Minutes

Alpine - Western Balkan Rail Freight Corridor

Railway Undertakings & Terminals Advisory Groups Meeting 2025

2nd September 2025
09:00 – 14:00 (CEST)

Venue:
Port of Rijeka Authority
Riva 1, Rijeka, Croatia

Participants:

Present on sight:	Present online via MS Teams:
1. Helga Steinberger (OBB-I) 2. Saša Jerele (AWB RFC) 3. Tihomir Španić (AWB RFC) 4. Dino Džafo (AWB RFC) 5. Robert Žnidaršič (SŽ-TP) 6. Beno Fekonja (MoT SI) 7. Marko Boban (MoT&I HR) 8. Josip Lovrić (MoT&I HR) 9. Jasna Divić (MoT&I HR) 10. Damjan Rak (RCC Slovenia) 11. Tomica Cerovečki (RCC Croatia) 12. Vlasta Kampoš Jerenec (MoT SI) 13. Ivan Šenkiš (RCC Croatia) 14. Petar Pokrovac (RCC Croatia) 15. Marton Spohn (RNE) 16. Giacomo Morassutti (Port of Trieste) 17. Denis Vukorepa (Port of Rijeka Authority) 18. Vojko Kocijan (Port of Rijeka Authority) 19. Sonja Tešić (Port of Rijeka Authority) 20. Bojan Kovačević (SŽ-I) 21. Mario Rašić (HŽI) 22. Marcell Gabor (MoT Hungary)	23. Nikolina Ostrman (HŽI) 24. Emeše Lalić Urban (MoT Serbia) 25. Jaka Moneta (RCC Slovenia) 26. Maria Lefaki (OSE) 27. Peter Šišolak (RNE) 28. Raluca Atanassov 29. Sebastian Steinbrecher (MoT AT) 30. Marian Jean Marinescu (EC) 31. Albrecht Malcherek (WBEM Consultant) 32. Dražen Žgaljić 33. Dejan Lasica (Transport Community) 34. Sara Cavallo (MoT IT)

1	**Introduction & welcome**
	Mrs. Helga Steinberger from OBB-I and as Chairperson of AWB RFC General Assembly greeted participants and gave the floor to Mr. Denis Vukorepa, to give a welcome speech as director of Port of Rijeka Authority and as host of 2025 AWB RFC RAG TAG meeting. Mr. Vukorepa said that it is his pleasure to greet everyone at the meeting. Recognizing the great significance of the railway transport, he thanked the organizer for choosing the Port of Rijeka Authority as a host venue. He organised for the participants to visit port area and two container terminals the day before, where everyone could see first-hand two strong concessionaires – Adriatic Gate Container Terminal, which is currently investing 35 million euros in new equipment, and Rijeka Gateway Container Terminal – with investment worth 380 million euros. All represents the most technologically advanced and sustainable terminal in the region. Rijeka is proud to be the home to international terminal operators with extensive experience, financial stability, and a focus on sustainable growth. He underlined that the Port of Rijeka Authority, with the support of the Ministry of the Sea, Transport and Infrastructure of the Republic of Croatia and EU funds, has successfully implemented 8 CEF projects in the last few years and modernized the port and railway infrastructure, operational piers and built new intermodal terminals. The ninth project, which is currently in the implementation phase, will enable the supply of electricity to ships from shore, making them the leader in the green transition in the region. The total value of these projects is 152 million euros. Mr. Vukorepa concluded that he is personally very pleased to welcome the joint work of this group, because a competitive and efficient railway corridor represents our common interest. Mrs. Helga Steinberger thanked everyone for joining AWB RFC RAG TAG meeting. She said that it is a pleasure to have this joint meeting at the port of Rijeka and she sincerely appreciated the Port of Rijeka for hosting and providing excellent opportunity to come together in such an important regional hub. Mrs Steinberger conduct her speech through several points which refers to following statements: • Ports like Rijeka serve as essential gateways in the wider freight transport network. Ports, in general, hold great potential to complement rail freight flows and contribute significantly to regional economic development. With the extended Corridor the port connections will increase a lot. • She extends a particularly warm greeting to the new members of our extended Corridor, as well as to the representatives of the Railway Advisory Group (RAG) and the Terminal Advisory Group (TAG), and of course glad to have participants online in such significant number. • One of the most significant milestones for this Corridor is its enlargement. Expanding the network brings with it greater complexity and new challenges, but it also opens opportunities for growth and cooperation. It requires all stakeholders' contribution to improving rail transport along the Corridor. • While infrastructure managers face considerable challenges in maintaining and upgrading the network, they cannot address these issues alone. Effective communication and close coordination between railway undertakings and infrastructure managers are essential. • As Chairperson of this Corridor, she emphasizes the challenges and opportunities that everybody face in strengthening cooperation between rail infrastructure managers and railway undertakings. • The efficient operation of AWB RFC depends heavily on collaboration which is the key to ensuring smooth rail freight flows. • It is equally important to deepen cooperation among the countries within this Corridor. The support of the ETC Coordinator (Mr Marinescu) is crucial in facilitating this process and can significantly contribute to the development of the network and she shared some positive updates regarding the progress that has be made on the corridor regarding enlargement into WBEM ETC: - The RFC has successfully begun integrating and extending the Corridor to include new Members. - The Memorandum of Understanding at the Executive Board level is moving forward well.

	- Intensifying efforts to be fully prepared with the required procedures by January. - New members are already contributing to the ongoing integration process In conclusion of these statement, she said that the technical and regulatory challenges that corridor is facing are significant, but that all involved in corridor works firmly believes that by working step by step in partnership can unlock the full potential of good rail cooperation. Mr. Robert Žnidaršič from SŽ Tovorni Promet and as spokesperson for the carriers on the AWB thanked the AWB Corridor General Assembly for convening this meeting and for preparing such an excellent agenda. The topics are both timely and important. He emphasizes that carriers on the AWB corridor face major challenges in traffic management across the individual networks of infrastructure managers. Upgrades to the railway infrastructure are necessary and welcome. Still, they would be even more valuable if they were carried out in a more coordinated and systematic way since stable operations are absolutely crucial for our activities. At the same time, significant developments are occurring in both the field of railway regulations and digitalization. He said that the new PCS CB is in its testing phase which is a crucial step toward more efficient operations and stronger connections among all stakeholders. Mr. Žnidaršič thanked everyone for participation and willingness to work together in finding solutions and improvements for the future of railway business for all.
2	**RNE IT tools support – description of RNE applications with practical demonstration**
	Mr. Peter Šišolak from RNE together with Mr. Dino Džafo and Mr. Tihomir Španić from AWB RFC PMO presented some of the IT tools developed by RNE who could help Railway Undertakings as well as Infrastructure Managers in its scope of business. ➢ **TIS (Train Information System)** Mr. Šišolak introduced everyone with RailNetEurope as Umbrella organisation of Infrastructure Managers (IMs) / Allocation Bodies (ABs) with 38 Full Members and 11 Associate Members. RNE Facilitates international rail traffic and delivers solutions and tools for international infrastructure management. Through its solutions and tools, RNE improves international traffic management, removes language barriers in communication, shorten recovery after disruption, gives support for contingency management, improve efficiency by providing performance values. He presented TIS (Train Information System) IT tool, which is free of charge web-based access application that supports IMs, RUs and Terminals by providing real-time information for national and international trains. This was followed by a detailed presentation of the work in the TIS Web, TIS Mobile, Train Driver App applications itself. It included map overview with its features, how to search for a specific train and its path and train details. TIS data exchange is complex scheme which allow certain output data for all parties to receive data under the unique TIS Train ID ➢ **PCS (Path Coordination System)** After TIS presentation, Mr. Dino Džafo from AWB RFC PMO presented PCS (Path Coordination System) which is an international path request coordination system for Path Applicants, Infrastructure managers (IMs), Allocation Bodies (ABs) and Rail Freight Corridors (RFCs). The Internet based application which optimises international path coordination by ensuring that path requests and offers are harmonised by all involved parties. First he explaned a bit of International Capacity Allocation Process and Corridor One Stop Shop which is the only body where applicants may request and receive dedicated infrastructure capacity for international freight trains

on the Corridor. The handling of the requests takes place in a single place and a single operation. The C-OSS is exclusively responsible for performing all the activities related to the publication and allocation decision with regard to requests for PaPs and RC on behalf of the IMs / ABs concerned. Capacity Allocation process on corridors actualy start 19 months before timetable with Capacity wish list which is sent towards RUs for them to express thir wishes for PaPs. PaPs are Pre–arranged train paths and represents capacities for train paths which are published 11 months before timetable steps into force. They can be made by the IMs based upon RUs requests or based upon capacity available in IMs timetable chart. They are related to scheduled trains running daily or on specific days of the week throughout the whole timetable period.

After general description of international capacity allocation process, Mr. Džafo conducted a demonstration exercise within PCS of what the process really looks like. In order to do this exercise, it required the participation of all involved parties (C-OSS, IMs and RUs), so the test environment involved physically logging into the system for each of the actions listed below. The process takes place in several phases during the aforementioned 19 months:

- Receiving Capacity wish list from RUs
- PaP Construction within designated IMs
- Publication and publishing of PaPs
- Creating the dossiers, releasing harmonisation and requesting the path by the RUs
- Releasing path elaboration by the C-OSS
- Accepting request by the IMs
- Submitting the offer by the C-OSS
- Releasing active timetable

After completing the exercise, Mr. Damjan Rak from RCC Slovenia followed up with details about the train that must be entered into the system with the fact that the application itself may have certain shortcomings in the sense that, in addition to the basic data about the train (weight, length, speed), the type of goods transported on the train in question should also be entered. The same would be necessary due to the future connection of various applications, such as the ICM (Incident Management Tool), where in the case of an extraordinary event, it would be possible to immediately know whether there is dangerous material in the train.
The same claim was supported by Mr. Robert Žnidaršič from SŽ Cargo.

- **CIP – Customer Information Platform**

Mr. Tihomir Španić from AWB RFC PMO presented CIP (Customer Information Platform) which is interactive, Internet-based information tool that provides precise information on the routing, terminals, track properties and infrastructure investment projects, as well as ICM lines and their rerouting options of the participating RFCs. It also benefits for all public users (RUs and other Applicants) with various information on several key elements:

- Routing
- Terminals
- Track properties
- Investment projects
- Re-routing options

Mr. Španić focuses on AWB RFC and three major sections of CIP which are: Interactive map, Information documents and Terminals., going through the application in detail and showing the individual features of each category. In addition, under the Interactive map category, the options and data obtained by selecting a particular railway line are shown, as well as the possibility of selecting additional options such as: Infrastructure Managers involved, RFC Line Category, Load model of line categories, Traction Power and other line properties.

	Under Information documents Mr. Španić showed all relevant documents which is available under this category. Those documents are: • Corridor Information Documents (CIDs) • Implementation Plan • Capacity Offer (PaP and RC Capacity) • Temporary Capacity Restrictions (TCRs) • Re-routing Scenarios • Corridor Performance • Annual Reports • User Satisfaction Surveys ➢ **TCR – Temporary Capacity Restrictions** Mr. Španić also presented the TCR Tool, which supports international coordination of TCR by ensuring that TCRs are harmonised between all involved parties. The system covers TCR planning period from three years in advance (considering the referenced timetable), until four months before timetable change. Based on legal background with Article 53(2) of and Annex VII to Directive 2012/34/EU as amended by Commission Delegated Decision (EU) 2017/2075 and Article 12 of the Regulation (EU) No 913/2010 and No 1316/2013 ("Coordination of works"), TCRs are divided into 4 sections: Major Impact TCR, High Impact TCR, Medium Impact TCR and Minor Impact TCR based on their duration and impact on traffic. He emphasizes that Temporary Capacity Restrictions (TCRs) are published on the AWB RFC website and RNE Customer Information Platform (CIP). AWB RFC publishes TCRs twice a year (in December and June). He also mentioned the fact for 2025-2026 there are 345 TCRs listed (Austria – 309, Slovenia 7, Croatia – 18, Serbia – 3, Bulgaria – 8). TCRs are shown in table and in geographical overview.
3	**Useful RFC Documents**
	Members of AWB RFC PMO Mr. Tihomir Španić and Mr. Dino Džafo presented the AWB RFC documents drafted and published on AWB RFC website and their usefulness for the RUs and terminals. The online presentation of the website consisted of a display of all important documents with their contents, where the content of the following documents is explained in more detail: • Corridor Information Documents (CID) • Capacity allocation • Temporary Capacity Restrictions • User Satisfaction Surveys • Annual Reports • Other public documents
4	**Improvement of the border time situation by reducing dwelling times on border crossings Tovarnik – Šid and Dimitrovgrad – Dragoman (Kalotina Zapad)**

Mr. Tihomir Španić presented an ongoing project on AWB RFC on Reducing the dwell time at the borders Tovarnik (HŽI) – Šid (IŽS) and Dimitrovgrad (IŽS) – Dragoman (Kalotina Zapad) (NRIC).

- **Tovarnik (HŽI) – Šid (IŽS)**

For this border crossing he introduced the attendees that this is a Schengen border with Double-track and electrified line (25 kV, 50 Hz) on both sides of the border. It is a double point check border which means that each train must stop in both border stations due to the state authorities inspection.
Measurement was carried out in the period from 18th November to 24th November 2024 (7 days) when 84 international freight trains (44 West-East, 40 East-West) were included and 16 railway undertakings and it showed that real average dwell time in direction West – East is 650 minutes (planned average dwell time is 227 minutes). In the opposite direction real average dwell time is 593 minutes (planned average dwell time is 217 minutes).
After conducting an analysis, several activities and measures for improvement for reducing the dwell time stand out. Those are:

- New way of exchanging data on trains should be introduced (in written form– more detailed Traffic Plan).
- Possible changes in infrastructure fees.
- Development of new communication IT tool between Operations departments and train dispatchers in border stations.
- Announced investments and construction works in both border stations are contribution from the IMs sides in order to increase the capacities.

- **Dimitrovgrad (IŽS) – Dragoman (Kalotina Zapad) (NRIC)**

It is a border between EU and non-EU State. It is a Single-track line on both sides of the border. Line towards Niš is not electrified and line towards Sofia is electrified (25 kV, 50 Hz). This is multiple point check border where each train must stop in Dimitrovgrad, Kalotina Zapad for Bulgarian Police control and Dragoman for Customs and other state authorities' control. Dimitrovgrad is handover border stations where all railway procedures where technical inspection, commercial inspection, change of locomotive etc. are done by both RUs.
Measurement was carried out in the period from 28th October to 10th November 2024 (14 days) where 153 international freight trains were included (76 West-East, 77 East-West) with 16 railway undertakings on Serbian side (border station Dimitrovgrad) and 8 railway undertakings on Bulgarian side (border station Dragoman) and it showed that real average dwell time in direction West – East is 699 minutes (planned average dwell time is 340 minutes). In the opposite direction real average dwell time is 834 minutes (planned average dwell time is 336 minutes).

Next steps which will be taken regarding this project are:

- To repeat the measurement of the border operations on the border crossing Dimitrovgrad (IŽS)–Dragoman (Kalotina Zapad) (NRIC) due to the insufficient data (dwell time reasons) for border station Dimitrovgrad.
- To define and propose the measures for reducing the dwell time on the border crossing Dimitrovgrad (IŽS)–Dragoman (Kalotina Zapad) (NRIC)
- To hold a meeting with RUs that operate on border crossing Tovarnik (HŽI) Šid (IŽS) and present them measures for improvement

After the presentation of the Projects, Mr. Jean Marian Marinescu from DG MOVE and as WBEM Coordinator proposed and asked if Legislative changes are in consideration, and that has to be find a way to harmonise border operations also through the law, and that that can be initiated by certain entities within the corridor.

	Mrs. Helga Steinberger from OBB-I and as Chairperson of AWB RFC answered that this question is basically on Ministries level and EU level and that initiative definitely should be taken in consideration in the future. Even IMs are not the legal arm of the country to start these legal changes. Nevertheless, proposal is noted and future talks with the government authorities could be taken. In the meantime, this is still a Pilot project and AWB RFC optimise dwelling time in operation level.
5	**Strategic investments and developments of the Croatian route of the AWB RFC**
	Mr. Mario Rašić as Deputy director of Traffic Sector from HŽ-I presented Railway infrastructure projects on the Corridor part in Croatia. At start he provide general data of HŽ Infrastruktura network and the company itself with 2.617 km of railway lines out of which 39% is electrified and unfortunately at this point only 11% is double track line. Renovation and modernisation programs of the railway infrastructure in the next 10 years (until 2035) includes total value of works in total of 5,5 billion Euros. That amount includes 280 km of rail tracks which are in designing process, 127 km works tender in progress and 607 km works in progress. Renewal and modernisation projects covers two international corridors on state level, which is RH1 from Slovenia to Serbia and RH2 from Port of Rijeka to Hungary. It is specially indicated The new "lowland" railway line Karlovac - Rijeka with length of 120 km which shortens the existing route by 56 km. Route Karlovac – Oštarije/Skradnik – Krasica – Tijani in total length of 111,3 km has EIA finished and Preparation of the preliminary design ongoing while route Tijani – Rijeka with length of 8,7 km has EIA finished and Location permit obtained and preparation of the main design is ongoing process. Key fact of this "lowland" railway line is as follows: • Total length of 120 km • double-track electrified railway • speed of 160 km/h (120 km/h freight) • 7 stations and 6 stops • 17 viaducts / bridges with length of total 11,7 km • 14 tunnels with length of 57 km • estimated costs 3 billion EUR Reconstruction of the existing track and construction of the second track on the section refers to two major projects: • **Dugo Selo - Novska** which includes: - 84km - 670mil. € - 160 km/h - reconstruction of stations, stops, construction od underpasses and overpasses with associated roads instead of level crossings - reconstruction of the existing level crossings - noise barriers - reconstruction of all existing bridges, viaducts and other facilities • **Hrvatski Leskovac - Karlovac** which includes: - 44km - 361mil. € - OPCC - 160 km/h - conclusion in 2029

	- noise barriers - reconstruction of stations, stops, construction of underpasses and overpasses with associated roads instead of level crossings - reconstruction of the existing level crossings - reconstruction of all existing bridges, viaducts and other facilities Ongoing process is preparation of project documentation for the modernization of the railway section Okučani – Vinkovci which covers Corridor with 131 km in length for the amount of 549mil. €. After it is finished it will enable speed up to 160 km/h (freight 120 km/h) and includes reconstruction of stations, stops, construction of underpasses and overpasses with associated roads instead of level crossings, reconstruction of the existing level crossings, building noise barriers and reconstruction of all existing bridges, viaducts and other facilities. At the end of the presentation the benefits of the construction are also listed and are manifested through the following: • Continued major investments in HŽ infrastructura • The main objective is to continue the modernization of the AWB corridor through the Republic of Croatia from the port of Rijeka to the Serbian border (new double-track, interoperable railway line) • Citizens will benefit from increasing travel speed and comfort. • Increase the speed and volume of goods flow (designed speed up to 120 km/h-freight) • Withdrawal of grants from EU funds • With the realization of the railway project in this part of Croatia, it becomes better and more competitive with other modes of transport. • With the final connection from the city of Rijeka to the border with Serbia, we will get a high efficiency railway, which will enable faster flow of goods from the port of Rijeka to Serbia, and thus the port of Rijeka will become more competitive.
6	**Capacity allocation process and AWB RFC KPIs**
	Since the part of this presentation is used in PCS (Path Coordination System) presentation under point 2 of this minutes, Mr. Dino Džafo from AWB RFC PMO presented Working groups on AWB RFC and Key performance indicators of AWB RFC. There are two working groups which are in charge of Capacity KPIs (Capacity Working Group) and Operations and Market development KPIs (Operations and Performance Working Group) which are responsible for individual KPIs. Mr. Džafo noted a certain problem that the AWB RFC faces when collecting individual KPIs, given that some IMs do not submit data to TIS and some do not submit all data. At the same time, individual data cannot be taken as a report from the application but must be combined with national systems and must be manually calculated. The mentioned problem is successfully solved thanks to the members of the AWB RFC working groups. Afterwards he presented all KPIs mentioned above regarding AWB RFC with the fact that certain KPIs have clearly improved in the last few years, especially: • Increase in volume of offered, requested and pre-booked capacity • Increased number of requests • Increased average planned speed of those PaPs who are comparable • Increased punctuality at origin and destination in 15 and 30 minutes sloth

	• Increased number of trains per RFC and per border and train kilometers of trains per RFC • Increased number of trains crossing a border along the RFC and Train kilometers of trains crossing a border along the RFC Not all KPIs are in good position, and one that is not is certainly the planned and real dwell time in border sections whose numbers in some cases exceed 350 minutes for planned dwell time and over 800 minutes for real dwell time. Intention of AWB RFC is to reduce these values, especially through ongoing projects of reducing dwelling times on border crossings Tovarnik – Šid and Dimitrovgrad – Dragoman (Kalotina Zapad) mentioned in Point 4 of this minutes. At the end, Mr. Džafo presented the new Operational priorities introduced by new TEN-T Regulation (EU) 2024/1679 (Article 19): - Dwell time at the borders less or equal 25 min. - Punctuality – at least 75% of freight trains arrive with delay less than 30 min. (only delays attributed to IM) - 740 m long trains.
7	**Transport Community - Report for Western Balkans**
	Mr. Dejan Lasica from Transport Community presented activities with the Action Plans and the EU Acquis Progress Report for Western Balkans. He showed Compliance with TEN-T requirements – Current state of play in the Western Balkans. He emphasizes that 6 – 7 years ago, market on those countries was completely closed. Now it started to open rapidly and forecast until 2027 is optimistic. TEN-T Network compliance and forecast until 2027 was shown through TEN-T requirements.
8	**New Western Balkans - Eastern Mediterranean European Transport Corridor**
	Mrs. Saša Jerele from AWB RFC PMO presented geographical alignment of the new Western Balkan – Eastern Mediterranean European Transport Corridor (WBEM) and extension of the AWB RFC to a new WBEM freight corridor. New WBEM ETC represents a major expansion of the Trans-European Transport Network (TEN-T), creating a continuous transport axis that links Central Europe to the Eastern Mediterranean through the Western Balkans. It integrates countries both inside and outside the EU into one seamless corridor. Presentation included key route overview: • Begins in Central Europe—Austria, Italy—extends through Croatia, Slovenia, Hungary, and into the Western Balkans. • Traverses Serbia, Bosnia and Herzegovina, Kosovo, North Macedonia, Montenegro, and Albania, extending to Bulgaria and Greece, including maritime connections to Cyprus.

The main goal for freight operators is to benefit from a reduction in cross-border delays, thanks to harmonized operational standards and border coordination. The corridor provides a continuous rail freight route from Central and Eastern Europe to the Ionian, Aegean, and Adriatic Seas.

Mrs. Jerele explained the corridor links rail freight directly with key Adriatic, Ionian, and Aegean ports, including:

- Port of Trieste (Italy)
- Port of Koper (Slovenia)
- Port of Rijeka & Ploče (Croatia)
- Port of Bar (Montenegro)
- Port of Durrës (Albania)
- Port of Thessaloniki, Igoumeni, Patra, and Piraeus (Greece)

This enhances intermodal freight logistics—connecting maritime, road, and rail systems across the Balkans and EU.

As Strategic Freight Benefits from the Corridor Mrs. Jerele emphesize that focusing specifically on rail freight transport, the Western Balkans – Eastern Mediterranean Corridor under Regulation (EU) 2024/1679 delivers substantial opportunities and improvements for freight operators across the region.
This corridor is also crucial for:

- Connecting EU markets to the Balkans and eastern Mediterranean
- Facilitating sustainable, effective, and green transport
- Supporting regional economic integrationand enlargement strategy

As a conclusion of this part of the presentation, Mrs. Jerele showed processes which are being done and are still in progress in order to make for sucessful transition from AWB RFC to WBEM RFC.

Under last point of this processes, Mr. Robert Žnidaršič from SŽ Cargo and as the spokeperson of AWB RFC RAG took the floor and present Memorandum of Understanding between Railway Undertakings and ephesize some crutual points of this Memorandum. Those points refer in following statements:

Introduction

- Open to licensed Freight Railway Undertakings (RUs) (Reg. EU 2012/34, Art. 3)
- Focus: use of Rail Freight Corridors (RFC)

RAG Responsibilities

- Develop common RU positions on RFC topics
- Advise Infrastructure Managers (IMs), Ministries, EU Coordinator
- Provide opinions on implementation plans, infrastructure needs, investments
- Input to Corridor Forum & TEN-T coordination

Topics Addressed

- Temporary Capacity Restrictions (TCR) & traffic
- Operational & technical harmonisation
- Interoperability
- TEN-T parameters implementation

Membership

- All licensed freight RUs can join
- Info via IMs, Network Statements, websites

	• Member list managed by RAG Speaker(s) • Joining requires acceptance of the MoU • Non-signatories may still attend meetings **Meetings & Organisation** • At least 1 RU-internal meeting per year • Additional meetings as needed (regional, thematic) • Transparency: timely documents, public dates, published minutes (4 weeks) • Guests may be invited **Decision-Making** • In meetings or written process (min. 2 weeks) • One RU = one vote (no weighting) • Simple majority • Quorum: at least 3 independent companies • Both majority & minority views reported **Voting Rules** • No proxy voting allowed • Online/hybrid participation encouraged • Voting via polls, forms is possible • Transparency ensured through anonymised reporting **RAG Speaker(s)** • Represents all RU members' opinions • Minority views must be included • 1 speaker + 1 deputy (or co-speakers for large corridors) • Term: 2 years • Neutrality ensured (RFC provides neutral email) **Summary** • RAG ensures RU collaboration on RFCs • Provides structured input to IMs, Ministries & EU Coordinator • Supports harmonisation, interoperability & TEN-T implementation
8 a)	**Supporting Corridor Growth by the European Transport Market Study (ETMS)**
	Mr. Marton Spohn from RNE presented ETMS project on RNE level. He said that ETMS first iteration is kicked off in summer 2025 and presents the project through several points: • Co-funded by the European Commission • Project duration 2025-2027 • Kick-off meeting 26 May 2025 • Draft Inception Report delivered 23 July 2025 • Forecasting year 2035 • Includes long-distance passenger rail and freight (based on RFCTMSs) • Stakeholder Involvement is a key part of the project • 2"ETMSFora" planned to share intermediate and final results

	• 11 ”ETMS Workshops” planned for discussing specific topics on methodology and results **ETMS input needs and output possibilities:** • ETMS results only as accurate as its input data • For freight: RFCTMSs area solid basis • For passenger rail: Balkans as an “uncharted territory” • Mixed use(passenger + freight) synergies also for freight segment • ETMS requires input on ideally possible best travel times for cross-border passenger trains taking into consideration results of ongoing projects • excluding border crossing procedures (modelled separately)

September 2025