



Alpine-Western Balkan
rail freight corridor

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Annual Report 2025

ÖBB
INFRA

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 **HŽ INFRASTRUKTURA**

 **Infrastruktura
Srbije**


**ДТ НАЦИОНАЛНА КОМПЕТЕН
РЕГУЛИРНА ИНФРАСТРУКТУРА**



DEAR READER

The Alpine-Western Balkan Rail Freight Corridor (AWB RFC) is at a transformative stage. As a key link between Central Europe, the Western Balkans and the Eastern Mediterranean, the Corridor is undergoing substantial enlargement. Nine additional Infrastructure Managers and one Allocation Body (AB) are invited to join the existing partnership: Greece, Italy and Hungary - experienced EU members already active in other Rail Freight Corridors - together with new partners from Albania, Kosovo¹, Montenegro, North Macedonia and Bosnia and Herzegovina. This expansion will align with the Western Balkans - Eastern Mediterranean European Transport Corridor (WBEM ETC).

The enlarged Corridor will gain significantly in strategic importance. Connecting more ports and integrating more Infrastructure Managers will boost its relevance for international freight flows, in line with the EU Port Strategy and its focus on sustainable connectivity.

The Western Balkan region faces significant challenges. Substantial infrastructure investments are needed, while differences in technical standards, legal frameworks and safety regulations still hinder smooth rail operations. All stakeholders are challenged to advance progress on interoperability and capacity to support the EU's modal shift ambitions.

In this demanding environment, better capacity allocation and effective capacity management are of utmost importance to provide reliable and attractive train paths for railway undertakings. At the same time, improving cross-border cooperation through dedicated projects remains essential. Concrete initiatives, such as the ongoing efforts to reduce dwell times at the Tovarnik-Šid border crossing, demonstrate how targeted collaboration can contribute to enhancing train performance and corridor attractiveness.

Close cooperation remains vital. The Corridor is committed to pragmatic solutions. Following the introductory meeting in March 2025, working groups have been opened to new partners. A step-by-step approach with strong ministerial support is key to success. At the same time, the Corridor is transitioning to align with the requirements of the European Transport Corridors.

This Annual Report presents the past year's results and the outlook ahead. We look forward to close cooperation with all partners to build a stronger, more competitive and sustainable rail freight network.

Helga Steinberger

Chairwoman of the Alpine-Western Balkan Rail Freight Corridor

¹ This designation is without prejudice to positions on status and is in line with UNSCR 1244 (1999) and the ICJ Opinion on the Kosovo declaration of independence.



DEAR PARTNERS

The adoption of Regulation EU 2024/1679 expanded the geography of our transport corridor. The process of integration of the additional countries and their infrastructure managers within the framework of the Alpine – Western Balkan Rail Freight Corridor (AWB RFC) has practically started in 2025. Along with the countries with extensive experience with the RFC, new members, for whom the corridor will be a completely new and unfamiliar challenge, are about to join. The future structure includes countries from the Western Balkans that are not EU members, and whose understanding for the processes of capacity allocation, traffic management, operational procedures and train performance monitoring differs significantly. The gap between sections with modern and developed railway lines with huge traffic and those with older infrastructure, single-track railway lines with outdated equipment and limited capacity within the AWB RFC is deepening. This leads to increasingly extensive sections of the corridor where significant construction work is carried out to reduce these differences in the quality of the railway infrastructure and achieve interoperability. Infrastructure managers are faced with a difficulty to develop and modernize the infrastructure and to provide a capacity for international freight services at the same time. The need to use alternative routes is increasing and a change in the way of working for both infrastructure managers and railway undertakings is required very often. Many times, the alternative routes have lower parameters, making them unsuitable for modern freight traffic requirements, which reduces the attractiveness of rail transport compared to road transport. Nowadays, international freight traffic is highly interconnected and infrastructure problems in one network immediately generate delays and inefficiencies in the entire corridor network.

To meet all these challenges, close cooperation between infrastructure managers, railway undertakings, ministries and all other stakeholders in the field of railway transport is essential. The most appropriate stage for implementing this cooperation is AWB RFC, where all current and future members have the opportunity to contribute to the development of railway connectivity between the countries of Central Europe and the Balkans.

Apostol Hristov

Deputy Chairman of the Alpine-Western Balkan Rail Freight Corridor



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1. INTRODUCTION

The Alpine-Western Balkan Rail Freight Corridor (AWB RFC) is a cooperative framework currently comprising five railway infrastructure managers: ÖBB-Infrastruktur AG (Austria), SŽ-Infrastruktura (Slovenia), HŽ Infrastruktura (Croatia), Infrastruktura železnice Srbije (Serbia), and NRIC (Bulgaria). Together, these partners jointly manage and develop the Rail Freight Corridor along the South-East European axis.

The Corridor is developed in line with Regulation (EU) No 913/2010, which establishes a European rail network for competitive freight, as well as Commission Implementing Decision (EU) 2018/500, with the objective of meeting increasing customer expectations and improving the conditions for efficient, competitive, sustainable, and reliable rail freight transport.

At present, the AWB RFC connects five countries and provides a fast and seamless rail freight route through the Western Balkans. Further expansion is foreseen in the near future. In this context, the revision of the TEN-T Regulation is expected to extend connectivity across all countries of the Balkan Peninsula, up to the borders with Turkey. The AWB RFC aims to leverage the region's freight potential and strengthen transport connections towards Turkey and the wider Middle East.

In accordance with Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the Trans-European Transport Network (TEN-T), which also amends Regulation (EU) No 913/2010 on Rail Freight Corridors, the AWB RFC is expected to undergo further expansion in 2026 through the inclusion of new members. This development will reflect the significantly broadened scope of the Corridor and will ensure the participation and coordination of all countries of the Western Balkans. By extending its membership base, the Corridor will further strengthen regional integration, enhance cross-border cooperation, and support the continued development of efficient and seamless rail freight transport within the wider European transport network framework.

The AWB RFC is committed to enhancing business opportunities and strengthening rail freight services for customers and stakeholders across the region. To this end, governments and railway infrastructure managers continuously invest in and improve the Corridor's infrastructure and operational performance.

1.1. Governance

Regulation (EU) No 913/2010 defines a two-level governance structure for Rail Freight Corridors.

1.1.1. The General Assembly

The General Assembly (GA) is the key governing body of the corridor and plays a central role in supervising its development and strategic direction. It is composed of national experts acting as legal representatives of the corridor members, ensuring coordinated decision-making at the highest level. While the General Assembly is responsible for the overall governance and key decisions regarding the operation of the corridor, the day-to-day activities, projects, and implementation tasks are carried out by the Project Management Office team.

The General Assembly serves as the main decision-making body of the corridor and meets four times per year. In this capacity, it adopts key decisions related to the functioning, development, and strategic priorities of the corridor.

Representatives of the General Assembly

- **Chairwoman Helga Steinberger**, ÖBB-Infrastruktur AG, Austria
- **Deputy Chairman Apostol Hristov**, National Railway Infrastructure Company, Bulgaria
- **Silva Kristan**, SŽ Infrastruktura, Slovenia
- **Anto Krajina**, HŽ Infrastruktura, Croatia
- **Marko Jeremić**, Infrastruktura železnice Srbije, Serbia



1.1.2. The Executive Board

The Executive Board (ExBo) is the highest governing body of the corridor and is composed of representatives of the relevant Ministries.

The current members of the Executive Board are as follows:

Madam Chair Vlasta Kampoš Jerenec, Ministry of Infrastructure of the Republic of Slovenia
Sebastian Steinbrecher, Ministry for Transport, Innovation and Technology, Republic of Austria
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

In accordance with Article 8 of Regulation (EU) No 913/2010, the Executive Board of the AWB RFC was established on 22 March 2018 by a Commission Implementing Decision. Pursuant to its Internal Rules of Procedure, the Executive Board takes decisions by mutual consent and is responsible for adopting the decisions provided for under the Regulation, which are legally binding and directly applicable.

The expansion of the Executive Board is expected to be carried out in accordance with Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the Trans-European Transport Network (TEN-T), which also amends Regulation (EU) No 913/2010 on Rail Freight Corridors. Such expansion will reflect the substantially broadened membership of the corridor, aimed at ensuring the participation and coordination of all countries of the Western Balkans, thereby strengthening regional integration and cooperation within the corridor framework.



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 Train Paths (PaPs).

Capacity offer for Timetable 2025/2026

The PaP Catalogue for Timetable 2026 was published on 13th January 2025 on the AWB RFC's website and was also accessible in the RNE Path Coordination System (PCS) for orders.

Thirty (30) Pre-arranged Paths were offered for the timetable period 2025/2026

Overview of offered PaPs with PaP IDs, routes, running days and kilometres for TT 2025/2026

Direction	PaP ID	PaPs offer route TT 2025/2026								
		Route	M	T	W	T	F	Sa	Su	Offered km
S-N	C610NP601	Svilengrad – Dugo Selo	x	x	x	x	x	x	x	401.328,20
	C610NP603	Beograd Ranžirna - Ljubljana Zalog		x			x			57.935,28
	C10NP6SvMa5	Svilengrad - Maribor Tezno			x					67.587,00
	C10NP6ZgJ7	Zagreb Žitnjak - Ljubljana Zalog	x	x	x	x	x	x	x	52.900,12
	C10NP6MaWe9	Maribor Tezno - Wels CCT	x	x	x	x	x			85.748,00
	C910NP02	Ljubljana Moste - Salzburg Hbf	x	x	x	x	x			77.147,20
	C7910NP02	Svilengrad - Granitsa Ruse	x	x	x	x	x	x	x	185.650,92
	C7910NP04	Svilengrad - Granitsa Ruse	x	x	x	x	x	x	x	185.650,92
	C7910NP06	Svilengrad - Granitsa Ruse	x	x	x	x	x	x	x	185.650,92
	C7910NP08	Svilengrad - Granitsa Ruse	x	x	x	x	x	x	x	185.650,92
	C7910NP10	Svilengrad - Granitsa Ruse	x	x	x	x	x	x	x	185.650,92
	C7910NP12	Svilengrad - Granitsa Ruse	x	x	x	x	x	x	x	185.650,92
	C7910NP14	Iliantsi - Granitsa Vidin	x	x	x	x	x	x	x	99.109,92
	C7910NP16	Kulata - Granitsa Ruse	x	x	x	x	x	x	x	226.983,12
	C7910NP18	Svilengrad - Iliantsi	x	x	x	x	x	x	x	108.624,88
N-S	C610NP602	Ljubljana Zalog - Beograd Ranžirna			x			x		58.039,78
	C10NP6MaSv4	Maribor Tezno - Svilengrad				x				67.587,00
	C610NP604	Dugo Selo - Svilengrad	x	x	x	x	x	x	x	401.328,20
	C10NP6LjZg8	Ljubljana Zalog - Zagreb Žitnjak	x	x	x	x	x	x	x	52.951,08
	C10NP6WeMa10	Wels CCT - Maribor Tezno	x	x	x	x	x	x		102.897,60
	C910NP01	Salzburg Hbf - Ljubljana Moste		x	x	x	x	x		77.147,20
	C7910NP01	Granitsa Ruse - Svilengrad	x	x	x	x	x	x	x	185.650,92
	C7910NP03	Granitsa Ruse - Svilengrad	x	x	x	x	x	x	x	185.650,92
	C7910NP05	Granitsa Ruse - Svilengrad	x	x	x	x	x	x	x	185.650,92
	C7910NP07	Granitsa Ruse - Svilengrad	x	x	x	x	x	x	x	185.650,92
	C7910NP09	Granitsa Ruse - Svilengrad	x	x	x	x	x	x	x	185.650,92
	C7910NP11	Granitsa Ruse - Svilengrad	x	x	x	x	x	x	x	185.650,92
	C7910NP13	Granitsa Vidin - Iliantsi	x	x	x	x	x	x	x	99.109,92
	C7910NP15	Granitsa Ruse - Kulata	x	x	x	x	x	x	x	226.983,12
	C7910NP17	Iliantsi - Svilengrad	x	x	x	x	x	x	x	108.624,88
Total offered PaPs km for TT2025/2026										4.599.843,54

Geographical overview of offered PaPs for TT 2025/2026



Direction	RC PaP ID	RC offer for TT 2025/2026								
		Route	M	T	W	T	F	Sa	Su	Offered km
S-N	C10RC6SvSi4	Svilengrad - Šid	x	x	x	x	x	x	x	301.282,80
	C10RC6SiLjZ2	Šid - Ljubljana Zalog		x	x		x	x		91.188,78
N-S	C10RC6LjZSi1	Ljubljana Zalog - Šid	x			x			x	68.052,65
	C10RC6SiSv3	Šid - Svilengrad	x	x	x	x	x	x	x	301.282,80
Total offered RC km TT2025/2026										761.807,03

2.2. Infrastructure documents

Since the new TEN-T Regulation (Regulation (EU) 2024/1679 on Union guidelines for the development of the trans-European transport network) has been introduced in the mid of 2024, the process of alignment and transition of the Alpine-Western Balkan RFC to a new Western Balkans – Eastern Mediterranean RFC has also begun. In the second half of 2024 RFC Network, having in mind a new TEN-T Regulation and need for the RFCs alignment, decided to extend Transport Market Study 2024 Update with the Study on the Extension of the 11 RFCs 2024 Joint TMS Update to the Rail Freight Network belonging to the European Transport Corridors established by Regulation (EU) 2024/1679 and with the Executive Summary for each of nine new corridors. All activities were led and coordinated by RNE and RFC Network. Western Balkans – Eastern Mediterranean ETC Freight Corridor Executive Summary was completed and delivered in 2025 and excerpts from this Study are included in the draft of a new WBEM RFC Implementation Plan.

The AWB RFC regularly publishes the Corridor Information Document (CID) for the next timetable period once a year, as the main corridor's document that contains corridor description, corridor organisation, description of the IT tools used in managing corridor work (PCS, TIS, CIS, CIP/RIS, NCI), Network Statements excerpts, Terminal description, procedures for capacity allocation by the Corridor-One Stop Shop manager, Temporary Capacity Restrictions (TCRs), Traffic Management and Train Performance Management 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 characteristics of the freight corridor (including bottlenecks), measures to improve the organisation, management and performance of the freight corridor, elements of the Transport Market Study (TMS), objectives for the freight corridor (especially in terms of performance), measures to implement coordination of works, capacity allocation on the corridor, traffic management (regularly and in case of disturbance), conditions of use and quality of service on the corridor, views and assessment of the advisory groups and results of consultation process with the advisory groups on investment plan. We believe that the AWB RFC Implementation Plan update for timetable period 2025/2026, published in January 2025, will be the last one and from 2027 onwards a new WBEM RFC Implementation Plan will be published.

The AWB RFC CID, as well as the Implementation Plan update, for the timetable period 2025/2026, were published on the AWB RFC's website in January 2025 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).



In 2025 we worked intensively on a new Western Balkans – Eastern Mediterranean RFC Implementation Plan. It is quite challenging and demanding task, because differences between AWB RFC and WBEM RFC are significant. Since WBEM RFC includes five more Western Balkans countries (Serbia already is the member of the AWB RFC), data needed to complete the Implementation Plan are mainly not available so far. Therefore, it is expected to have a finished WBEM RFC Implementation Plan during 2026, but probably it will not be completed due to the missing data from certain countries.



Overview of the Western Balkans – Eastern mediterranean RFC

	AWB RFC	WBEM ETC
Countries	5	13 (7 EU and 6 non -EU)
Infrastructure Managers	5	14 (+ 1 Allocation Body)
Border crossings	5 (3 internal EU borders)	17 (4 internal EU borders)
Seaports	0	11
River ports	3	6
Terminals	21	Data not fully available yet
Marshalling yards	12	Data not fully available yet

Differences between AWB RFC and WBEM RFC in figures

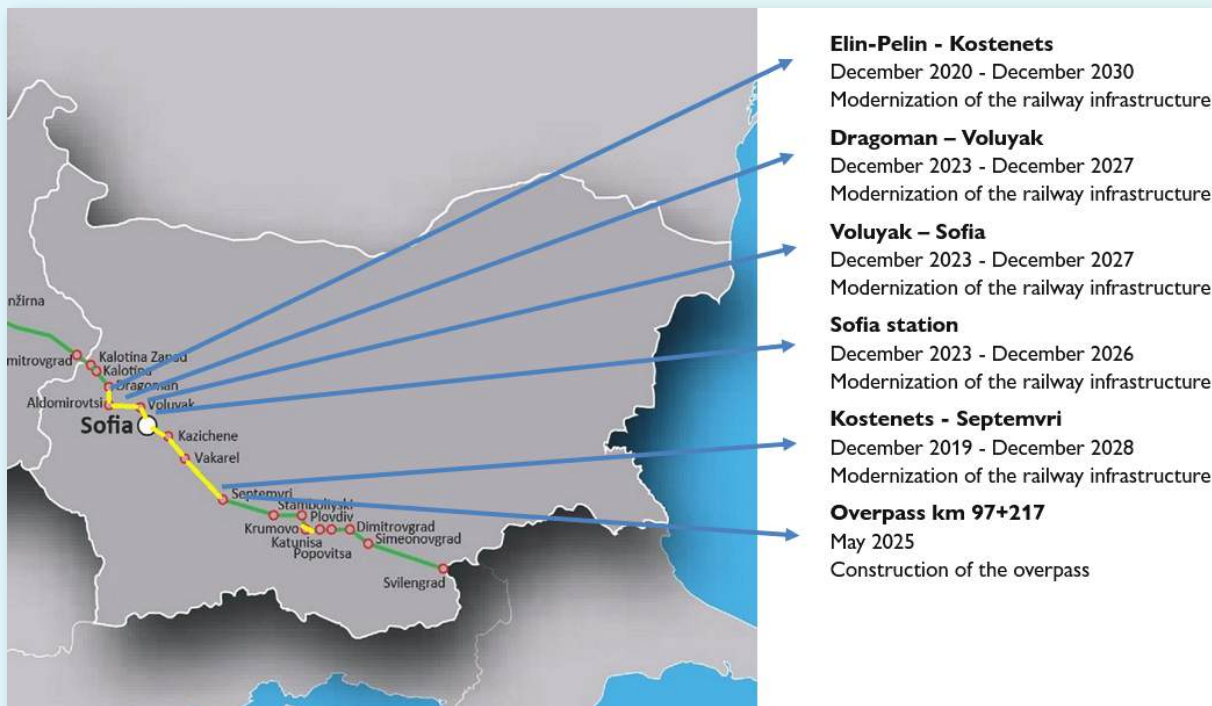
2.3. Temporary Capacity Restrictions (TCRs)

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/August. 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 2025-2026 were published in December 2024 and updated in August 2025.

For publishing TCRs along the corridor, AWB RFC uses RNE's TCR template. All TCRs are published in a table form and as geographical overview of the TCRs by each country.

IM	ID	Section	Direction	Line	From		To		Period from		Period to		Duration	Time of day	Reason for restriction	Traffic impact				
					From	To	From	To	Date from	Time from	Date to	Time to				Time of day	Impact			
ÖBB infra	81-B-87733	Wien Hbf-Südosttangente (in Wbf)-Staatsgrenze nächst Spielfeld-Sträß - (Senti), Graz Dör Boso (in G)-Klagenfurt Hbf (in K), Wernsdorf (in W)-Abzw Knoten Weizendorf	<->	Graz-Puntigam	Abzw Knoten Weizendorf			2026	2026	13	33	16.06.2026	00:00	16.06.2026	24:00	1 day	continuous	Others	T	LT
ÖBB infra	81-B-91743	Bruck a.d.Mur (in Br)-Staatsgrenze nächst Thon-Maglern - (Tarvisio E), Knoten Wagram (in Woi)-Salzburg Hbf (in Sg), Linz Hbf (in Lz)-Gauberg, Wien Maudling (in Wof)-Linz Hbf (in Lz), Linz Hbf (in Lz)-Salzthal (in St), Abzw Ast 3-Linz Hbf (in Lz), Abzw Str 27113 West (in Wst)-Linz Vbf-Stadtthafen (in Lzv)	<->	Niklasdorf	-			2026	2026	15	28	15.06.2026	21:00	09.07.2026	05:00	23 days + 8,0 h	periodically	Others	T	LT
ÖBB infra	81-B-88301	Linz-Linz Vbf-Stadtthafen (in Lzv)	<->	Üst Lz 2	Linz Kleinmünchen Abzw Ast 1 Grenze ÖBB-LUO			2026	2026	13	13	29.03.2026	01:00	29.03.2026	04:00	2,0 h	continuous	Miscellaneous	T	LT
0079	791001		<->	Kriko	Kriko			2025	2026	3	10	2025	8:00:00	26.7.2026	20:00:00	296 days 12 hours	continuous	station tracks		
0079	791003		<->	Trbovlje	Trbovlje			2025	2025	18	10	2025	7:00:00	31.12.2025	19:00:00	74 days 12 hours	continuous	station tracks		
0079	791003		<->	Ljubljana	Ljubljana			2024	2026	10	11	2024	7:00:00	31.8.2026	19:00:00	659 days 12 hours	continuous	station tracks		
0079	791004		<->	Jasenice	Jasenice			2026	2027	6	2	2026	7:00:00	27.9.2027	19:00:00	598 days 12 hours	continuous	station tracks		
0079	791002		<->	Sevnica	Sevnica			2026	2026	18	6	2026	10:00:00	31.12.2026	19:00:00	195 days 9 hours	continuous	station tracks		
0079	792001		<->	Medvode	Škofja Loka			2025	2025	1	8	2025	7:00:00	17.8.2025	22:00:00	16 days 15 hours	continuous	maintenance		

Overview of the TCRs in table form (example)

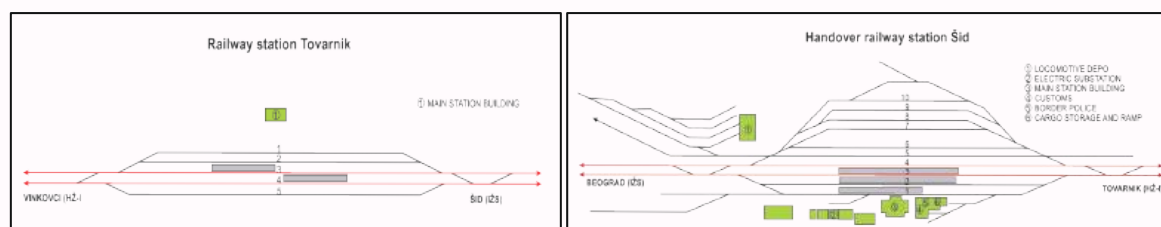


Overview of the TCRs in map form (example)

2.4. AWB RFC projects on reducing the dwelling times on borders

AWB RFC has a total of five border crossings, two of which are located at the borders between EU and non-EU countries. Lengthy cross-border procedures at these crossings, the requirement for every international freight train to stop at least twice (at border stations on both sides of the border), insufficient coordination between neighbouring Infrastructure Managers (IMs) and partner Railway Undertakings (RUs), as well as limited infrastructure capacity at border stations—particularly at handover stations—result in exceptionally long dwell times. These dwell times are several times longer than those experienced at internal EU borders between Member States.

The negative impact of such extended border delays significantly increases the overall transit time of freight trains, making these routes considerably less attractive for Railway Undertakings. For this reason, the AWB RFC General Assembly decided in 2024 to launch a new project aimed at reducing dwell times at the border crossings between Tovarnik (HŽI) and Šid (IŽS), as well as between Dimitrovgrad (IŽS) and Dragoman/Kalotina Zapad (NRIC).



Schengen border

Double-track and electrified line (25 kV, 50 Hz) on the both sides of the border

Double point check border (each train must stop in both border stations due to the state authorities inspection)

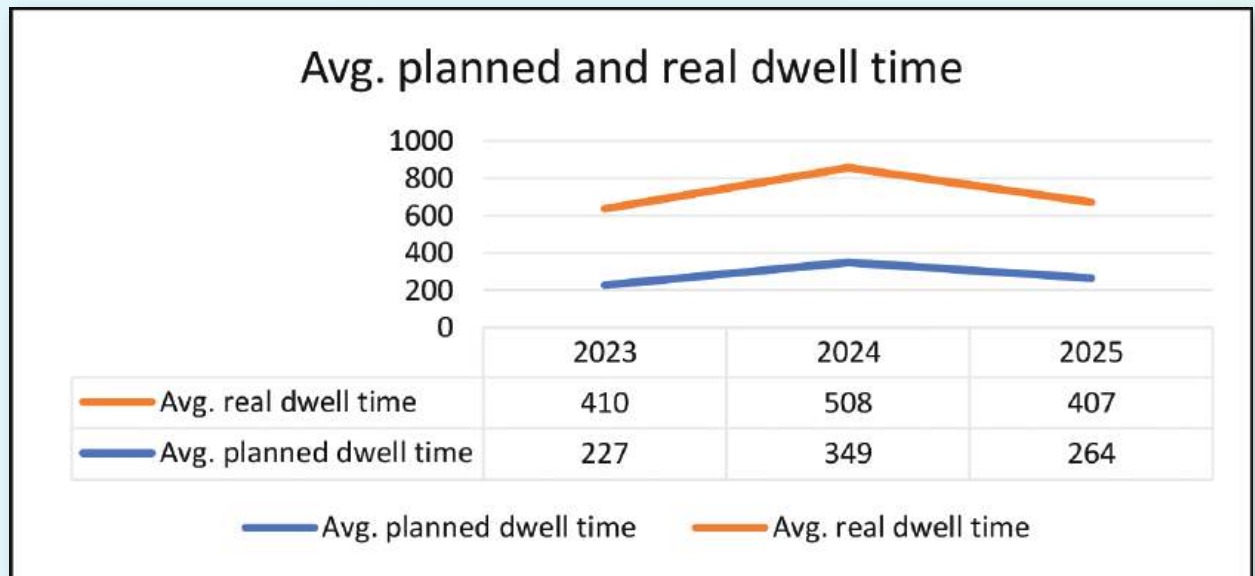
Šid is handover border station (all railway procedures - technical inspection, commercial inspection, change of locomotive etc. are done by the both RUs)

Overview of border stations Tovarnik and Šid between Croatia and Serbia, with technical parameters and operational status

During 2024, activities on measurement of all cross-border operations and procedures were conducted and their analysis has begun. Due to the extensive work of data analysis and additional work on the drafting of the WBEM RFC Implementation Plan, in 2025 focus was on the border crossing Tovarnik (HŽI) – Šid (IŽS). Following figures show the reasons for average extended dwell time by reasons in border stations Tovarnik and Šid.

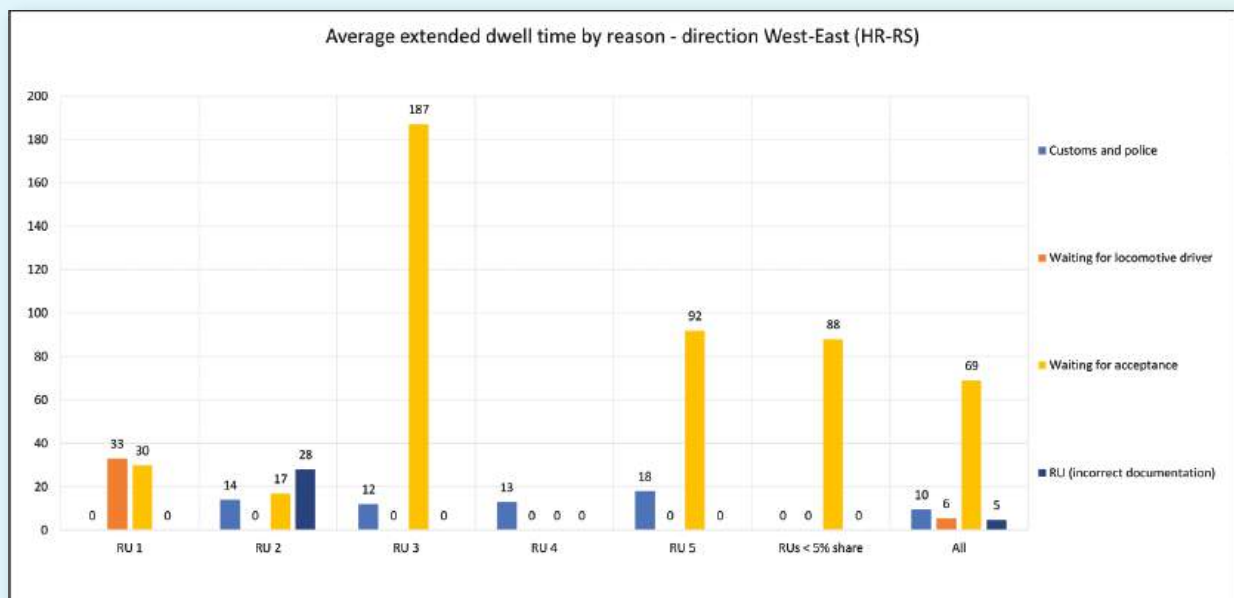


Number of international freight trains per year on border crossing Tovarnik - Šid

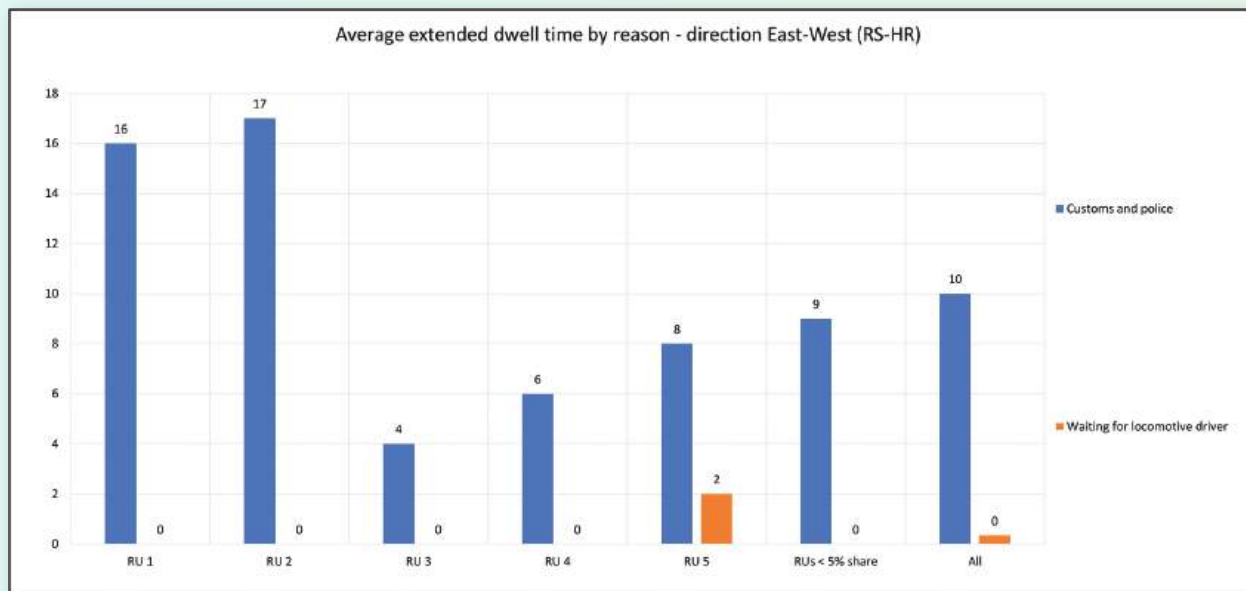


Average planned and real dwell time on border crossing Tovarnik - Šid

In 2025, Project team held its 3rd meeting on which the analysis of collected data was discussed and certain measures for improvement were proposed. The analysis, as well as measures for improvement were presented in the meeting, held on 9th October 2025, with representatives of both IMs and RUs that operates on this border crossing. The meeting was also joined by the European Coordinator for Western Balkans – Eastern Mediterranean European Transport Corridor, Mr. Marian Jean Marinescu and his advisor, Mr. Arunas Jurevicius.



Reasons for longer dwell time in border station Tovarnik (direction West-East)



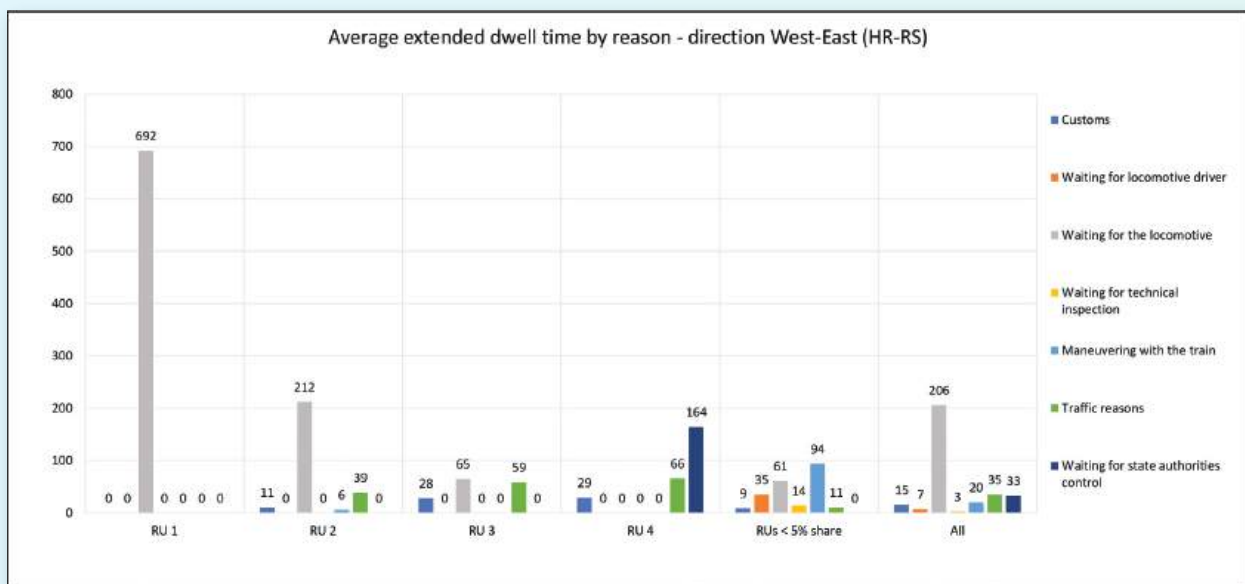
Reasons for longer dwell time in border station Tovarnik (direction East-West)

Proposed measures for improvement, i.e. reducing dwell time on Tovarnik – Šid border crossing are:

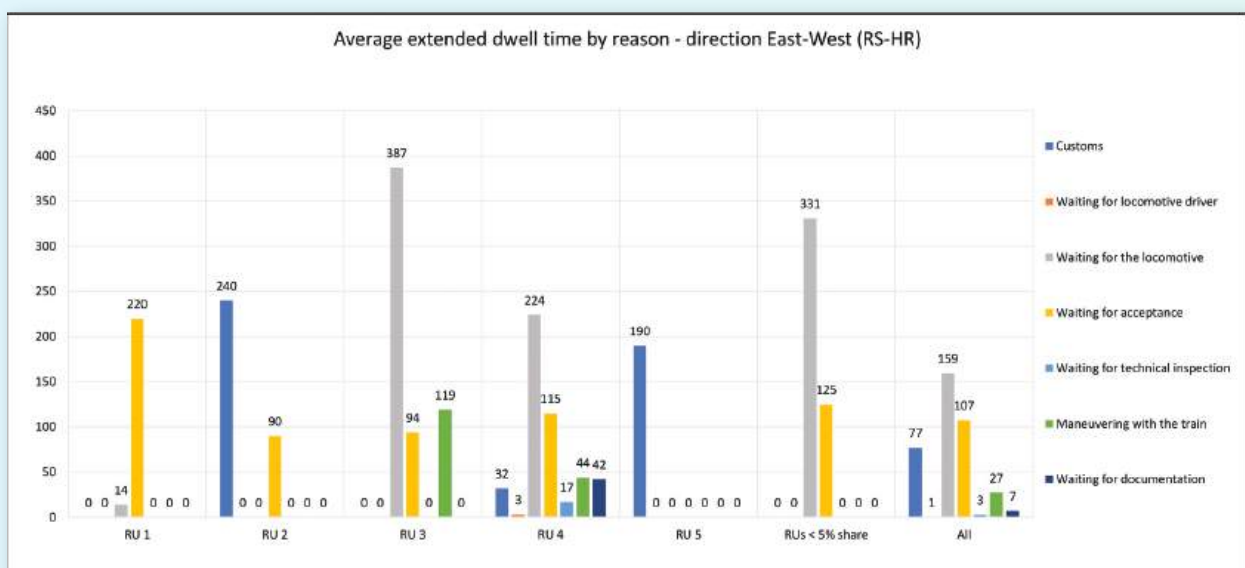
1. Exchanging of data on trains that will be handovered on the border crossing Tovarnik – Šid, in written form (more detailed Traffic Plan), should be introduced. The filed predefined excel form should be sent via e-mail between both Regional Traffic dispatching centres. The correct data from the RUs are essential for qualitative and accurate Traffic Plan.
2. Possible introduction of the penalty for RUs for a longer dwell time in border stations, in case when they are responsible for that, should be suggested to the competent units in IŽS and HŽI.
3. Working hours of the Croatian veterinary and phytopathology inspections in Tovarnik border station should be changed (now it is until 15:00 on working days), because sometimes, although properly announced, trains can't arrive in Tovarnik border station until the end of working hours of the inspections. In such cases, train have to wait for the inspections until the next working day.
4. The possibility that handover border station, for certain trains, will be Tovarnik, instead of Šid border station, should also be taken into consideration.
5. Announced investments and construction work in both border stations are the contribution from the IMs sides in order to reduce dwell time and are more than welcome, but it may not be enough (in station Šid the number of tracks remains the same, only their length increases and in station Tovarnik the current plan is to construct only one additional track – track number 6).



6. Some of the existing communication IT tools that could be found on the market or development of the new one, that would include both IMs and all RUs that operates on border crossing Tovarnik - Šid, should be introduced.



Reasons for longer dwell time in handover border station Šid (direction West-East)



Reasons for longer dwell time in handover border station Šid (direction East-West)

2.5. 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:

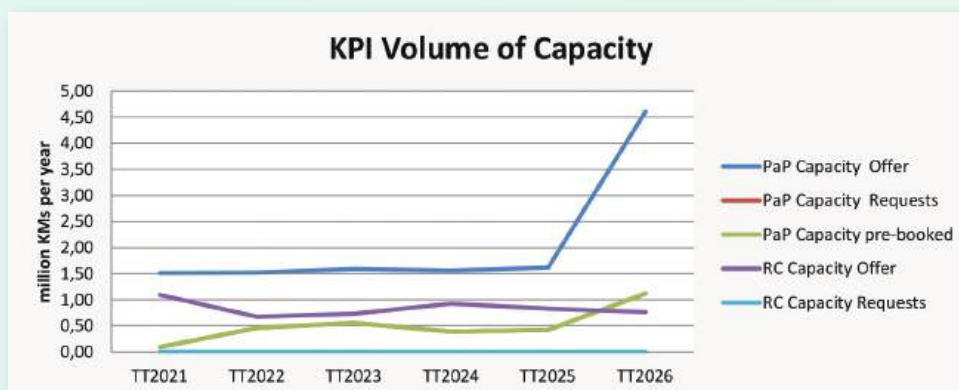
- Capacity management (volume of PaP's offered, requested, pre-booked, allocated RFC, average planned speed)
- Operations (punctuality at origin, at destination, total number of trains on the RFC)
- Market development (total number of freight trains, train-kms of trains crossing a border along the RFC,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

AWB RFC Key Performance Indicators (KPIs) for TT 2025/2026

- PaP Capacity Offer 4,60 million path km
- PaP Capacity Requests 1,12 million path km
- PaP Capacity pre-booked 1,12 million path km
- Number of PaP requests 14

The AWB RFC Key Performance Indicators (KPIs) for TT 2025/2026 are also available on the RNE website.

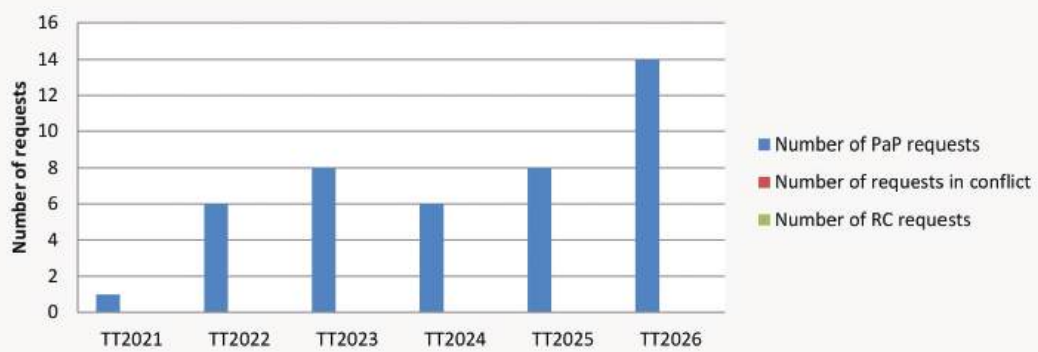
AWB RFC	TT2021	TT2022	TT2023	TT2024	TT2025	TT2026
PaP Capacity Offer	1,51	1,52	1,59	1,56	1,62	4,60
PaP Capacity Requests	0,09	0,46	0,56	0,39	0,42	1,12
PaP Capacity pre-booked	0,09	0,46	0,56	0,39	0,42	1,12
RC Capacity Offer	1,09	0,67	0,73	0,92	0,83	0,76
RC Capacity Requests	0,00	0,00	0,00	0,00	0,00	0,00



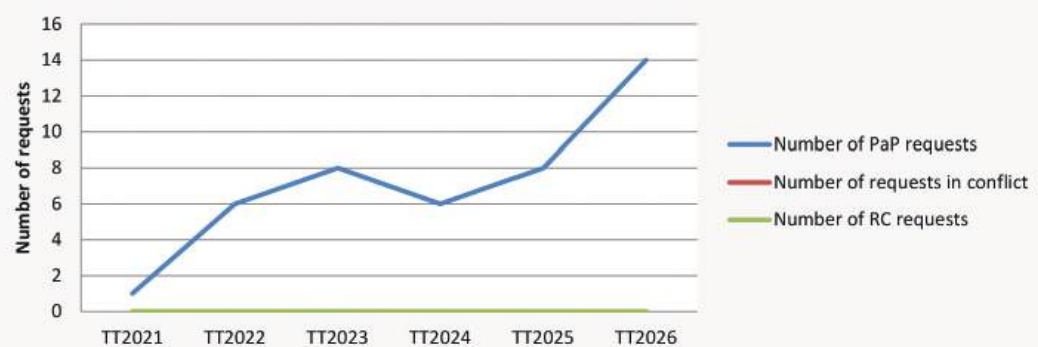


AWB RFC	TT2021	TT2022	TT2023	TT2024	TT2025	TT2026
Number of PaP requests	1	6	8	6	8	14
Number of requests in conflict	0	0	0	0	0	0
Ratio of pre-booked Capacity	6,0%	30,3%	35,2%	25,0%	25,9%	24,3%
Number of RC requests	0	0	0	0	0	0

KPI Number of Requests

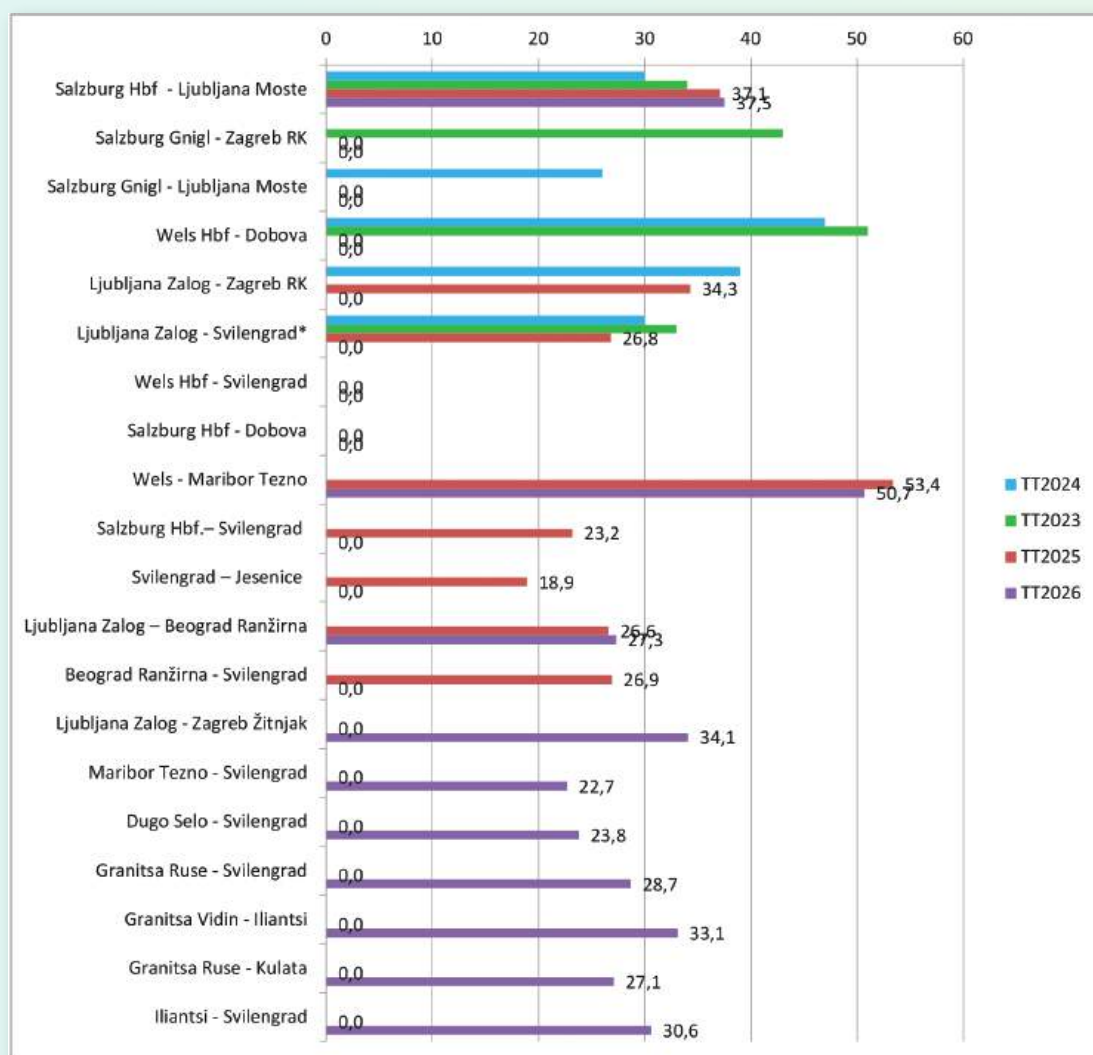


KPI Number of Requests



The average commercial speed of PaPs for TT2025/2026 compared with previous timetables

RFC10 section	Distance (km)	Countries involved	TT2023	TT2024	TT2025	TT2026
Salzburg Hbf - Ljubljana Moste	294,6	2	34,0	30,0	37,1	37,5
Salzburg Gnigl - Zagreb RK	438,9	3	43,0	N/A	N/A	N/A
Salzburg Gnigl - Ljubljana Moste	292,0	2	N/A	26,0	N/A	N/A
Wels Hbf - Dobova	464,7	2	51,0	47,0	N/A	N/A
Ljubljana Zalog - Zagreb RK	139,5	2	N/A	39,0	34,3	N/A
Ljubljana Zalog - Svileograd*	1266,7	4	33,0	30,0	26,8	N/A
Wels Hbf - Svileograd	1626,8	5	N/A	N/A	N/A	N/A
Salzburg Hbf - Dobova	406,5	2	N/A	N/A	N/A	N/A
Wels - Maribor Tezno	329,8	2	N/A	N/A	53,4	50,7
Salzburg Hbf - Svileograd	1750,2	5	N/A	N/A	23,2	N/A
Svileograd - Jesenice	1338,5	4	N/A	N/A	18,9	N/A
Ljubljana Zalog - Beograd Ranžirna	557,1	3	N/A	N/A	26,6	27,3
Beograd Ranžirna - Svileograd	709,7	2	N/A	N/A	26,9	N/A
Ljubljana Zalog - Zagreb Žitnjak	145,4	2	N/A	N/A	N/A	34,1
Maribor Tezno - Svileograd	1299,6	4	N/A	N/A	N/A	22,7
Dugo Selo - Svileograd	1102,6	3	N/A	N/A	N/A	23,8
Granitsa Ruse - Svileograd	510,0	2	N/A	N/A	N/A	28,7
Granitsa Vidin - Iliantsi	272,3	2	N/A	N/A	N/A	33,1
Granitsa Ruse - Kulata	623,6	2	N/A	N/A	N/A	27,1
Iliantsi - Svileograd	298,4	2	N/A	N/A	N/A	30,6





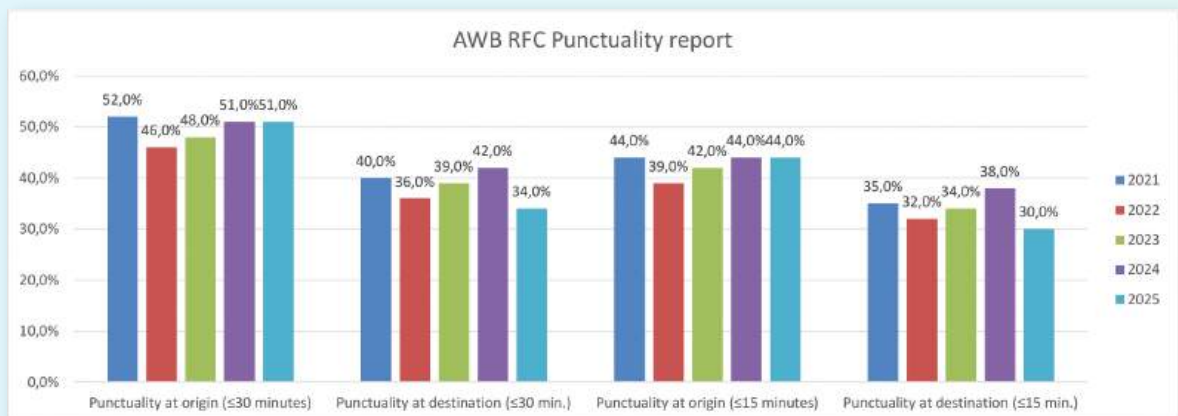
AWB RFC Punctuality report

Alpine-Western Balkan	2021	2022	2023	2024	2025
Punctuality at origin (≤30 minutes)	52,0%	46,0%	48,0%	51,0%	51,0%
Punctuality at destination (≤30 min.)	40,0%	36,0%	39,0%	42,0%	34,0%
Punctuality at origin (≤15 minutes)	44,0%	39,0%	42,0%	44,0%	44,0%
Punctuality at destination (≤15 min.)	35,0%	32,0%	34,0%	38,0%	30,0%
Number of trains crossing a border along the RFC	16.404	28.830	30.052	32.611	26.135
Train-kms of trains crossing a border along the RFC	N/A	N/A	11.429.706	14.552.670	11.686.508

NOTE:

In green: Figures obtained from TIS

In blue: combined data TIS & national system



Number of trains per border

Alpine-Western Balkan	2020	2021	2022	2023	2024	2025
Trains per border: Total AT - SI	15.316	14.718	18.296	14.964	15.528	11.888
Trains per border: Total SI - HR	7.300	7.161	7.058	7.245	8.408	6.367
Trains per border: Total HR - RS	3.848	3.816	4.638	4.132	4.762	4.635
Trains per border: Total RS - BG	3.274	3.368	4.090	3.711	3.913	3.245

NOTE:

In orange: Figures obtained from national system

In green: Figures obtained from TIS

The ratio of capacity allocated by C-OSS for Timetable 2025/2026 compared to previous years

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 2022 (for TT 2023)	Allocated by C-OSS 2023 (for TT 2024)	Allocated by C-OSS 2024 (for TT 2025)	Allocated by C-OSS 2025 (for TT 2026)
Austria	Slovenia	Rosenbach	Jesenice	RFC 10	4,4%	4,6%	1,6%	5,0%
Austria	Slovenia	Spielfeld-Straß	Šentilj	RFC 5	9,8%	10,2%	11,6%	13,9%
				RFC 10				
Serbia	Bulgaria	Dimitrovgrad	Kalotina Zapad	RFC 10	0,0%	0,0%	0,0%	0,0%
Slovenia	Croatia	Dobova	Savski Marof	RFC 6	15,0%	11,6%	12,6%	11,2%
				RFC 10				
Croatia	Serbia	Tovarnik	Šid	RFC 10	2,0%	1,0%	1,6%	1,2%



3. EVENTS

3.1. Executive Board meetings 2025

Two meetings of the ExBo were organized in 2025. First one in June in Vienna and by the end of the year the second meeting was held in Rijeka (Croatia).

The main topics of the meeting were the targets and performance evaluation with a highlight of TEN-T revision. The Executive Board has also been interested in Dwelling time project update an Implementation Plan update.



3.2. Railway Undertakings and Terminal Advisory Groups meetings

In the year 2025, AWB RFC held a RAG TAG meeting in Croatia, Rijeka, bringing together representatives of railway undertakings, terminal operators, infrastructure managers and other key stakeholders from across the Corridor. The meeting provided a valuable forum for discussing both operational and strategic developments in rail freight transport, with presentations covering digital tools developed by RailNetEurope (RNE), corridor capacity allocation processes, performance indicators and other instruments supporting efficient corridor management.



A significant part of the discussion was dedicated to measures aimed at improving cross-border rail operations, particularly through the reduction of dwell times at key border crossing points and the enhancement of international freight traffic performance. Participants also received updates on major infrastructure investments along the Croatian section of the Corridor, highlighting their expected contribution to capacity enhancement, service quality and long-term network development.





The meeting further addressed the establishment of the new Western Balkans – Eastern Mediterranean (WBEM) European Transport Corridor and the planned evolution of the AWB RFC into the future WBEM freight corridor, reflecting ongoing efforts to strengthen connectivity and interoperability across the region. The programme concluded with an overview of Transport Community activities, including the implementation of regional action plans and progress in aligning transport policies and regulatory frameworks in the Western Balkans with the EU acquis.



3.3. Participation in the WBEM Corridor Forum

In 2025, we participated in the 3rd and 4th meetings of the Western Balkans – Eastern Mediterranean (WBEM) Corridor Forum, held in Brussels in June and November. The meetings provided an important platform for dialogue among the European Commission, Corridor Member States, Western Balkans partners and transport stakeholders on the development of the WBEM European Transport Corridor and the implementation of TEN-T policy objectives.





Discussions focused on the progress of road and rail infrastructure projects, planned investments and future development priorities along the Corridor, as well as on the preparation of the new generation Corridor Work Plan and the update of the common project pipeline. Particular attention was given to strengthening cross-border connectivity, improving rail freight performance and operational efficiency, enhancing the resilience and climate adaptation of transport infrastructure, and advancing key European initiatives such as high-speed rail and ERTMS deployment. The Forum also provided updates on EU funding opportunities and policy developments, including the Connecting Europe Facility (CEF), the Western Balkans Investment Framework (WBIF), and future Multiannual Financial Framework (MFF) priorities.



4. AN OUTLOOK

The Corridor is preparing for its further enlargement phase. Today the AWB RFC connects Austria, Bulgaria, Croatia, Serbia, and Slovenia. The existing structure comprises 21 intermodal terminals and 12 marshalling yards, extending from Salzburg to key locations including Beograd, Sofia, and Svilengrad. In the future, the Corridor is expected to be significantly extended, with additional connections to a broader network of terminals and logistics nodes. The revised structure will also incorporate eleven seaports across the Adriatic, Ionian, and Aegean Seas, as well as three additional river ports along the Danube, thereby further strengthening multimodal connectivity.

In accordance with Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the Trans-European Transport Network (TEN-T), amending Regulations (EU) 2021/1153 and (EU) No 913/2010, a major step towards the enlargement of the Corridor is expected in the second half of 2026.

The future expanded Corridor is expected to play a key strategic role in enhancing rail freight connectivity across the wider region by integrating all infrastructure managers of the Western Balkans into a single coordinated framework. This will significantly strengthen operational coherence, improve cross-border coordination, and support the development of a more efficient and competitive European rail freight network.

This development is supported by a positive and constructive engagement from key stakeholders and infrastructure managers, which further confirms the strategic importance of strengthening rail freight connectivity across the region in a coordinated and cooperative manner.

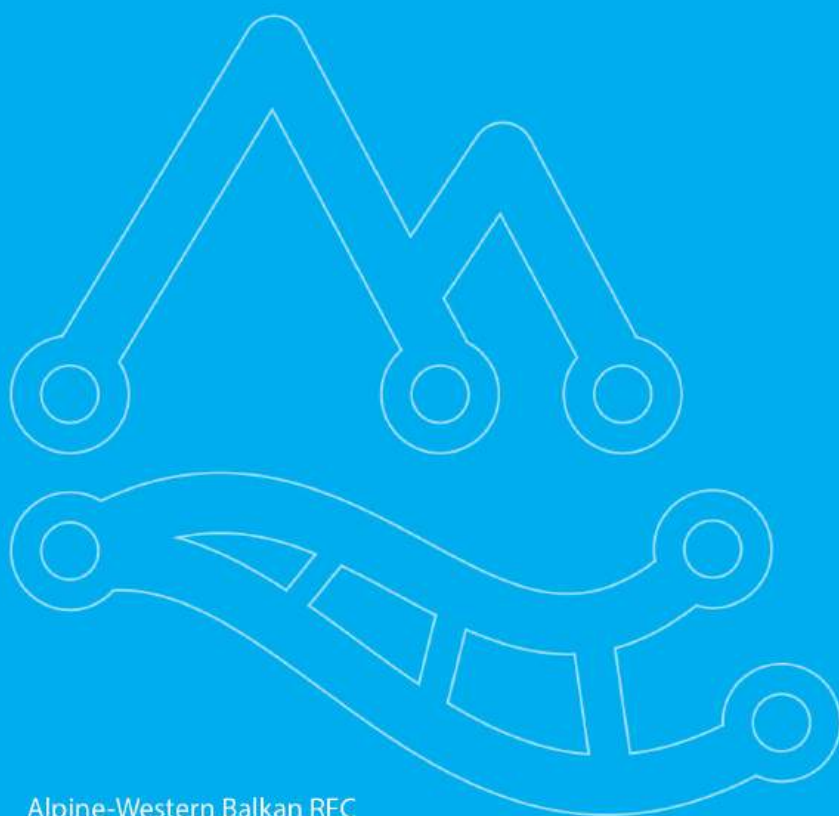
Annex: List of abbreviations

AB	Allocation Body
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
WBEM ETC	Western Balkans - Eastern Mediterranean European Transport Corridor
WGs	Working Groups



Alpine-Western Balkan
rail freight corridor

Annual Report **2025**



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