Co-financed by the European Union
Connecting Europe Facility

Alpine-Western Balkan rail freight corridor

www.rfc-awb.eu

ANNUAL REPORT 2021

CONTENT

1 INTRODUCTION
1.1 About us
1.2 Governance
1.3. Program support action, co-finaced by EU

2 ACTIVITIES AND ACHIVEMENTS
2.1 Corridor-One Shop Stop
2.2 Corridor Information Document (CID)
2.3 Customer Information Platform (CIP)
2.4 Train Information System (TIS)
2.5 International Contingency Management (ICM)
2.6 Key Performance Indicators (KPIs)
2.8 TTR Pilot project
2.9 User satisfaction Survey
2.10 RFC project “Reducing the dwelling border times”

3 AWB RFC INUGURATION DAY
4 EUROPEAN YEAR OF THE RAIL AND CONNECTING EUROPA EXPRESS
5 COLLABORATION WITH OTHERS

1 INTRODUCTION

1.1. About us

The year 2021 means the second year of operation of our Corridor as the youngest in the family of 11 European rail freight corridors.

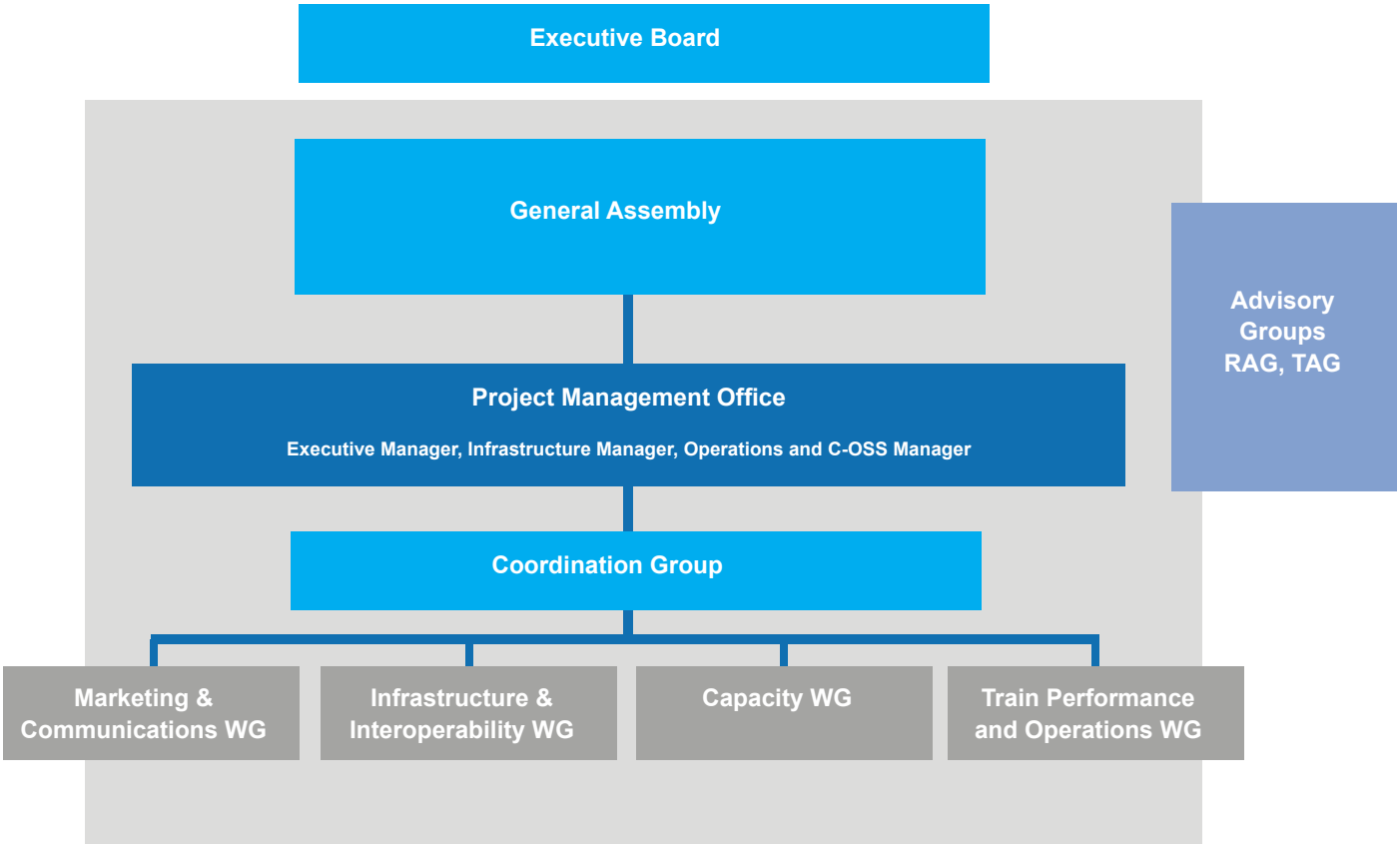
The challenges and activities we confront justify the Decision on the establishment of the Alpine-Western Balkan Rail Freight Corridor (AWB RFC.

AWB RFC wants to utilize the actual cargo potential in the area of the Western Balkans and, last but not least, the natural and now also direct connection with Turkey and further with Asia and China and give an important contribution to the network of European Rail Freight Corridors. We want to improve business opportunities and give the rail freight community the opportunity to compete in the transportation market. Regarding trade and transport between the states of the AWB RFC and the rest of Europe, it is important to note that the EU is a dominant trading partner of the Western Balkan states. Roughly three quarters of the trade volume of these countries, both in terms of exports and imports, is directed to EU countries, in particular to the core of the EU. The AWB RFC represents the shortest route between Central Europe and Turkey. For example, economic cooperation (trade, goods exchange) between Germany and Turkey is at a high level (Germany is the most important economic partner for Turkey) and The AWB RFC route is the shortest between central as well as south-central Europe and Turkey.

The Alpine-Western Balkan Rail Freight Corridor is defined by Commission Implementing Decision 2016-PSA-RFC10-with the following Principal Route: Salzburg - Villach - Ljubljana -/ Wels/Linz - Graz - Maribor – Zagreb - Vinkovci/Vukovar - Tovarnik - Beograd - Sofia - Svilengrad (Bulgarian-Turkish border).

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:



AWB RFC 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 Memorandum of Understanding establishing the Executive Board.

AWB RFC ExBo was headed by Boris Živec from the Ministry of Infrastructure of the Republic of Slovenia until March 2021, after which Anka Rojs from the same Ministry, took over the leadership AWB RFC ExBo is a member of the Network of Executive Boards (NExBo).

Management Board (MB)

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

Economic Interest Grouping (EIG)

As proposed in the Ordinance, all members of MB have agreed that the AWB RFC governance structure will take 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 and 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 is taken over by the General Assembly (GA). The GA is the decision-making body of the EIG, composed of the legal representatives of the members. The chairman of the GA is Harald Hotz, ÖBB- Infrastructure 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) is 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.

The PMO consists of three full time managers:

Executive manager

Miloš Rovšnik

Miloš Rovšnik is a full-time Executive 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.

Infrastructure manager

Biserka Keller

Biserka Keller is a full-time manager seconded from HŽ-I to the EIG of the AWB RFC. As an infrastructure Manager, she is responsible for preparing, publishing and updating the CID and 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.

Operations and C-OSS manager

Milan Šegan

Milan Šegan is a full-time manager seconded from I-ŽS to the EIG of the AWB RFC.
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 and service quality issues and general customer care, including information on commercial issues.

Coordination Group (CG)

The Coordination Group is 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 are established, composed of experts from the IMs specific areas:

WG Infrastructure

Infrastructure working group is formed from representatives of all AWB RFC member countries. Working group is responsible for assembling and harmonizing technical data from every infrastructure manger, aligning operational requirements and providing details on local infrastructure projects which have a direct impact on capacity and quality of the service through the corridor. Some of the key activities include periodic reviews and technical assurance of the Customer Information Book and Implementation Plan and providing information or administrating the Customer Information Platform (CIP). The task of the group is also coordinating and elaborating studies (e.g. Capacity Improvement Study) and elaborating the Investment Plan of the Corridor.

WG Capacity

The essential aim of the WG Capacity is effective capacity management and allocation on the Alpine-Western Rail Freight Corridor. The group consists of one Sales/Timetable representative for each country lying along the corridor. Based on the knowledge of national developments in rail freight transport and deep understanding of the market needs the group can derive essential insights into capacity-related issues and further developments of the corridor. Additionally, the COSS, as a joint body of the Infrastructure Managers involved in the corridor and exclusive sales entry point for path requests (PaP and RC) on the corridor, is part of the group. C-OSS manager coordinates together with the members of the group defining and organizing pre-arranged train paths for international freight trains, designing new capacity products as well as defining reserve capacity for international freight trains to meet ad-hoc requests. The task of the group is also contributing to the elaboration of the Corridor Information Document.

WG Train Performance & Operations

The Working Group Performance Management & Operations (WG PM&O) consists of representatives from all the involved IMs along the Corridor. Through their analytical expertise, they are dedicated to improving the punctuality of rail freight traffic, to the benefit of the Corridor and all stakeholders.

The main aim of the WG is to monitor the performance of rail freight traffic along the Corridor. This involves the total number of trains, the number of trains at the borders and the punctuality of the trains running on the Corridor.

Through monitoring these three KPIs they identify problems that are then examined and analysed to detect the causes. The next step is that individual members address any issues pertaining to their own IM and ensure that necessary measures are taken for improving them. If the issues are cross border, the involved IMs and other stakeholders work together to find a solution.

WG Marketing & Communications

The group consists of experts in the field of communication with the public and marketing. The tasks of WG Marketing are to coordinate activities in the preparation of promotional materials and presentations and other communications activities on the Corridor. The members of the group also participate by coordinating and preparing Market Studies.

Shunting railway station Belgrade-Makiš

Advisory Groups (AGs)

In accordance with Regulation (EU) 913/2010, the AWB RFC Terminal Advisory Group (TAG) and the Railway Under- taking Advisory Group (RAG) are established. AWB RFC Advisory Groups (AGs) are the consultation bodies where Terminal Managers and Railways Undertaking interested in the use of the Corridor can get information and provide inputs to the Corridor Management. 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).

A Railway Undertaking Advisory Group (RAG) and a Terminal Advisory Group (TAG) were created as a platform for railway undertakings and managers and owners of terminals and port authorities to facilitate the exchange of information, provide recommendations and ensure a mutual understanding in a non-discriminatory way.

Container train in Celje

1.3. Program support action co-financed by EU

AWB RFC is a beneficiary of the Connecting Europe Facility (CEF) Programme Support Action (PSA)
Freight corridor", action number 2016-PSA-RFC10- "Establishment of the AlpineWestern Balkan Rail Freight Corridor RFC 10".
The available co-funding for a period 2018-2021 within the frame of the PSA was 1,090,783.15 € and the Action was prolonged until the end of year 2021.
If we take into account all the objective circumstances due to the COVID-19 pandemic, which was also the first period of operation of the corridor, the implementation of the Action took place according to the set goals and all milestones were achieved according to plans.

In December 2021, a call for a new funding period as CEF Call for technical assistance was published) was published. The PMO, in cooperation with the management bodies of the AWB RFC started with all the necessary activities.
We must also emphasize an excellent cooperation within the RFC network.

Section of the railway line between Vinkovci and Tovarnik (Croatia)

2 ACTIVITIES AND ACHIEVEMENET

2.1. Corridor One Stop Shop

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

As a single contact or entry point for receiving information about the use of the corridor. It allows customers to check, request and get clarifications and answers about the infrastructure capacity for international freight trains of the corridor route in one place.

Capacity offer for Timetable 2021/2022

The Pap's Catalogue for TT 2022 was published on 11th January on the website and it was accessible in the RNE Path Coordination System (PCS) for order.

Six pre-arranged Paths were offered for the timetable period 2021-2022:

- Two Paths on the route Wels – Svilengrad- Wels and two on the route Salzburg- Dobova-Salzburg for all days of the week.
- Two Paths on the route Salzburg- Dobova-Salzburg for all days of the week.
- Two Paths on the route Salzburg – Villach- Salzburg as joint offer with RFC 5, 9 and this case RFC 5, 9 i 10 agreed for one common Paths offer for the route from Karlsruhe to Pordenone.

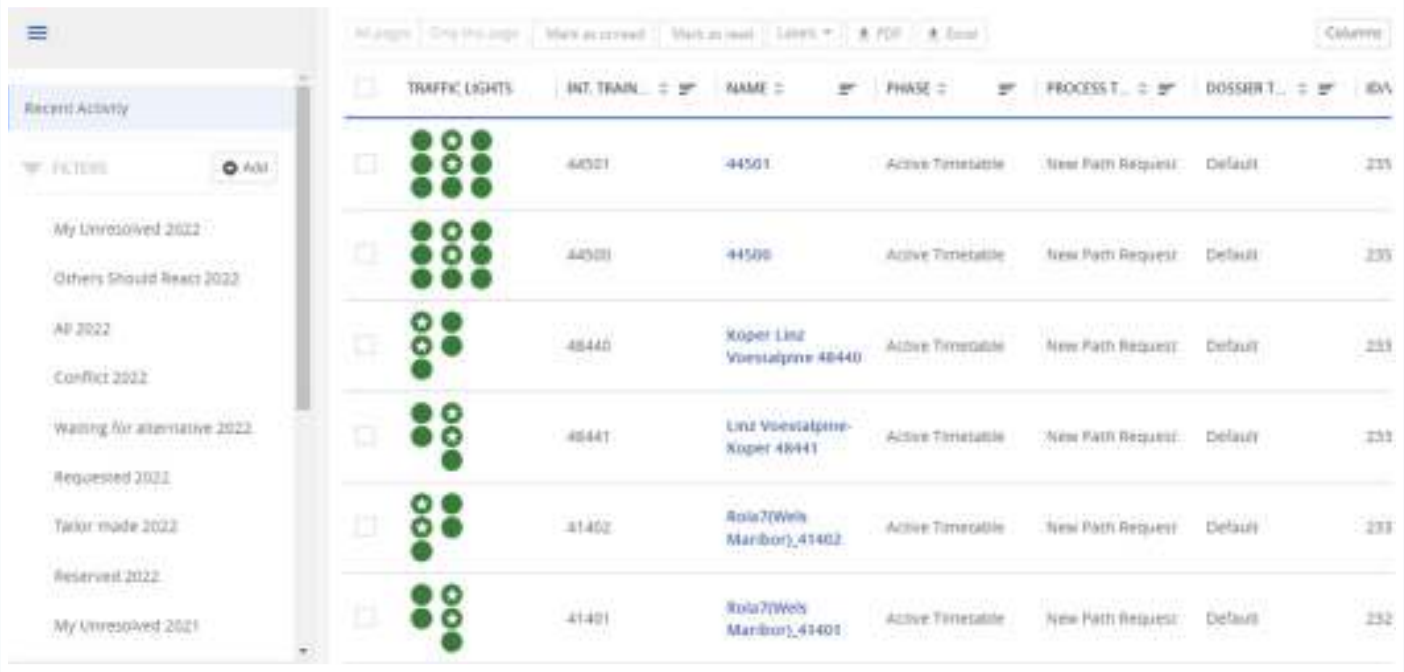
PaPs Catalogue for Timetable 2021/2022

PaP requests for Timetable 2021/2022

In April 2021 six requests for the train paths on our corridor were submitted, as follows:

- At the request of the Slovenian Freight Railways for the freight train 5 times a week on the route Ljubljana Zalog- Zagreb RK-Belgrade Shunt and 3 times a week for the freight train on the route Belgrade Shunt- Zagreb RK-Ljubljana Zalog.
- At the request of Rail Cargo Austria for the freight train 6 times a week on the route Wells (Austria)- Maribor Tezno (Slovenia) and 5 times a week for freight train the freight train on the route Maribor Tezno (Slovenia)- Wales (Austria).
- At the request of Rail Cargo Austria for the freight train 7 times a week on the route Linz Voestalpine (Austria)- Koper (Slovenia), using the route of the corridor through Austria from Villach Westbanhof to Rosenbach and 7 times a week for the freight train on the route Koper (Slovenia)- Linz Voest-Alpine (Austria). It uses the route of the corridor through Austria from Rosenbach to Villach Westbanhof.

PCS screen showing the active phase for Timetable 2021/2022



Reserve capacity

Reserve Capacity on AWB RFC Amber 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 11 October 2021 AWB RFC published Reserve Capacity (RC) for TT 2022 as a guaranteed contingent of “capacity slots” and international freight paths on the routes:

- From Jesenice to Dimitrovgrad 2 days a week,
- From Dimitrovgrad to Svilengrad 7 days a week
- From Svilengrad to Dimitrovgrad 7 days a week,
- From Dimitrovgrad to Jesenice 4 days a week.
- One pair on the route Dobova- Maribor Tezno- Maribor for all days of the week.

The Catalogue of AWB RFC Reserve Capacity for Timetable 2022

2.2. Corridor Information Documents

The publication of the CIDs and Implementation Plan for the timetable 2022 took into account the new structure and the harmonized text which was prepared and harmonized by the RNE Working Group Network Statement & Corridor Information Document (WG NS&CID).

CID for the TT 2022 was published on our web site on 11 01 2021.The document is structured according to the RNE Common structure with 4 sections, and the Implementation plan as an annex.

2.3. Customer Information Platform (CIP)

Based on the signed CIP-User Agreement is available in the CIP productive environment under the link: https://cip-online.rne.eu.
The customers can find the main characteristics of the corridor at the CIP, such as line properties, nodes and terminals, ETCS deployment, the informative documents such as CID, Capacity Offer, Re-routing scenarios, etc.
The logo of CIP with the link is published on the web site of AWB RFC.

2.4. Train Information System (TIS)

The Train Information System is a web-based application that supports international Train Management by delivering real-time train data concerning international (partly national) passenger and freight trains. The relevant data is obtained directly from the Infrastructure Managers' systems.

For the first time this year, AWB RFC published data from TIS.

Display of the monthly punctuality of freight trains West-East

Rail Freight Corridor Yearly KPI Report for Operations **Period: 2021**

Alpine-Western Balkan (RFC10)

Alpine-Western Balkan rail freight corridor

Origin = RFC Entry - point where train enters the RFC network (first point in the complete train run belonging to RFC)
Destination = RFC Exit - point where train exits the RFC network (last point in the complete train run belonging to RFC)

Monthly development of punctuality **West-East**

RFC Entry

Calendar year-month	Number of trains	Punctuality 15 min.	Punctuality 30 min.
2021-01	628	43%	51%
2021-02	623	45%	51%
2021-03	659	44%	53%
2021-04	623	50%	57%
2021-05	655	46%	54%
2021-06	647	49%	56%
2021-07	569	42%	49%
2021-08	564	48%	54%
2021-09	610	37%	44%
2021-10	726	31%	38%
2021-11	833	46%	49%
2021-12	734	38%	43%
TOTAL	7.871	42%	49%

RFC Exit

Calendar year-month	Number of trains	Punctuality 15 min.	Punctuality 30 min.
2021-01	628	41%	46%
2021-02	623	35%	39%
2021-03	659	33%	38%
2021-04	623	35%	40%
2021-05	655	30%	33%
2021-06	647	38%	43%
2021-07	569	33%	38%
2021-08	564	29%	31%
2021-09	610	17%	21%
2021-10	726	30%	34%
2021-11	833	36%	40%
2021-12	734	29%	32%
TOTAL	7.871	32%	36%

RNE TIS Train Information System

Display of the monthly punctuality of freight trains East-West

Rail Freight Corridor Yearly KPI Report for Operations | RFC10 - Alpine-Western Balkan | Report for period: 2021

Monthly development of punctuality **East-West**

RFC Entry

Calendar year-month	Number of trains	Punctuality 15 min.	Punctuality 30 min.
2021-01	700	52%	59%
2021-02	670	49%	56%
2021-03	726	44%	54%
2021-04	693	43%	52%
2021-05	737	49%	58%
2021-06	678	43%	51%
2021-07	614	48%	55%
2021-08	611	46%	55%
2021-09	738	45%	55%
2021-10	738	42%	52%
2021-11	790	46%	53%
2021-12	774	42%	49%
TOTAL	8.452	46%	54%

RFC Exit

Calendar year-month	Number of trains	Punctuality 15 min.	Punctuality 30 min.
2021-01	781	46%	50%
2021-02	670	42%	46%
2021-03	726	39%	45%
2021-04	693	41%	45%
2021-05	737	40%	44%
2021-06	678	39%	44%
2021-07	614	42%	48%
2021-08	611	37%	40%
2021-09	738	31%	35%
2021-10	738	33%	38%
2021-11	790	40%	44%
2021-12	774	28%	32%
TOTAL	8.452	38%	43%

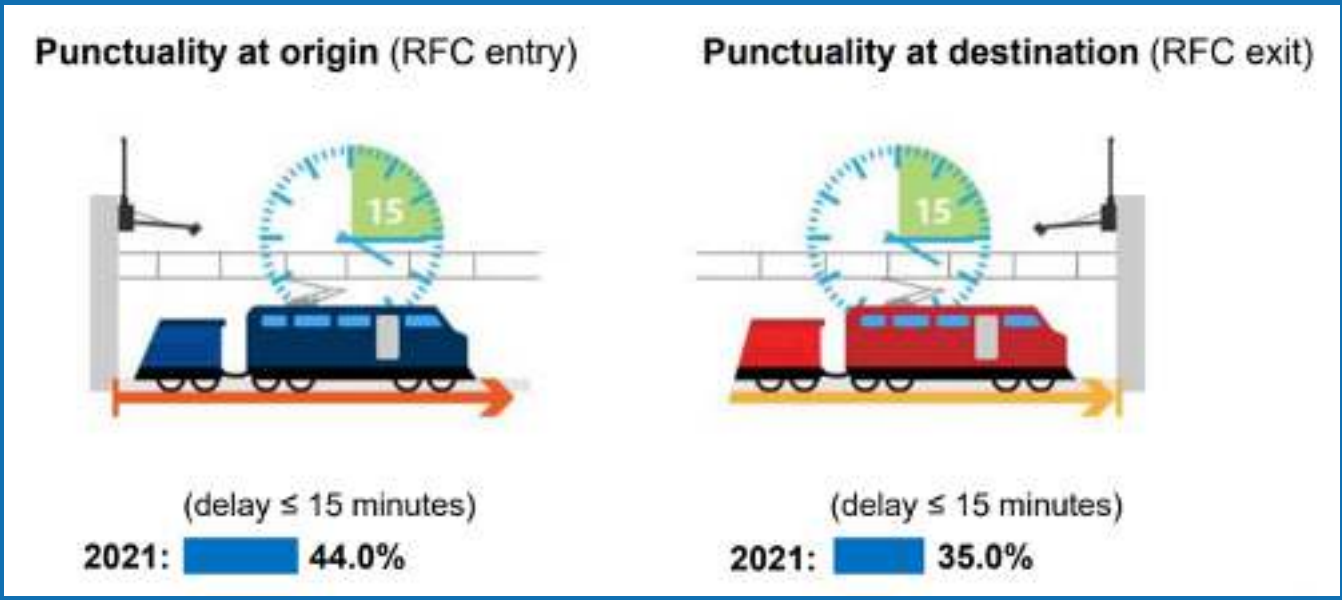
Number of trains per direction

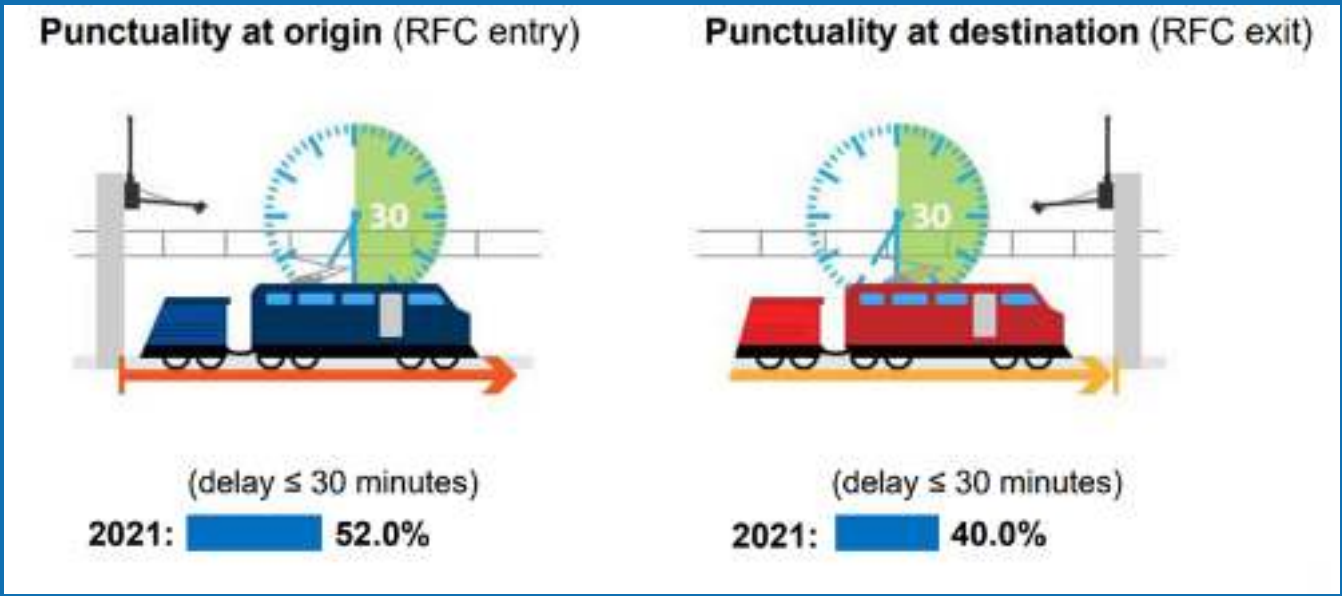
Direction	Number of trains
West-East	7.871
East-West	8.452
TOTAL	16.323

Yearly punctuality KPI

	Punctuality 15 min.	Punctuality30 min.
RFC ENTRY	44%	52%
RFC EXIT	35%	40%

RNE TIS


Punctuality at origin (RFC entry)
15
(delay ≤ 15 minutes)
2021: 44.0%
Punctuality at destination (RFC exit)
15
(delay ≤ 15 minutes)
2021: 35.0%


Punctuality at origin (RFC entry)
30
(delay ≤ 30 minutes)
2021: 52.0%
Punctuality at destination (RFC exit)
30
(delay ≤ 30 minutes)
2021: 40.0%

Mapping of the Alpine-Western Balkan RFCr through the Republic of Serbia

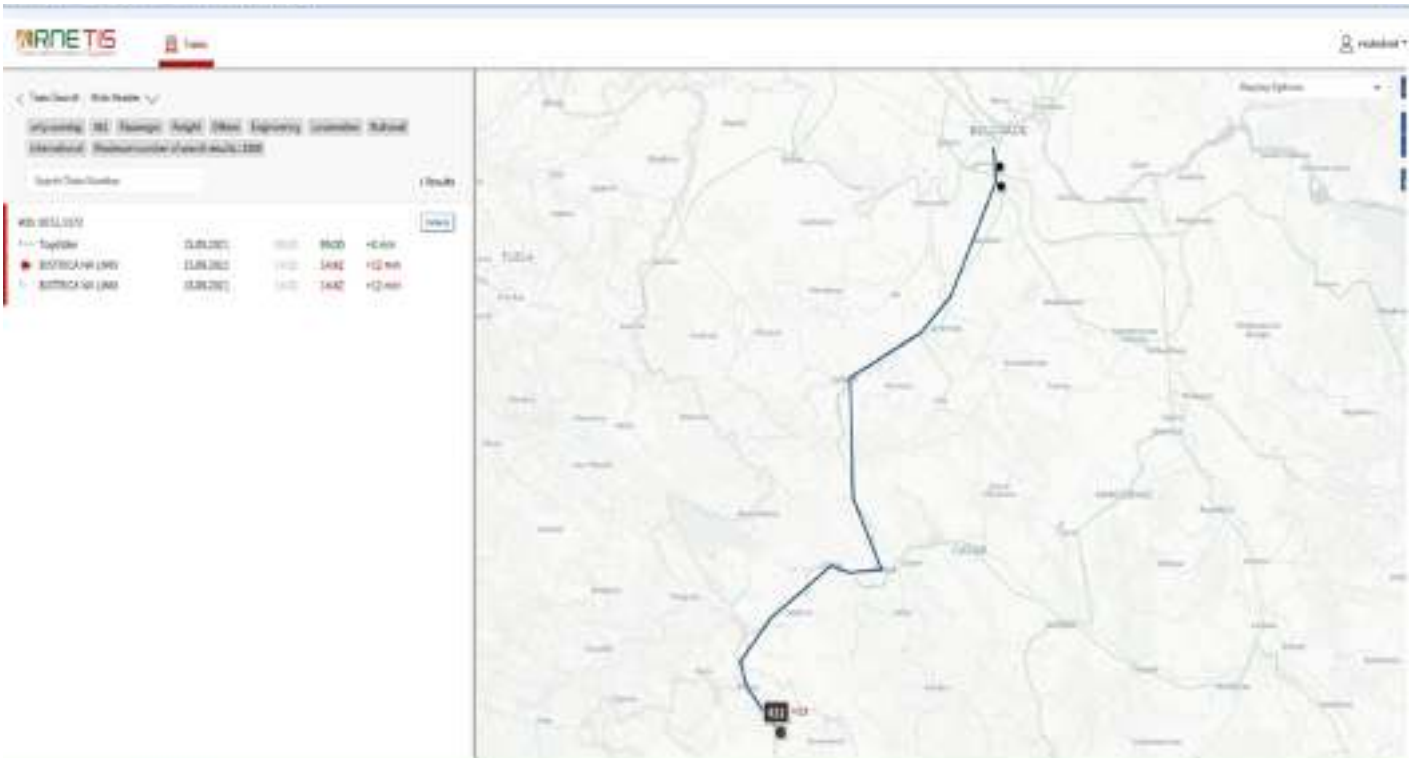
All necessary works and activities related to connecting and connecting the Serbian Railway Infrastructure to the Real-Time platform RNE-TIS are completed and the digital map of the Serbian Railway Infrastructure is prepared. All necessary software modules have been created for connecting the Train Infrastructure Information System of the Serbian Railways (ZIIS) with the RNE IT application TIS (Train Information System).

Thus, all the conditions for establishing a connection and providing data on CIP as well as for the realization of the necessary contractual relations with RNE.

The next two images show the TIS test for the network Railway infrastructure of Serbia

Train No 2902

Train No 431



2.5. International Contingency Management ICM

The manual for international management of emergency situations ICM IS on the website of the corridor and the content complies with the RNE template.

The emphasis was on preparing the implementation of scenarios for traffic diversions in case of accidents. The members of WG Capacity agree that Serbia and Bulgaria designate their representative for the Incident & Communication Manager functions. The actual possibilities and availability of the TIS network in the dispatch centres of participating IMs were checked.

The important goal to carry out tests and international simulations of the disaster in 2021 was not achieved due to all the problems and measures related to the COVID epidemic.

The implementation of goal is in the task plan for 2022

2.6. Key Performance Indicators (KPIs)

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 the above obligation, a first set of KPIs commonly applicable to all RFCs was developed by RNE. These KPIs were included into the RNE Guidelines 'Key Performance Indicators of Rail Freight Corridors'.

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

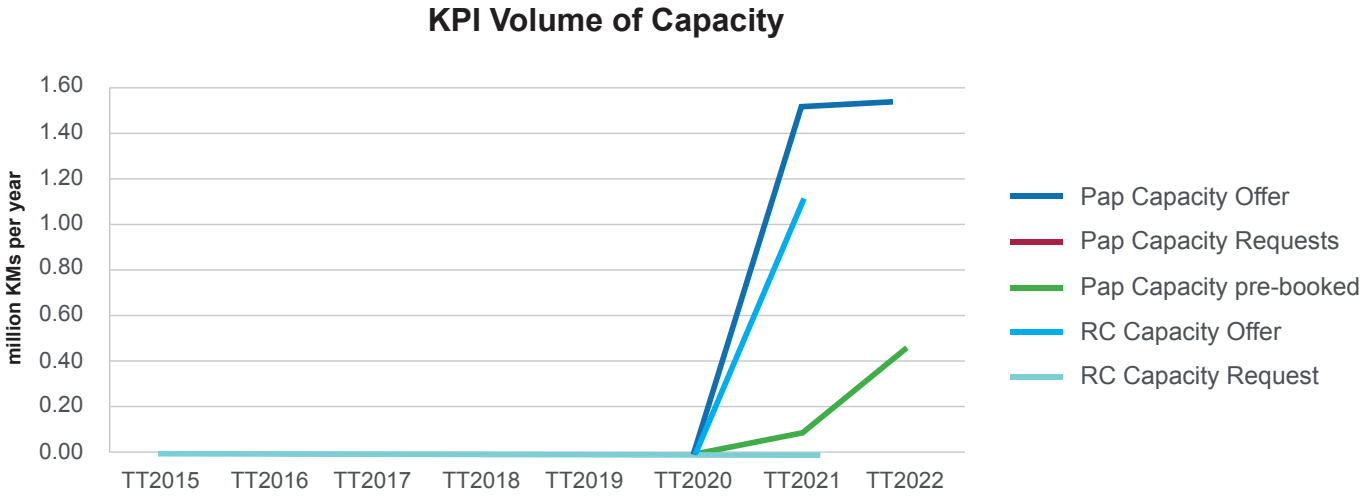
- Capacity management (volume of Pap's offered, requested, pre-booked, allocated RFC, average planned speed)
- Operations punctuality origin, at destination, total number of trains on the RFC)
- Market development (total number of freight trains, per border and ratio between allocated trains via C-OSS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

The AWB RFC Key Performance Indicators (KPIs) for TT 2021/2022 are:

- PaP Capacity Offer 1.52 million path km
- PaP Capacity Requests 0.46 million path km
- PaP Capacity pre-booked 0.46 million path km
- Number of PaP requests 6

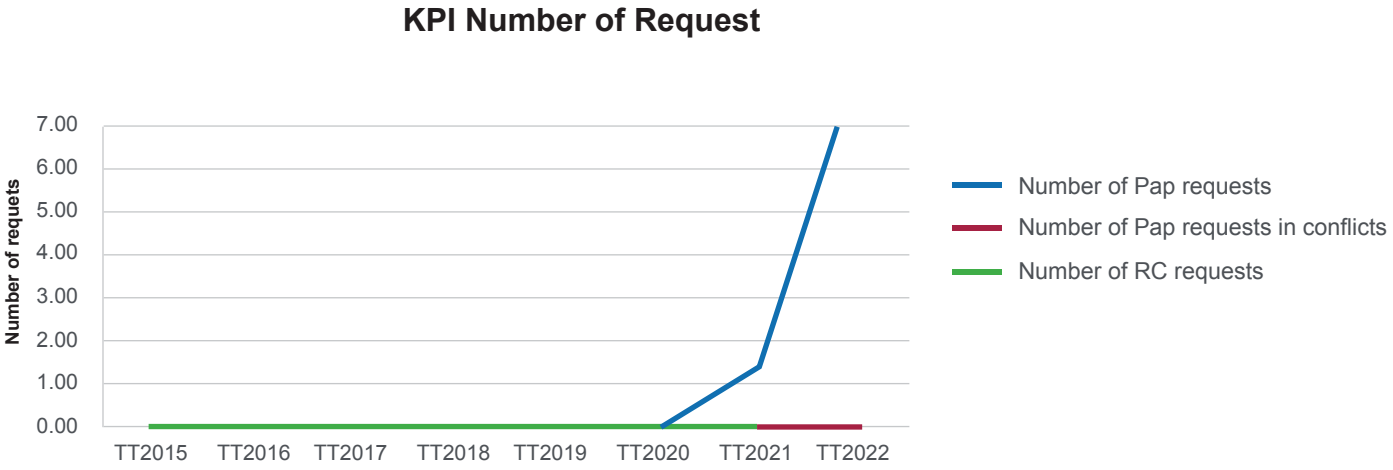
The AWB RFC Key Performance Indicators (KPIs) for TT 2021/2022 are available on RNE website.

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	1.52
Pap Capacity Requests	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.46
Pap Capacity pre-booked	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.46
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		



RFC10	TT2015	TT2016	TT2017	TT2018	TT2019	TT2020	TT2021	TT2022
Number of Pap requests	0.00	0.00	0.00	0.00	0.00	0.00	1	6
Number of Pap requests in conflicts	0.00	0.00	0.00	0.00	0.00	0.00	0	0
Number of RC requests	0.00	0.00	0.00	0.00	0.00	0.00	0	

RFC10	TT2015
Evolution of offer	+1%
Evolution of requests	+411%
Evolution of offer conflicts	



Development the AWB PaP Capacity Offer, PaP Capacity Requests and Pre-booked PaP Capacity for TT 2021/2022 by comparison with all RFCs

Development PaP Cap Offer	RFC1	RFC2	RFC3	RFC4	RFC5	RFC6	RFC7	RFC8	RFC9	RFC10	RFC11
from TT2021 to TT2022	+3.4%	-1.6%	-0.4%	+8.5%	-16.7%	-8%	+25.1%	+10.7%	-	+0.7%	+21.1%

Development PaP Cap Requests	RFC1	RFC2	RFC3	RFC4	RFC5	RFC6	RFC7	RFC8	RFC9	RFC10	RFC11
from TT2021 to TT2022	+26%	-13%	-27%	+12%	+28%	-17%	+6%	-33%	-	+411%	+104%

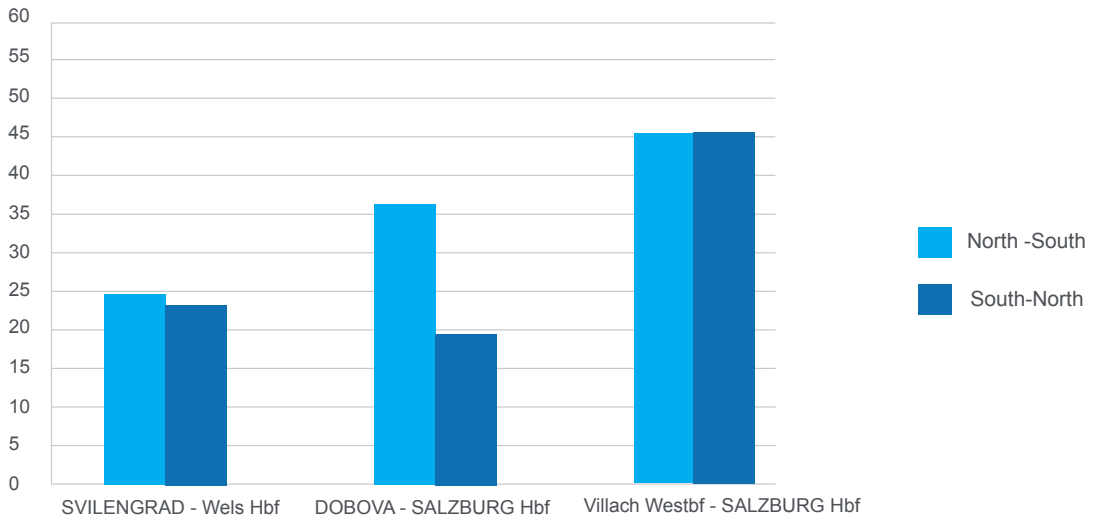
Development Pre-booked PaP Cap	RFC1	RFC2	RFC3	RFC4	RFC5	RFC6	RFC7	RFC8	RFC9	RFC10	RFC11
from TT2021 to TT2022	+20%	-13%	-20%	+12%	+28%	-15%	+10%	-6%	-	+411%	+343%

Development RC Cap Offer	RFC1	RFC2	RFC3	RFC4	RFC5	RFC6	RFC7	RFC8	RFC9	RFC10	RFC11
from TT2020 to TT2021	0%	-46.4%	+0.5%	-71.5%	-2.9%	-40.3%	-26.4%	+15.9%	-	-	+6.7%

The average commercial speed of the PaPs for Timetable 2021/2022

			North - South		South-North		both directions	
RFC section	Nr. borders	Distance (km)	Average transport time	PaP speed (km/h)	Average transport time	PaP speed (km/h)	Average transport time	PaP speed (km/h)
SVILENGRAD - Wels Hbf	4	1626.8	57h 27m	28	60h 48m	27	59h 07m	28
DOBOVA - SALZBURG Hbf	1	406,5	9h 49m	41	17h 51m	23	13h 50m	29
Villach Westbf - SALZBURG Hbf	0	181,6	3h 29m	52	3h 27m	53	3h 28m	52

Graphic display the average commercial speed of the PaPs for Timetable 2021/2022 by directions Nort-South and South - North



Terminal Wels (Austria)

RFC KPI figures Operations & Market Development

RFC10 Alpine-Western Balkan	2016	2017	2018	2019	2020	2021
Punctualitiy at origin (≤ 30 minutes)	N/A	N/A	N/A	N/A	N/A	52.0%
Punctualitiy at destination (≤ 30 minutes)	N/A	N/A	N/A	N/A	N/A	40.0%
Punctualitiy at origin (≤ 15 minutes)	N/A	N/A	N/A	N/A	N/A	44.0%
Punctualitiy at destination (≤ 15 minutes)	N/A	N/A	N/A	N/A	N/A	35.0%
Number of trains crossing a border along the RFC	N/A	N/A	N/A	N/A	N/A	16.404

In light blue: Figures obtained from TIS

RFC10 Alpine-Western Balkan	2016	2017	2018	2019	2020	2021
Trains per border: Total AT - SI	N/A	N/A	N/A	N/A	15.316	14.718
Trains per border: Total SI - HR	N/A	N/A	N/A	N/A	7.300	7.161
Trains per border: Total HR - RS	N/A	N/A	N/A	N/A	3.848	3.816
Trains per border: Total RS - BG	N/A	N/A	N/A	N/A	3.274	3.368

In dark blue: Figures obtained from national system

The ratio of capacity allocated by C-OSS for Timetable 2021/2022

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

Location Code	Between member states		Between operational points		RCF (s) Involved	RFC Line Category	Allocated by C-OSS 2019	Allocated by C-OSS 2020	Allocated by C-OSS 2021 (for TT2022)
EU00112	Austria	Slovenia	Rosenbach	Jesenice	RFC 10 Alpine-Western Balkan	Principal	N/A	0.0%	0.0%
EU00113	Austria	Slovenia	Spielfeld-Straß	Šentilj	RFC 5 Baltic-Adriatic	Principal	6.4%	8.0%	5.2%
					RFC 10 Alpine-Western Balkan				5.5%
EU00211	Serbia	Bulgaria	Dimitrovgrad	Katolina Zapad	RFC 10 Alpine-Western Balkan	Principal	N/A	0.0%	0.0%
EU00212*	Bulgaria	Turkey	Svilengrad	Kapikule	RFC 7 Orient East Med	Principal	N/A		
					RFC 10 Alpine-Western Balkan				
EU00216	Slovena	Croatia	Dobova	Savski Marof	RFC 6 Mediterranean	Principal	6.0%	25.0%	22.0%
					RFC 10 Alpine-Western Balkan				
EU00226	Croatia	Serbia	Tovarnik	Šid	RFC 10 Alpine-Western Balkan	Principal	N/A	3.6%	2.8%

* Border-crossing involving third countries that are not member of the RFC. Since the C-OSS does not allocatecapacity for these borders, they shall be taken out from the published KPL.

2.7. TTR Pilot project

Based on the GA decision from 2020, TTR Pilot project is prepared and in the year 2021 in the active phase of implementation on the line between Spielfeld-Strass and Maribor Tezno- Dobova.

The RNE was informed of the intended project and it gave us basic guidelines.

- Research on the capacity announcement and building a Capacity Strategy in 2021,
- Providing needed information on TCRs,
- Capacity Model for TT 2023

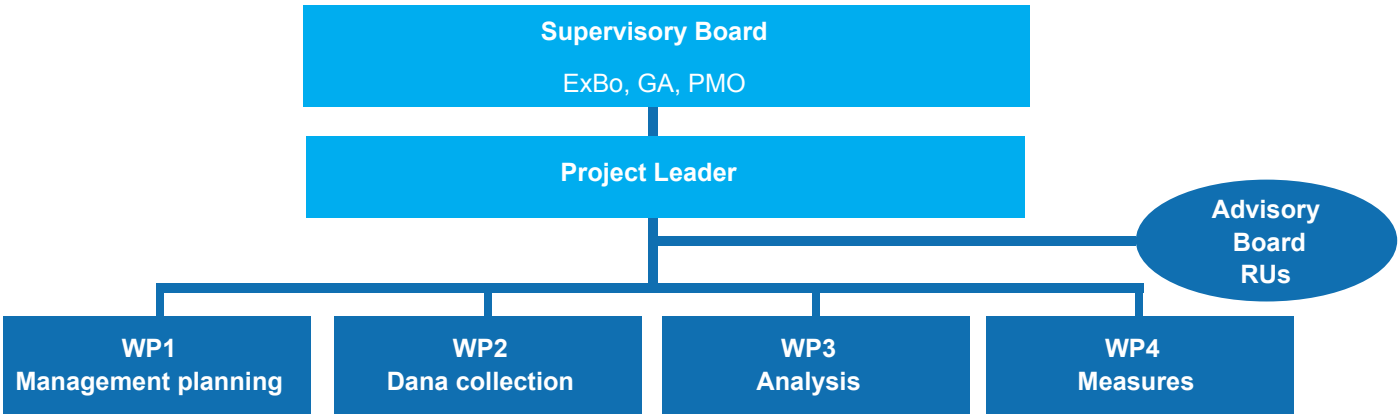
The activities are led by the C-OSS and Executive director PMO) together with the national TTR implementation manager of SŽ- I (Mr. Uroš Zupan). The reports on the activities are part of a Capacity WG meetings.

Process of implementation.

2.8. AWB RFC project "Reducing the dwelling borders times", Pilot project Dobova

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

Project organisation:



- **Supervisory Board (SB)** is responsible for adoption of the Project management plan, for decisions on blocking points, adoption and distribution of results. It is composed of 2 GA representatives and 2 ExBo representatives.
- **Project leader (PL)** is responsible for leading overall project.
- **Advisory Board (AB)** is composed of RUs.
- **Working Package(s) WP**. For each working package, a working package leader (WPL) and experts relevant to that package will be appointed. They are responsible for carrying out the operational work (colleting the data, carrying out the analysis and reports. They will be composed of experts of IMs representatives, RUs representatives, RFC representatives and State authority representative, if needed.

The project management plan was presented in the joint meeting AWB RFC GA and AWB ExBo on 23, September in Ljubljana. The aims and content of the project received unanimous support from ExBo members.

The members of AWB RFC GA support proposal that project leader is from SŽ-I.

In the end of year 2021 the project leader Matic Tržan from SŽ-I together with AWB RFC PMO started with activities in order to prepare a detailed project plan and timeline of activities for year 2022 and further.

2.9. User Satisfaction Survey (USS) 2021

In 2021, the AWB RFC participated second time in User Satisfaction Survey (USS) under umbrella of RFC Network. The results of survey were published in December 2021.

From the content of the survey, which is published on the AWB RFC website, the following highlights for AWB RFC are interesting:

- The increase of evaluations compared to the previous year
- Positive feedback was received from 85 % of customer, which means 25% increase of satisfaction
- in the case of wishes for improvements, an increase in the number of Paps and protection of PaPs in case of Temporary Capacity Restrictions were most often mentioned

Shunting railway station and terminal in Celje (Slovenia)

Plodiv - Harmanli – Svilengrad railway line (Bulgaria)

3 AWB RFC INUGURATION DAY

We are very satisfied that we managed to organize the Inauguration Day of the corridor on 23th September 2021 in Ljubljana at Inter Continental hotel. We are glad to have succeeded in organizing technically demanding hybrid meeting with live and virtual interaction among attendees.

The event was opened with an opening speech by Ms. Monika Pintar Mesarič, Director-General of Land Transport, and Ministry of Infrastructure of Republic of Slovenia.

After the opening of the event the following distinguished guests presented their welcome speeches for the attendees of the Inauguration Day:

- Mr. Harald Hotz, Chairman of General Assembly Alpine-Western Balkan RFC
- Mr. Matjaž Kranjc, Director of SŽ-Infrastructure
- Ms. Anka Rojs, President of ExBo of Alpine-Western Balkan RFC
- Mr. Aleš Mihelič, State Secretary Ministry of Infrastructure of Republic of Slovenia

Anka Rojs

Matjaž Kranjc

Harald Hotz

Monika Pintar Mesarič

Aleš Mihelič

Damjan Janez Pangerc

Important support for the event was provided by eminent guests in their keynote speeches.

- Mr. Kristian Schmidt , Director for Land Transport, DG-MOVE
- Mr. Paul Mazatoud, President of Rail Net Europe
- Mr. Damjan Janez Pangerc, RAG spokesman of Alpine-Western Balkan RFC.

Before the end of the first part of the program, Miloš Rovšnik-Executive manager of Alpine-Western Balkan RFC presented on behalf of AWB RFC PMO the current and future activities, tasks as well as challenges of the corridor.

The second part of the program was dedicated to three panels with important and interesting contents and challenges for future placement and efficiency as well as competitiveness of the Alpine-Western Balkan Rail Freight Corridor.

The first panel, moderated by Mr. Harald Hotz presented the importance and effects of project TTR-Smart Capacity Management. Participants of the panel, Mr. Uroš Zupan SŽ-Infrastructures, Mr. Philipp Koiser from RNE, Ms. Birgit Leber from OeBB Infrastructure and Damjan Janez Pangerc SŽ-Cargo had an interesting discussion where the existing and future activities for the implementation of TTR were presented.

The second panel moderated by Mr. Josef Zitzler from Federal Ministry of Transport, Innovation and Technology of Austria addressed the topic of challenges and possible measures for reducing borders stops based on AWB RFC Capacity Improvement & Capacity Study. The participants of the panel Mr. Furio Bombardi, Managing director of Mediterranean RFC, Ms. Dora Kukec Mezek SŽ representative of special group COLPOFER, Mr. Damjan Petrc from SŽ-Infrastructure, Mr. Denes Besenyoi – Rail Cargo Carrier Hungary and Mr. Klemen Ponikvar from Institute of Traffic and Transport, Ljubljana presented their experiences, opinions and also the advice for reducing the train stops on the border stations.

The third panel named AWB RFC and New Silk Road, moderated by Mr. Franc Klobučar -SŽ Infrastructure presented challenges and opportunities of Alpine – Western Balkan Rail Freight Corridor in case of new connections with Turkey, Greece, Middle East and China. In the discussion of panel participated Ms. Vlasta Kampoš - Jerenec from Ministry of Infrastructure of the Slovenia, Mr. Marko Boban from Ministry of Sea, Transport and Infrastructure of Croatia, Mr. Miloš Stanojevič Ministry of Construction, Transport and Infrastructure of Republic of Serbia, Ms. Tonka Yancheva, Ministry of Transport, Information, Technology and Communication of Bulgaria and Mr. Maximilian Bauernfeind Federal Ministry of Transport, Innovation and Technology of Austria .

Panel 2 – moderator Josef Zitzler

Panel 3 – moderator Franc Klobučar

The event was a big challenge regarding all the measures in case of Covid 19 epidemic. With an implementation of all necessary measures, the participation of more than 50 guest in the conference hall took place without complications and consequences.

The official opening of the Alpine-Western Balkan Rail Freight Corridor confirmed its presence on the map of European Rail Freight Corridors. Taking into account a successful history an volume of freight transport, Alpine-Western Balkan Rail Freight Corridor has a challenge and an important role for achieving the goals of rail freight transport in EU until 2050.

4 EUROPEAN YEAR OF THE RAIL AND CONNECTING EUROPA EXPRESS

Friday, 1 January 2021, marks the beginning of the European Year of Rail. The European Commission initiative will highlight the benefits of rail as a sustainable, smart and safe means of transport. A variety of activities will put rail in the spotlight throughout 2021 across the continent, to encourage the use of rail by both citizens and businesses and contribute to the EU Green Deal goal of becoming climate-neutral by 2050.

As the first year of full implementation for the 4th railway package, 2021 will also represent an important leap towards the Single European Railway Area: a more efficient European rail network with seamless mobility across borders.

As a part of the European Year of Railways 2021, the Connecting Europe Express train also entered Slovenia on September 24. It arrived in Ljubljana at 8:46 am. It was greeted by European Commissioner for Transport Adina Vălean, Minister of Infrastructure Jernej Vrtovec, Deputy Mayor of Ljubljana Dejan Crnek, General Manager of Slovenian Railways Dušan Mes and others.

Many invited guests gathered at the informal event, and later the train continued its journey to Celje, where it was met by the mayor Bojan Šrot and guests. Then the train continued its journey towards Maribor, where it was met by the mayor Aleksander Saša Arsenovič and other guests. The train connected the Portuguese, Slovenian and French presidencies to the Council of the EU with a stop in Slovenia.

In the EU, rail is responsible for less than 0.5% of transport-related greenhouse gas emissions. This makes it one of the most sustainable forms of passenger and freight transport. Among other benefits, rail is also exceptionally safe and it connects people and businesses across the EU via the Trans-European Transport network (TEN-T).

Adina Vălean, the European Commissioner for Transport, said: “Our future mobility needs to be sustainable, safe, comfortable and affordable. Rail offers all of that and much more! The European Year of Rail gives us the opportunity to re-discover this mode of transport. Through a variety of actions, we will use this occasion to help rail realize its full potential. I invite all of you to be part of the European Year of Rail.”

The AWB RFC actively participated in the event at the Ljubljana railway station together with RFC 5 and 11

Connecting Europa Express at railway station Ljubljana

Presentation of AWB RFC at Railway station Ljubljana – 24 September 2021

5 COOLABORATION WITH OTHERS

AWB RFC collaborates 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 pan-European 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:

- RFC Network meetings
- RNE RFC High Level Group.
- CIDs & NSs WG,
- CIP Development WG,
- CIP Change Control Board,
- Capacity Management Advisory Group,
- RFC KPI Coordination Group,
- PCS Training and

RFC NETWORK

In 2021, 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 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.

CINEA (The European Climate, Infrastructure and Environment Executive Agency)

CINEA's mission is to support stakeholders in delivering the European Green Deal through high-quality programme management. Active operation with CINEO is key to the future development of the corridor in terms of operational support and infrastructural projects related to the pan-European transport network, the system of roads, railways, inland waterways, short sea routes, ports and airports connecting the EU member states and outside of it. The Commission aims to complete the TEN-T core network by 2030 and the comprehensive network by 2050, while ensuring that its infrastructure helps the EU meet its climate goals as set out in the European Green Deal.

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

Railway station Ljubljana Zalog

Co-financed by the European Union
Connecting Europe Facility

Alpine-Western Balkan rail freight corridor

ANNUAL REPORT 2021

ÖBB INFRA

Infrastruktura

HŽ INFRASTRUKTURA