

- » Top 10 of focus topics chosen
- » Answered by: RUs/non-RUs, Terminals/Ports
- » Different sample sizes on every topic (answered by RUs&Terminals 134, answered by RUs only 106)

3 Most important topics

1. Infrastructure parameters
2. Infrastructure capacity
3. ICM re-routing scenarios



2.9 TTR Pilot project

In 2020, the AWB RFC General Assembly decided to implement the TTR Pilot Project on AWB RFC. It was agreed to extend the TTR Pilot Project already existing in Austria to Slovenia. The project will start with the preparation of Capacity model in 2021,

converting the Capacity model into a train path in 2022 and the implementation in 2023. In October 2020, the kick-off meeting between ÖBB-I and SŽ-I took place to start the project.

2.10 RFC Network joint projects

In spring 2020, the RFC Network started preparing a list of common projects relevant for facilitating and improving rail freight transport and eligible for EU financial support. AWB RFC has been actively involved in the preparation some of the projects

and has shown initial interest in some of them, such as “Cross-border harmonization and reduction of dwelling time” and “ILEA - Improving Links to Euro Asian Landbridges”. The development of project management plans will follow in 2021.

2.11 AWB RFC project “Reducing the dwelling border times ”

As border dwelling times are generally too long, the AWB RFC has decided to implement the “ Reducing the dwelling border times ” project at border crossings along the AWB RFC to explore the processes that influence the overrun of scheduled border stopping

times and not only the overrun, but also the scheduled border stopping times. Project development planning will begin in early 2021.

2.12 Memorandum of Understanding on the Strategic outlook and expectations of the Alpine-Western Balkan Rail Freight Corridor activities

In 2020, ExBo drafted the “Strategic outlook and expectations of the AWB RFC activities” which should be signed between ExBo and GA as a Memorandum of Understanding on Strategic outlook and expectations of the Alpine-Western Balkan Rail Freight Corridor activities, in 2021.



3 FUNDING

The establishment and operation of the AWB RFC is funded equally by all IMs that belong to the Corridor through the payment of membership fees. For its establishment, the AWB RFC also received financial support from European Commission under the Connecting Europe Facility (CEF) - Transport Sector for the action "Establishment of Alpine-Western Balkan Rail Freight Corridor RFC 10", action number 2016-PSA-RFC10 for the period 01.01.2018. - 31.12.2020.

The Action concerns the implementation of activities for the establishment and development of the AWB RFC in accordance with the provisions of Regulation (EU) No 913/2010 along the route Salzburg - Villach - Ljubljana - Zagreb / Wels/Linz - Graz - Maribor - Zagreb/ - Vinkovci/ Vukovar - Tovarnik - HR / SRB border - Beograd - SRB/BG border - Sofia - Svilengrad - BG /TR border according to Commission Implementing Decision C(2018)1625 of 22/03/2018.

The Action has four beneficiaries - national infrastructure managers from four Member States: Slovenia, Austria, Croatia and Bulgaria and one affiliated beneficiary - EIG AWB RFC.

The general objective of the Action was to establish and have the Corridor operational at the latest two years after the adoption of the Commission

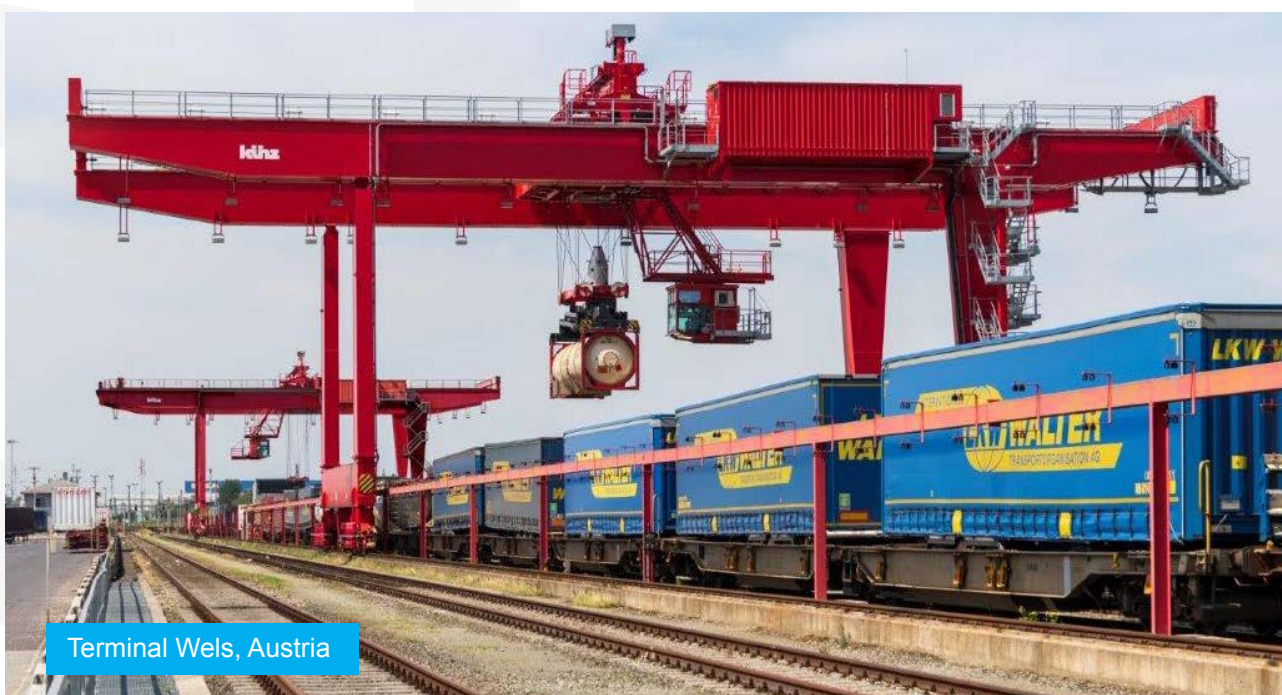
Implementing Decision, as defined by Article 5(6) of the RFC Regulation, providing optimal rail freight transport services, increasing rail transport competitiveness and bringing socio-economic and environmental benefits.

As the bodies of the AWB RFC had not yet been established at the time of the Call for PSA grant, SŽ-I was nominated to apply for funding on behalf of all IMs concerned. The funds were allocated and Grant Agreement with INEA was signed by Director General of SŽ-I, who acted as a coordinator of all IMs for the purposes of signing this Agreement.

In 2020, the two amendments to the PSA Grant Agreement were signed:

- AWB RFC's EIG is considered as an affiliated entity for the purposes of the Grant Agreement signed on 12.03.2020.
- The extension of the end date of Grant Agreement is extended to 31/12/2021, signed on 03/12/2020.

As per the terms of Grant Agreement, almost all milestones have been achieved. Due to the outbreak of COVID -19, there have been some minor delays in milestones, such as the AWB RFC event, which has been postponed to 2021.



Terminal Wels, Austria

4 COOPERATION WITH OTHERS

AWB RFC cooperates with other institutions related to its activity, such as:

RAILNETEUROPE (RNE)

AWB RFC became a member of RNE on 4 December 2019.

RNE is a Europe-wide organization for the facilitation of international business. RNE provides a coordination platform for RFC organizations to jointly develop harmonized processes and tools for the benefit of applicants as well as IMs and ABs that are part of multiple RFCs.

AWB RFC actively participates in all RNE working groups related to RFC work such as: CIDs & NSS WG, CIP Development WG, CIP Change Control Board, Capacity Management Advisory Group, RFC KPI Coordination Group, PCS Training and RFC High Level Group.

RFC NETWORK

In 2020, AWB RFC joined the RFC Network and participate regularly in its meetings and activities.

The RFC Network is a platform in which all RFCs participate and through which they share their common views on issues related to the work of the RFCs, with the aim of harmonizing procedures and tools and achieving greater harmonization between the different implementation approaches of the RFCs.

Within the RFC Network, certain activities are carried out in the working groups, such as WG Marketing and WG for User Satisfaction Survey.

AWB RFC actively participates in all RFC Network activities.



Annex: Abbreviations

AB	Allocation Body
AKOS	Agency for Communication Networks and Services of the Republic of Slovenia
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
COLPOFER	Association of railway security managers and railway transport police forces
EC	European Commission
EIG	Economic Interest Grouping
ExBo	Executive Board
FCA	Framework Capacity Allocation
GA	General Assembly
HŽI	Hrvatske Željeznice Infrastruktura d.o.o
ICM	International Contingency Management
IM	Infrastructure Manager
IŽS	Infrastruktura Željeznice Srbije d.o.o
IP	Implementation plan
MB	Management Board
NExBo	Network of the Executive Boards
NRIC	National Railway Infrastructure Company,
ÖBB-I	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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