Baltic – Adriatic Rail Freight Corridor 5

Annual Report 2022

Edition 2023

Table of content

Message of the Chair of the General Assembly

Dear Reader,

Over the past year, we have been confronted with a number of additional challenges in an already highly complex environment. In most countries, the acute phase of the Covid-19 pandemic appears to have passed; however, its effects still echo.

When the pandemic subsided, we believed we were on the way to a "new normal". However, on 24th of February 2022, our image of a peaceful Europe was shattered with the belligerent attack on Ukraine, that has not only created unimaginable hardship for its people, but further exacerbated uncertainty and strained supply chain networks.

As strong believers in developing our own future we continue to work hard to meet the expectations of our customers - to increase volume of capacity offered, with our premium products – ExtraLong and ExtraHeavy PaPs – extended for TT2024 due to their increasing popularity.

WGs and C-OSS pursue their work on data quality and achieving set KPIs values, most of which have been improved upon. We work closely with RAGs and TAGs, seeking their suggestions on how to achieve seamless cooperation.

 In light of the TEN-T regulation revision and the European Commission's proposed changes to the existing CNC network, RFC Baltic – Adriatic works closely with the CNC Coordinator and RFC Amber to develop a joint action plan.

Within the Solidarity Lanes project, RFC5, along the IMs involved, has been working on providing support in transporting goods, mainly grains, out of Ukraine under the EC's umbrella.

Looking back at these achievements over the past year, I must warmly thank our people, without whom none of this would have been possible and who consistently go the extra mile to anticipate and respond to the needs of the market.

I wish you a pleasant reading.

Izabela Szymanska

Chairwoman of the General Assembly

1. Governance

In the second half of 2022 the Member PLK proposed a new Chair of the General Assembly (GA). Ms Izabela Szymanska was appointed Chair during the GA meeting in Prague on October 5th.

Also the Executive Board (ExBo) in the meeting in Prague of October 6th decided for a change of the Chair. From 1st January 2023 the Chair is Mr Lukas Soukup of the Czech Ministry of Transport.

2. Corridor Strategy

During the joint meeting of Executive Board and GA of RFC Baltic Adriatic, it was decided to enhance the Corridor Strategy Paper by setting short term targets for the Corridor.

The targets (see table 1) are going to be published in the Corridor Implementation Plan update and relate to a set of KPIs in the areas of capacity management, quality of operations and satisfaction of the Corridor users.

Area	KPI Name	Formula	Target
Capacity	Capacity Requests rate	Km*days requested / Km*days offered (%)	30%
	Fulfilment of customers' wishes rate	nr of offered PaPs/nr of PaPs wished by customers	80%
	Quantity of Premium offer	Number of premium PaPs offered	6
Operation	Punctuality at Origin (RFC entry)	RNE PM yearly KPI report	max Delta (%Orig-%Dest) : 16%
	Punctuality at Destination (RFC exit)	RNE PM yearly KPI report	
User Satisfaction	Overall RFC BA user satisfaction	Response to the General Satisfaction question of the USS	75%

Table 1: short term targets assigned by the Executive Board

3. Capacity Management

3.1. Preparation of PaPs offer TT 2024

The PaPs TT2024 offer was published on January 9, 2023 both in PCS and in CIP (as a document available for download, on PaPs catalogue TT2024).

The Working Group Capacity, Timetable and C-OSS (WG Cap/TT/COSS) designed the offer. The basis for the construction of the offer were as usual, the outcomes of the corridor **Transport Market Study** update and the **wishes** expressed by the users of all RFCs, jointly collected by a survey distributed by the C-OSS Community from May to August 2022. Baltic-Adriatic RFC in 2022 managed to fulfil about **93%** of customers' wishes.

In order to allow the highest degree of flexibility:

- every PaP is composed of **several** geographical **sections**;

- **full flexibility** of times in both request and offer is allowed even at the border points.

In terms of Origin/Destination, the PaPs offered for TT2024 are displayed in Table 2.

Origin	Destination	Pairs
Chalupki	Barbosi	1
Czechowice Dziedzice	Bratislava	1
Oradea	Piacenza	3
Małaszewicze Południowe	Česká Třebová	1
Szob	Český Těšín	1
Gdynia Port	Ostrava	1
Zabrzeg Czarnolesie	Ostrava	1
Świnoujście	Česká Třebová	1
Ostrava	Koper	1
Dunajská Streda	Koper	1
Trnava	Torrile S.Polo	1
Gliwice	Piacenza	1
Malina	Gliwice	0,5
Tichy	Cervignano	1
Žilina zr.st.	Český Těšín	1
Břeclav	Koper	1
Tichy	Lonato	1
Schwechat	Venezia	1
Villach	Trieste	1
Villach	Pordenone	1
Wien Süd Güterzentrum	Trieste	2
Chalupki	Ostrava	2
Bologna Interporto	Tichy	0,5
Ostrava Kuncice	Pisa	1
Tichy	Fossacesia	0,5

Table 2 – List of PaPs offer for TT 2024 of Baltic-Adriatic RFC RFC BA

Several PaPs reach the real O/D of the freight traffic flow, even though is outside the Baltic-Adriatic RFC lines, for instance Lonato, Piacenza, Torrile S.Polo for RFI and Gliwice for PKP PLK.

Several PaPs are multicorridor PaPs:

- PaPs Czechowice Dziedzice – Bratislava are harmonised with RFC 11.
- PaPs Chalupki-Barbosi are offered jointly with PaPs of RFC 7, 9, 11.
- PaPs Małaszewicze Południowe- Česká Třebová are offered jointly with RFC 9, 11.
- PaPs Piacenza-Oradea are offered jointly with RFC 7 and 9.
- PaP Malina Gliwice is offered jointly with RFC 7, 9, 11

In terms of volumes, about 6.3 mln PaPs km*days were offered for TT2024.

Table 3 shows the capacity offered by RFC 5 C-OSS since the setting up of RFC 5. There is a clear increase in terms of offered capacity (+15,2% between TT2022 offer and TT2024 offer).

Capacity volumes delivered to C-OSS by each RFC 5 IM for PaPs TT2024 offer are shown in Table 4.

Graphic 1 displays the trend of PaPs offered capacity per IM since the launch of RFC 5 (from TT2017 to TT2024)

TT Year	Offered capacity PaPs yearly TT	Offered Reserve capacity
	(Km*days)	
TT2016		3.8 mln
TT2017	7.589.572	3.899.045
TT2018	8.926.364	3.481.420
TT2019	8.883.093	3.579.208
TT2020	7.141.056	3.431.423
TT2021	6.601.967	3.3 mln
TT2022	5.501.634	3.4 mln
TT2023	6.154.873,97	3.3mln
TT2024	6.341.985	

Table 3: Baltic-Adriatic RFC: trend of capacity offer and requests TT2016-TT2024 (source: C-OSS elaboration)

Table 4: Baltic –Adriatic RFC capacity delivered by RFC 5 IMs TT2024 (source: C-OSS elaboration)

IM	Offered Capacity (Km*Days)
ÖBB-I	1.619.651
PKP-I	1.078.284
RFI	1.122.011
SŽCZ-I	1.362.887
SZ-I	771.086
ŽSR-I	388.066
Total	6.341.985

Trend for each IM in terms of offered capacity TT2017-TT2024

	OEBB-I	PKP-I	RFI	SZCZ-I	SZ-I	ZSR-I
TT2017	2.895.561	1.054.383	1.683.934	845.567	611.738	498.389
TT2018	3.461.451	1.105.627	1.698.286	1.155.823	976.685	528.492
TT2019	3.040.048	1.614.350	1.581.314	1.101.720	995.467	550.193
TT2020	2.213.484	1.132.458	1.644.895	837.053	729.893	583.274
TT2021	1.890.525	1.609.072	1.226.692	941.882	491.182	442.613
TT2022	1.306.339	1.475.433	779.088	791.045	734.916	414.814
TT2023	1.392.466	1.494.522	1.034.933	1.122.175	734.916	375.830
TT2024	1.619.651	1.078.284	1.122.011	1.362.887	771.086	388.066

Graphic 1: Baltic –Adriatic RFC: trend of offered capacity per IM 2017-2024 *(source: C-OSS elaboration)*

The innovative product launched in the last years, that is the offer of "**ExtraLong Train PaPs**" from/to Port of Koper, had a good market feedback in the past years. Therefore Baltic-Adriatic RFC offered as well the product for TT2024. They are PaPs pair connecting Ostrava in Czech Republic and the port of Koper allowing running of trains of 590m length, which is significantly longer than in the standard offer of IMs (525m). That clearly brings about an economic benefit to the users of the RFC. For TT2024, RFC 5 also provided a common offer with RFC 11 of ExtraLong Train PaPs that allows running of trains of 660m between Czechowice and Bratislava.

Furthermore, another premium product developed by RFC 5 CAP WG, the "**ExtraHeavy Train PaPs**", was proposed again in the offer for TT 2024. This product consists of a pair of PaPs from/to Port of Trieste and Villach, and a pair from/to Pordenone and Villach, allowing the run of 1800t heavy trains.

3.2. Publication of Reserve Capacity Offer

Baltic-Adriatic RFC published the Reserve Capacity (RC) offer for timetable 2023, in form of time slots, in **October 2022 in PCS**. This offer is kept available during the running timetable period, in order to meet *ad hoc* **market needs**. The quantity offered was stable compared to previous years, as shown in table 3.

As usual Authorized applicants could request one path per day and per direction the C-OSS, on the line sections of the Corridor according to train parameters as shown in the catalogue. The deadline to submit a request is **30 days** before the first planned train run.

In 2022 RFC 5 did not received any request from applicants for allocating TT 2023 Reserve Capacity.

3.3. Short term capacity offer

During 2022 as well Baltic-Adriatic RFC continued to offer its innovative **short-term** capacity product.

Updated and transparent terms and conditions were published as annex to the CID.

Baltic-Adriatic RFC users had the chance to request any tailor-made path for more than one operational day. The latest deadline to request capacity was **5 days**.

Despite the efforts needed to make the implementation of such commercial offer possible, applicants' requests were still far below the expectations.

4. Operations

4.1. Train Performance Management (TPM)

The WG PM&O continued its activities together with the RNE PM WG and DQ WG in order to improve the performance reports and to monitor the operational bottlenecks.

As far as Data Quality is concerned, a new border section methodology was introduced for TIS reporting purpose and the WG started to set up the border sections information and to define the DQ Corridor KPIs together with the RNE WG.

An additional activity aimed at agreeing on a new definition of RFC trains for TPM purposes went on.

4.2. Integration of Terminals with RNE TIS

The Corridor promoted among the TAG and provided support for the integration of the IT systems with the RNE TIS. Following up the support given to Port of Venice and Bologna Interporto, towards the end of the year also Port of Trieste and Monfalcone showed an interest and therefore the Corridor provided support in the dialogue with RNE.

The EM coordinated a set of teleconferences between the partners (RNE, Terminals staff, RFI) with the aim of integrating the information owned by the terminals about the arrival/departure times (and delays) of the trains with TIS.

4.3. International Contingency Management

4.3.1. Real case

Across the end of January and beginning of February, the PMO provided support to the management of an ICM case occurred at Bratislava Petržalka station by coordinating a telco between the involved IMs and RFCs.

Besides RFC BA in fact, who acted as coordinator, also the RFCs Orient-East Med, Rhine-Danube and Amber were involved, since the case happened on an overlapping section.

4.3.2. Case study

The Network Executive Board (NexBo) requested all RFCs to draft a case study about ICM allocation rules by November 2022.

The Corridor decided to elaborate the study on the real case which occurred in Bratislava Petržalka at the beginning of the year. The RFCs 7, 9 and 11 asked to elaborate jointly the case and all ExBos agreed.

A joint working group was appointed, which drafted the case study and discussed it with representatives of involved Ministries and RUs, both freight and passengers.

After approval of the GA of RFC BA, the study was delivered to NexBo ahead of schedule.

The study was well received. Its main conclusions and recommendations are subject of discussion at NexBo level during 2023.

5. Performance

5.1. Key Performance Indicators

5.1.1. Capacity KPIs

In April 2022, Baltic-Adriatic RFC received 33 requests for the yearly TT 2023.

The **capacity request ratio was stable compared to TT 2022 (34% in TT 2022 and 33% in TT 2023)**, whereas the **PaPs request ratio remained at a level of 60%** (despite the very slight decreasing compared to TT 2022). Four requests for PaPs were in conflict; they were managed by proposing alternative PaPs offer, accepted by applicants.

Table 5 displays the main KPIs. It is worth noting that if the volume of requested capacity is close to the volume of pre-allocated capacity, this means that there are very few conflicting requests or bad requests (i.e. requests with errors).

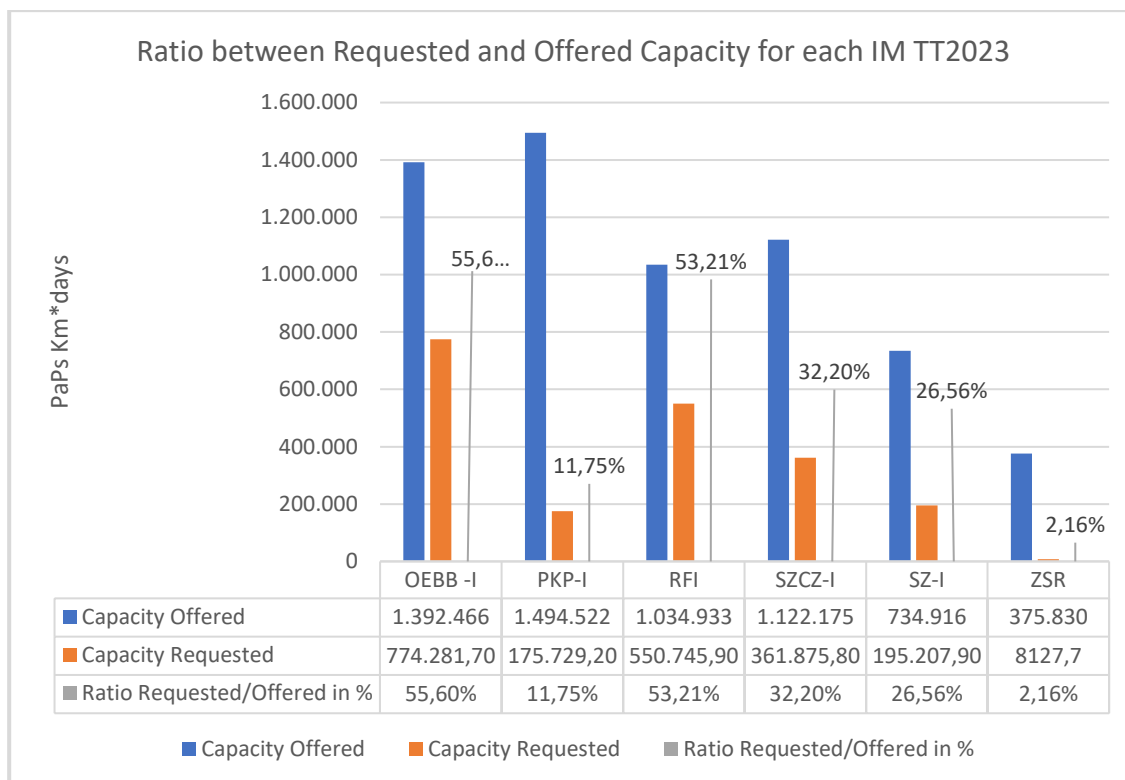| KPIs	TT 2022	TT 2023	% Δ
Volume of requests	35	33	-5%
Number of conflicts	0	4	
Number of conflicts/Number of requests (%)	0%	12%	
PaPs offered (a)	50	55	+10%
PaPs requested (b)	33	33	0%
PaPs request ratio (b/a)	66%	60%	-6%
Volume offered capacity (PaP Km*days) (c)	5.501.634	6.154.873,97	+12%
Volume of requested capacity (PaP Km*days) (d)	1.862.188	2.047.237,67	+10%
Capacity request ratio (d/c)	34%	33%	-1%
Volume of capacity at pre-booking (PaP Km*days)	1.862.188	2.047.237,67	+10%
Volume of capacity at final offer (PaP Km*days)	1.862.188	2.065.968,2	+11%

Table 5 - Baltic –Adriatic RFC: main capacity KPIs regarding PaPs allocation for TT 2022 vs TT 2023 (source: PCS/OBI/C-OSS elaboration)

Graphic 2 shows **trends of KPIs regarding PaPs capacity volumes** from the launch of Baltic-Adriatic RFC. Baltic-Adriatic RFC has been working on the improvement of performance and results as from 2021 highlighted that the right path has been taken.
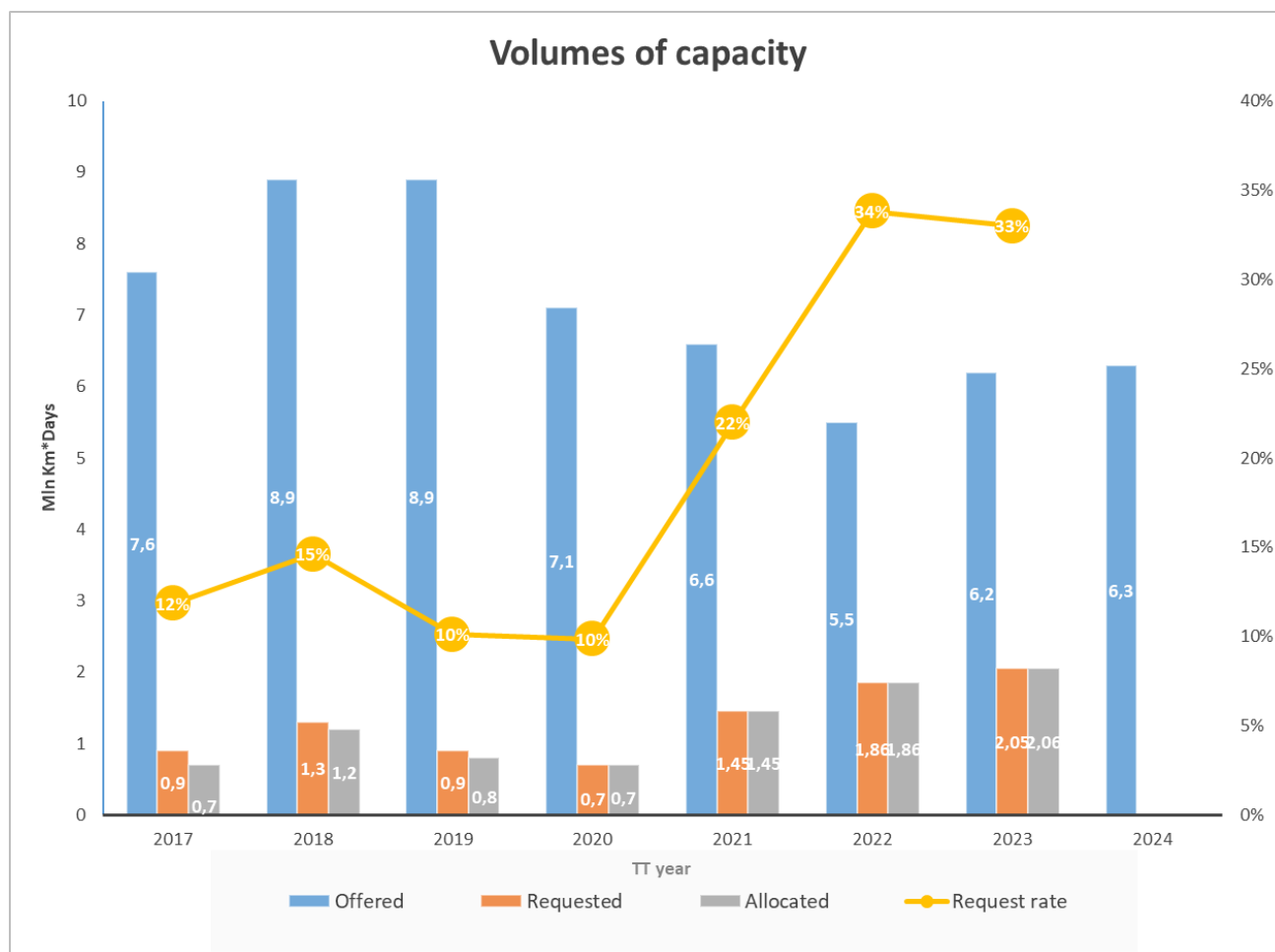
Graphic 2 – Baltic-Adriatic RFC: trends of PaPs capacity volumes KPIs *(source: PCS/C-OSS elaboration)*

Graphic 3 shows the ratio between the PaPs capacity requested and the PaPs capacity offered *per* IM of Baltic-Adriatic RFC. Compared to previous years, in Austria and Italy a big improvement was recorded. The C-OSS and RNE actively supported RUs with their PCS requests.

Ratio between Requested and Offered Capacity for each IM TT2023

	OEBB -I	PKP-I	RFI	SZCZ-I	SZ-I	ZSR
■ Capacity Offered	1.392.466	1.494.522	1.034.933	1.122.175	734.916	375.830
■ Capacity Requested	774.281,70	175.729,20	550.745,90	361.875,80	195.207,90	8127,7
■ Ratio Requested/Offered in %	55,60%	11,75%	53,21%	32,20%	26,56%	2,16%

Graphic 3 - Baltic –Adriatic RFC ratio of PaPs capacity requests/offer per IM TT2023 *(source: C-OSS elaboration)*

Table 6 displays the **ratio between the volume of requests to the C-OSS in yearly TT and the total volume of requests for international freight trains** crossing Baltic-Adriatic RFC borders received by the IMs of Baltic-Adriatic RFC (including requests for PaPs). The data are *per* border.

Border	TT 2021	TT 2022	TT 2023
Zebrzydowice- Petrovice u Karviné	19%	16%	12%
Chałupki - Bohumín-Vrbice	12%	4%	8%
Międzylesie- Lichkov	25%	0%	0%
Mosty u J. - Čadca	5%	0%	4%
Bratislava-Petržalka - Kittsee	4%	5%	0%
Devínska Nová Ves - Marchegg	0%	0%	0%
Břeclav - Hohenau	4%	6%	14%
Spielfeld-Straß - Šentilj	1%	4%	4%
Villach - Tarvisio B.	7%	3%	8%
Sežana - Villa Opicina	1%	0%	0%

Table 6 - Baltic-Adriatic RFC: ratio between the volume of requests to the C-OSS in yearly TT and the total volume of requests for international freight trains crossing Baltic-Adriatic RFC borders received by Baltic-Adriatic RFC IMs (source: C-OSS elaboration)

Figures show that requests submitted to C-OSS are still a **low fraction** along the whole RFC, despite the positive trend identified for certain cross border points (Břeclav – Hohenau, Villach-Tarvisio, Chalupki-Bohumín) compared to the past. However, please note that for borders common to several RFCs, the cumulated share is higher but not reported in the table.

In order to have an idea on the **weight of the role of the Corridors in the yearly Time Table process**, the capacity allocated by the C-OSSs of RFCs was compared with the total scheduled traffic *per* border point of RFC 5.

Tables 7a provides information about the share of capacity allocated in the yearly TT by the RFC5 C-OSS for each Baltic-Adriatic RFC border compared to the total volume of planned trains crossing those Baltic-Adriatic RFC borders.

Overall, the capacity allocated by Baltic-Adriatic RFC C-OSS is still a small share of overall planned train volumes, falling below 10%.

Table 7b provides information about the share of capacity allocated in the yearly TT by the C-OSSs of RFC Network for each Baltic-Adriatic RFC border compared to the total volume of planned trains crossing those Baltic-Adriatic RFC borders.

Border		TT		
		2021	**2022**	**2023**
PL-CZ	Petrovice u Karviné - Zebrzydowice	16%	14,3%	6,1%
	Bohumín-Vrbice - Chałupki	3%	6,2%	8,8%
	Lichkov - Międzylesie	0%	0%	0%
CZ-SK	Čadca - Mosty u Jabl.	0%	4,1%	3%
AT-SK	Bratislava-Petržalka - Kittsee	10%	1,3%	0%
	Devínska Nová Ves - Marchegg	0%	0%	0%
AT-CZ	Břeclav – Hoenau	7%	7,8%	10%
AT-SLO	Spielfeld-Straß - Šentilj	8%	5,2%	4,8%
IT-AT	Villach - Tarvisio B.	4%	3,9%	6,1%
IT-SLO	Sežana - Villa Opicina	0%	0%	0%

Table 7a Baltic-Adriatic RFC: ratio of capacity allocated by the RFC 5 C-OSS in TT 2023 compared to the total volume of planned trains crossing the RFC 5 borders *(source: C-OSS elaboration)*

Border		TT		
		2021	**2022**	**2023**
PL-CZ	Petrovice u Karviné - Zebrzydowice	16%	14,3%	6,1%
	Bohumín-Vrbice - Chałupki	3%	6,2%	8,8%
	Lichkov - Międzylesie	0%	0%	0%
CZ-SK	Čadca - Mosty u Jabl.	73%	18,6%*	42,2%*
AT-SK	Bratislava-Petržalka - Kittsee	10%	1,3%*	4,9%*
	Devínska Nová Ves - Marchegg	0%	0%	0%
AT-CZ	Břeclav – Hoenau	10%	9,5%*	10,3%*
AT-SLO	Spielfeld-Straß - Šentilj	8%	10,7%*	9,8%*
IT-AT	Villach - Tarvisio B.	4%	3,9%	6,1%
IT-SLO	Sežana - Villa Opicina	10%	11%*	13%*

Table 7b Baltic-Adriatic RFC: ratio of capacity allocated by the RFC 5 C-OSS in TT 2023 compared to the total volume of planned trains crossing the RFC 5 borders *(source: C-OSS elaboration)*

- **Čadca - Mosty u Jabl. : joined figure with RFC9**
- **Sežana - Villa Opicina : joined figure with RFC6**
- **Bratislava-Petržalka – Kittsee: joined figure with RFC 7 and 9**
- **Spielfeld-Straß – Šentilj: joined figure with RFC10**
- **Břeclav – Hoenau: joined figure with RFC7**

Graphic 4 compares the average **planned speed** of PaPs on Baltic-Adriatic RFC sections YoY. The goal of this KPI is to be able to assess the evolution of the planned speed of PaPs over time. The values take into account the planned commercial and operational stops, including those needed by users (e.g. to change locos or drivers). Overall, the average speed has a slight **uptrend** (+2,4%). Average speed of PaPs TT 2024 is 50,7 Km/h.

RFC5 section	Distance (km)	Countries involved	TT2023	TT2024
Szczecin - Wroclaw-Brochów	356,3	1	43,0	40,8
Maksymilianowo - Zebrzydowice	455,7	1	42,1	46,5
Ostrava - Břeclav	181,8	1	62,6	69,9
Břeclav - Spielfeld-Straß	338,2	1	50,4	51,3
Břeclav - Tarvisio	472,2	1	49,7	50,2
Petrovice u Karviné - Žilina	94,7	2	27,8	27,8
Žilina - Bratislava-Petržalka	210,9	1	60,2	52,9
Bratislava-Petržalka - Spielfeld-Straß	295,6	1	49,2	47,9
Spielfeld-Straß - Koper	330,9	1	38,9	35,9
Bratislava-Petržalka - Tarvisio	429,6	1	51,7	44,2
Tarvisio - Treviso	194,5	1	64,8	69,4
Tarvisio - Trieste	174,6	1	54,5	72,1
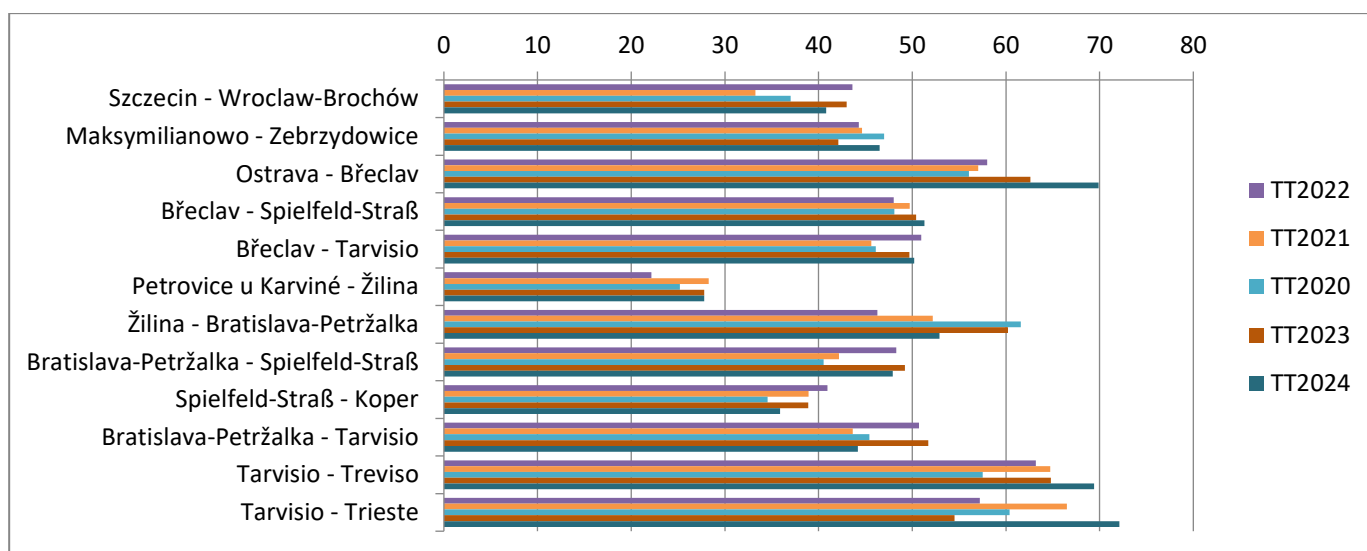
Graphic 4 – average planned speed of PaPs on Baltic-Adriatic RFC sections YoY

5.1.2. Operations KPIs

During 2022, the overall average punctuality of all trains run at entry and exit of the RFC BA lines is displayed in Table 8.

	Punctuality 15 min.	Punctuality 30 min.
RFC ENTRY	37%	43%
RFC EXIT	26%	31%

Table 8: yearly average punctuality figures 2022 (source TIS)

The difference vs the year before is due to DQ in TIS. To ensure comparability, it was decided to update the figures 2021 according to the latest DQ improvements available (see table 9).

	Punctuality 15 min.	Punctuality 30 min.
RFC ENTRY	39%	46%
RFC EXIT	28%	33%

Table 9: yearly average punctuality figures 2021 (source TIS)

On a comparable basis, the punctuality drop along the RFC decreased, from 13% to 12%. There has therefore been a slight improvement.

5.1.3. Market KPIs

Graphic 5 displays the trend of volume of **cumulated gross tons** transported by rail across Baltic-Adriatic RFC borders. High positive or low negative figures do not necessarily imply that rail transport increased/sunk. They may be due to works (therefore goods moved across alternative borders). It should also be considered that not all borders between two IMs belong to Baltic-Adriatic RFC and therefore are not in the table, flows between Slovenia and Austria being a notable example.

However, it can be generally observed a volumes growth since the establishment of the Corridor. The exceptions are: the flows East-West (CZ-SK, AT-SK), that mostly are relevant for the alignments of RFCs 7 and 9.

gross tons over the RFC border crossings
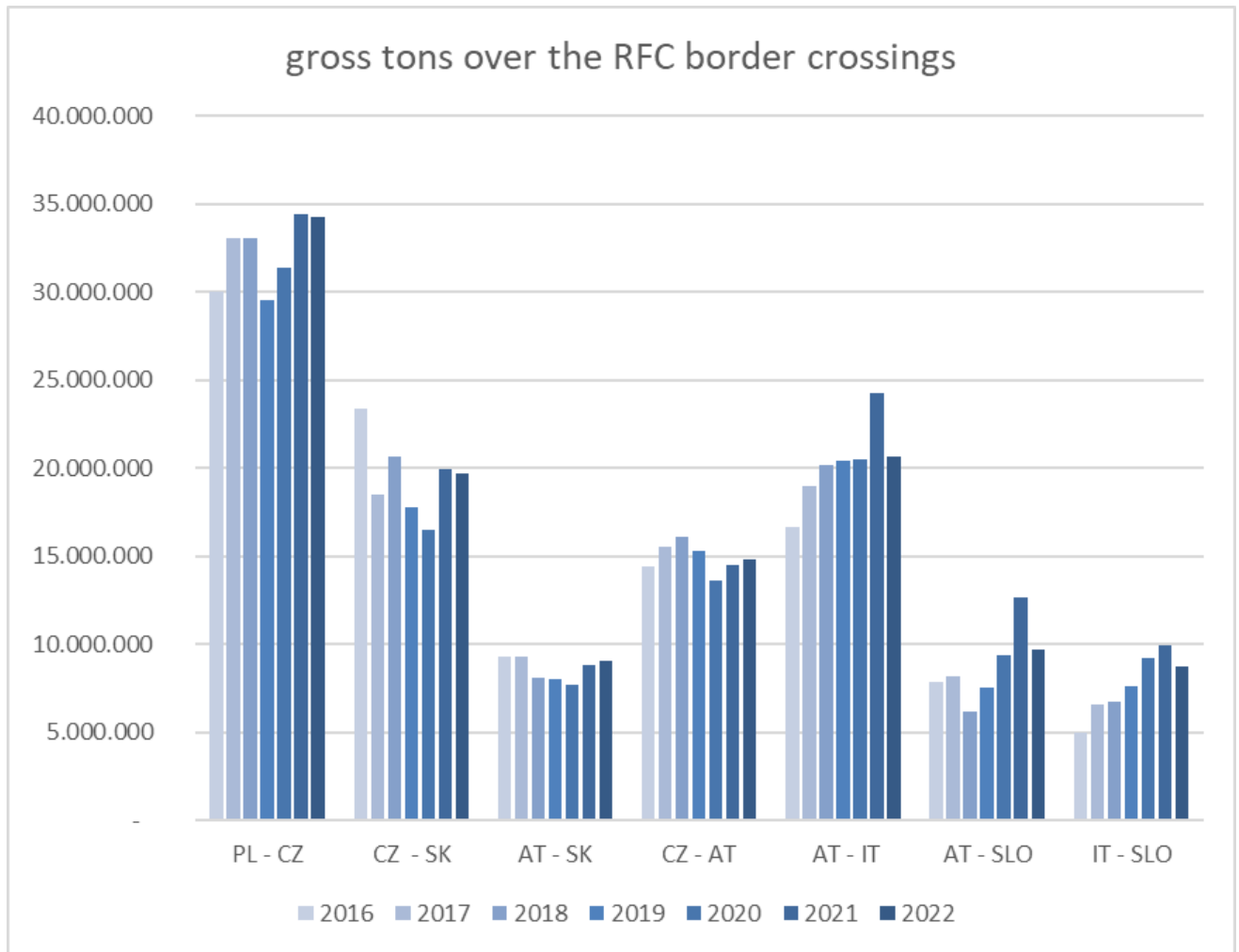
Graphic 5 - trend of volume of cumulated gross tons transported by rail across Baltic-Adriatic RFC borders.

The data above should be analysed in combination with Graphic 6, which shows the volume of trains which ran across Baltic-Adriatic RFC borders in the last four years. The fall in Q3 22 at AT-IT crossing is due to TCRs of the line leading to Tarvisio border crossing.
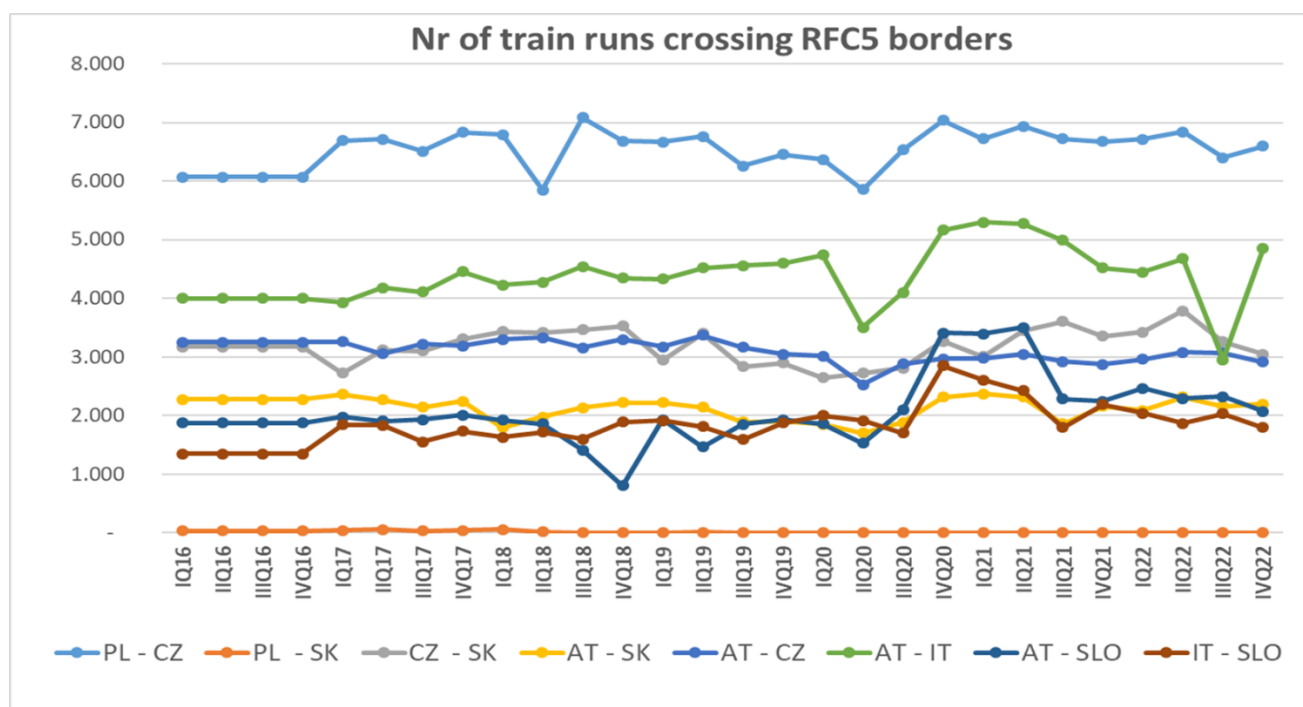
Graphic 6 - Baltic–Adriatic RFC: volume of trains running along Baltic-Adriatic RFC borders *(RFC5 IMs data)*

5.1.4. New KPIs

In 2022 the Baltic-Adriatic RFC continued its support to the development of new KPIs in cooperation with RNE, specifically, the dwelling times at borders; the train*Km; and the display of trains running on RFCs lines. Such KPIs are going to be calculated for the first time in 2023, with reference to year 2022. Due to DQ issues in TIS and to testing, they are not going to be featured in this report.

What's ready for publication with this report are the overall trainKm along the RFC. The value for the year 2022 is: 24.855.823 trainKm.

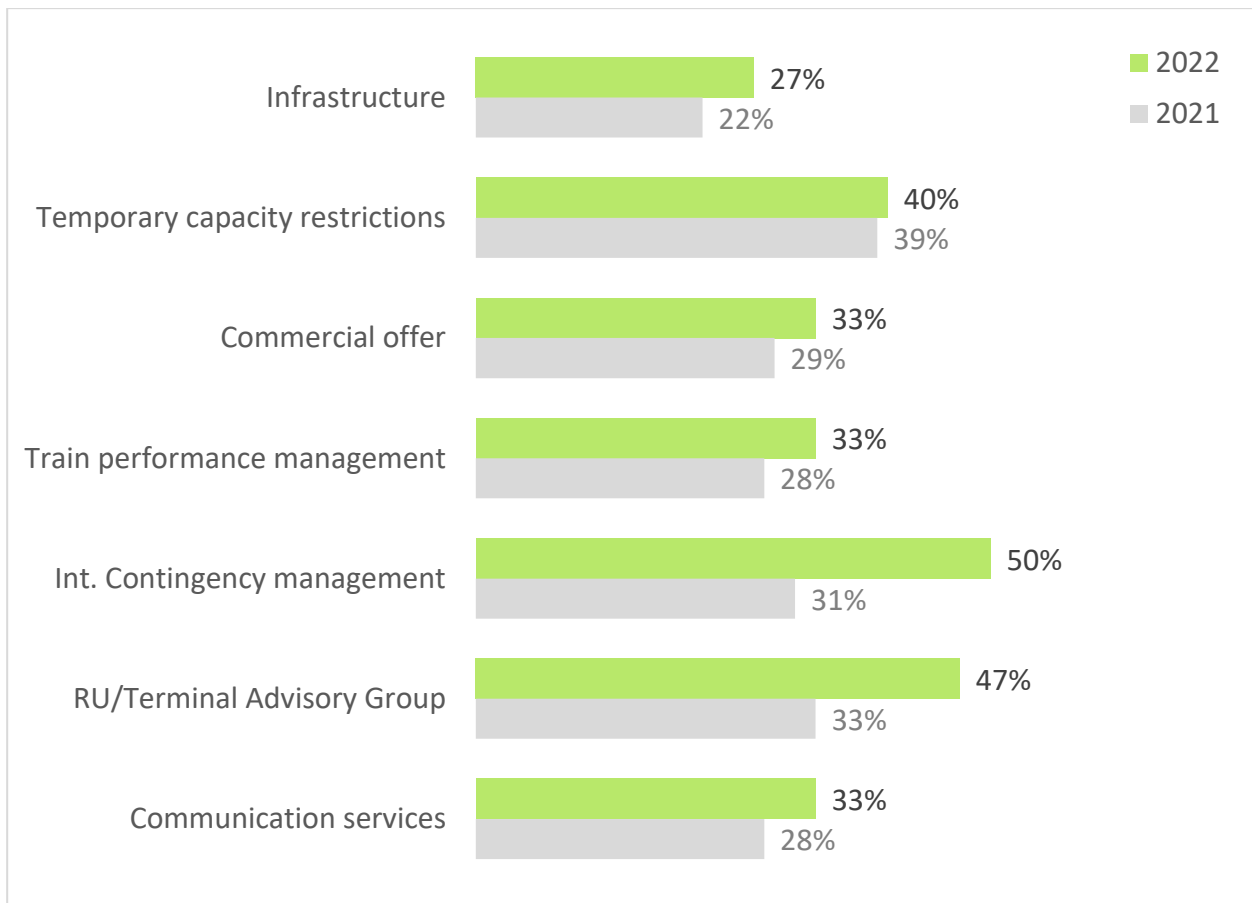## 5.2.   User Satisfaction Survey 2022

In 2022 the RFCs jointly ran the in-house USS. The field phase went from mid September till November. The questionnaire was very similar to the previous year with interviews offered additionally to discuss points of improvement in more details for those who wished.

RNE USS WG experts from RFCs produced an overall report and individual reports for each RFC.

Overall, the number of participants decreased by 24% and the evaluations decreased by 6%.

Regarding the Baltic-Adriatic RFC, **evaluations decreased slightly YoY**. There were 16 evaluations (18 in 2021), 9 from RUs and 7 from terminals/ports. The overall satisfaction of the users of Baltic-Adriatic RFC **increased** to **80%** (compared to 72% in 2021).

The levels of satisfaction with main topics dealt with by Baltic-Adriatic RFC are shown by Graphic 7.

Infrastructure — 27% (2022), 22% (2021)

Temporary capacity restrictions — 40% (2022), 39% (2021)

Commercial offer — 33% (2022), 29% (2021)

Train performance management — 33% (2022), 28% (2021)

Int. Contingency management — 50% (2022), 31% (2021)

RU/Terminal Advisory Group — 47% (2022), 33% (2021)

Communication services — 33% (2022), 28% (2021)

Legend: ■ 2022 ■ 2021

Graphic 7 - General satisfaction with main topics dealt by Baltic-Adriatic RFC (*Source: Survio*)

The users seem to be most satisfied with ICM management and least satisfied with Infrastructure.

Points for improvement mostly refer to infrastructure capacity and parameters as shown by Graphic 8.
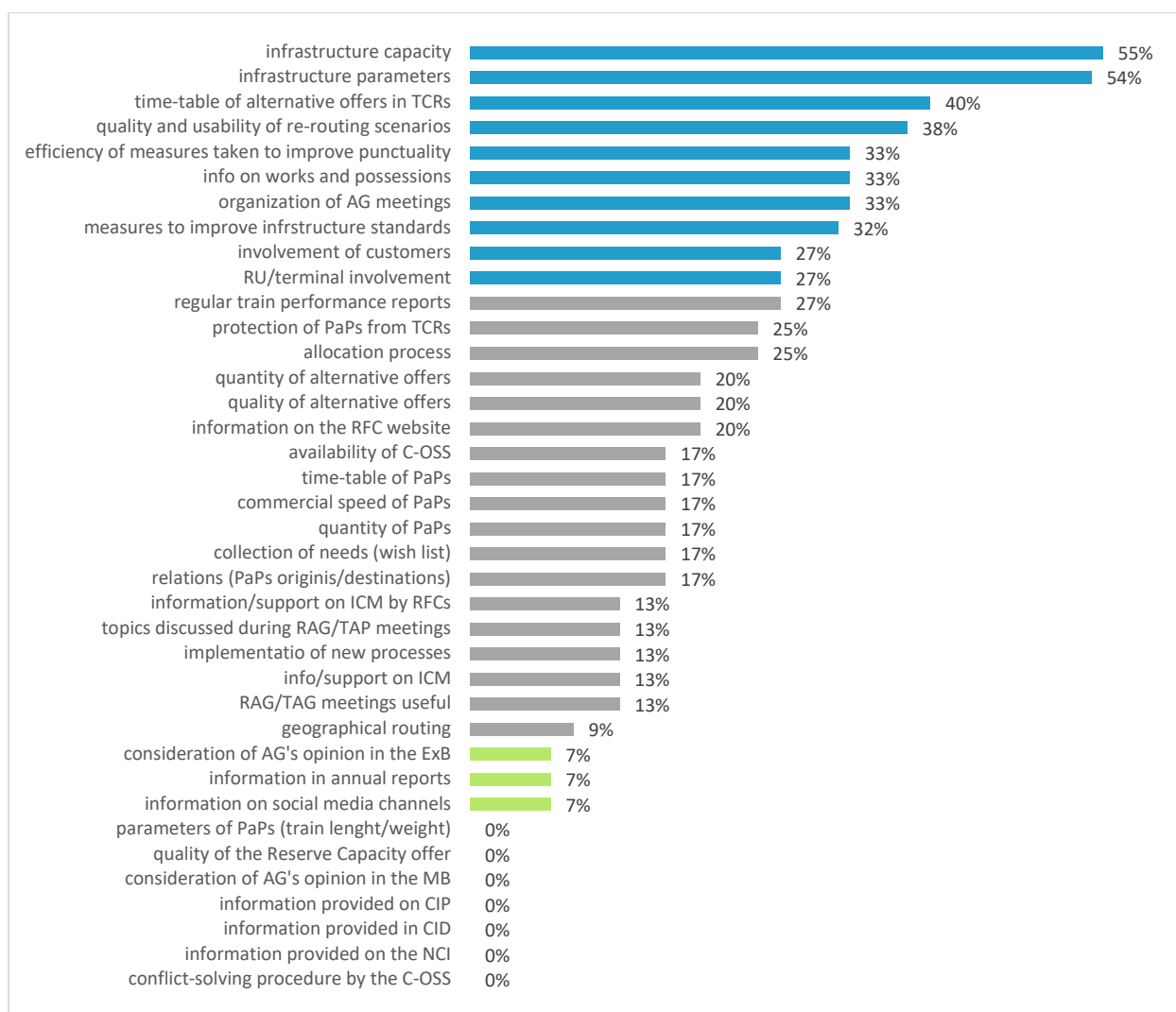
Graphic 8 - Specific areas of improvement (*Source: Survio)*

The 2022 USS report for Baltic-Adriatic RFC can be downloaded here.

6. Temporary Capacity Restrictions

Planned Temporary Capacity Restrictions (TCRs) are inevitable in order to keep the infrastructure and its equipment in good condition and to allow infrastructure development in accordance with market needs. The important issue when dealing with TCRs, is to ensure a maximum of available capacity during the period of restrictions. TCR-working group is responsible for dealing with this issue on corridor Baltic-Adriatic.

On Baltic-Adriatic RFC the TCR-management is organised on two levels:

1. TCR-working group as the **central group** to carry out the high-level coordination of TCRs, to set and perform strategic measures, to create and define procedures, and to provide the publication of TCRs on the Baltic-Adriatic RFC's communication tools (RFC website, as well as RNE's CIP).

2. **Bilateral TCR-meetings** capable to coordinate TCRs on either side of all border-crossings of the corridor. In Austria, Slovenia and Italy also impacts (e. g. re-routings) from other RFCs (ScanMed, Mediterranean) are taken into consideration by a joint group of the involved IMs and RFCs.

During 2022, as requested by European Commission and under the CEF Technical Assistance deliverables which have to be fulfilled by all Rail Freight Corridors, Baltic-Adriatic RFC Railway Advisory Group held in Prague in October was consulted about TCR satisfaction on the degree of information, frequency of TCR publication and requests for further improvements. Common ground of improvement was found on the possibility to use RNE TCR Tool for releasing updated and more frequent information in the near future. WG TCR of Baltic-Adriatic RFC took into account RAG observations in order to improve the frequency of TCR list publication in case of major updates and changes.

Based on the experiences from RNE pilot of the first version of the **TCR-IT-Tool**, which was developed with contribution of members of Baltic-Adriatic RFC TCR WG, it was decided to continue with the project. During 2022 as well further developments were carried out, with the goal to achieve an extensive usage by both IMs and RUs.

The latest publications of TCRs took place on:

- 29 July 2022 (Summer Update)
- 9 January 2023 (concerning TCR as from 2023 to 2025)

All the TCR files can be downloaded from CIP. Next publication is envisaged in Summer 2023, according to the deadlines requested by EU Directives and RNE Guidelines.

7. Studies

During 2022 the Corridor was involved in the European TMS feasibility study, a project financed by RNE with EU funds.

The RFC Network appointed Alessandro Turconi (RFC Baltic-Adriatic) and Matthieu Maselle (RFC North Sea-Med) as sponsors who would represent the Network in the tender awarding phase (jointly with RNE and an external consultant) and later in the execution phase.

One of the outputs of the ETMS feasibility study, which was awarded to consortium of TRT&Hacon, was a draft of guidelines to update the RFCs TMS. Based on the draft, the RFCs and RNE finalized and agreed on the guidelines which will serve as a basis to update the TMS in a harmonized way (e.g. same structure, same mandatory outputs plus a predefined set of optional outputs).

At the last RFC Network meeting of 2022, based on GA decision, RFC BA supported the idea of carrying out a joint update of the individual RFCs TMSs and to appoint RNE as the coordinator who should contract the supplier performing the study. That means that during 2023 and 2024, representatives of the RFCs and RNE will work on the terms of reference, awarding procedure and monitoring of the execution of the joint update. The RFC Network appointed 4 sponsors that will support RNE in all phases of the project: Alessandro Turconi (RFC Baltic-Adriatic), Matthieu Maselle (RFC North sea-Med), Raffaele Zurlo (RFC Med), Konstantinos Tsesmetsis (RFC Scan-Med).

8. Communication

8.1. Customer Information Platform (CIP)

CIP is, as matter of fact, an IT tool that was conceived since the beginning as a Rail Freight Corridor's tool, and, over the years, improvements and new developments were agreed and managed by the RFCs collectively. Rather a success both from the "political" side and the operational side.

8.1.1. CIP developments 2022

During 2022 the main achievements in terms of new developments in Customer Information Platform were mostly:

- Several developments to improve the user friendliness and an update of the graphical user interface

- Harmonisation of uploaded documents along all 11 RFCs

- Start of the work on a common database for RNE applications called Railway Infrastructure System (RIS)

8.2. CID

In January 2022 the Baltic-Adriatic RFC published the updated CID for TT 2023 both in the new portal NCI and in printable form in CIP.

9. Solidarity Lanes

In July 2022 the kick-off meeting organised by RNE, RFC Network and the representatives of the IMs and RUs took place. Participants discussed the state of play, challenges in transporting goods out of Ukraine and measures RFCs can take in order to streamline the process. The concept of Solidarity Lanes was born as initiative of the European Commission. The RFCs wanted to provide as much support as possible, therefore:

At the half of 2022, the European Commission approached all Rail Freight Corridors; IMs and Member States concerning the setting up of "Solidarity Lanes" for favouring the shipment of cereals, seeds oil and other commodities that Ukraine used to ship trough the Black Sea Ports and that have been blocked during the ongoing war.

The DG Move set up a few Solidarity Corridors as coordination platforms made by Members States, IMs, RFCs, RNE, RUs, Ports and shippers. Information on routes, data, challenges and measures were shared.

IMs from countries bordering Ukraine have been providing data on actual traffic volumes at border sections, which has proven to be a useful tool for monitoring purposes for all stakeholders.

The RFCs provided information about available capacity and about the planned TCRs that could potentially affect rail transport routes from Ukraine to EU in the period September-December 2022. RFC BA participated as well in this process.

Baltic-Adriatic RFC has been involved in the Adriatic Solidarity Corridor. The Adriatic Ports indicated available capacity to receive and store the grain trains. The Port of Koper had very limited capacity also due to TCRs on the Slovenian network. The port with higher availability has been the Port of Ravenna.

The most convenient routing has been identified via Austria to Italy, due to capacity availability. However the key issues were the insufficient availability of wagons to carry the cereals and transhipment capacity at the Ukraine-EU borders.

One identified troubleshooting measure was the forwarding of broad gauge Ukrainian wagons through the EU standard gauge network. ERA supported the initiative by derogations to the technical legislative framework. The IMs were asked to study routing through which broad wagons could be forwarded as far as destination terminals.

Regarding Port of Ravenna there was a limitation on Italian network to run broad gauge wagons.

The Members States and IMs implemented measures to improve productivity at transhipment stations.

The shippers and RUs asked Member States and EU for measures to simplify the phytosanitary checks at the UA-EU borders.

As the war continues in 2023, Baltic-Adriatic RFC still cooperates within the Solidarity Corridor.

10. Partnerships & Events

10.1. Executive Board

The Executive Board of Baltic-Adriatic RFC, as referred to in Article 8 of Regulation (EU) 913/2010, was established on the 5th of April 2013 by the Mission Statement.

The Executive Board takes its decisions on the basis of mutual consent according to adopted Internal rules of Procedure. The Executive Board takes decisions which are provided for by the Regulation; these decisions are legally binding and directly applicable. They are signed by all the members of the Executive Board and shall be published.

The Executive Board is composed of the following representatives and alternates of authorities of the Member States concerned:

Representatives of the Executive Board:

- Thomas Spiegel, for the Ministry for Transport, Innovation and Technology, Republic of Austria;
- Jindřich Kušnír, for the Ministry of Transport, Czech Republic;
- Alessandro Violi, for the Ministry of Infrastructures and Transport, Italian Republic;
- Jakub Kapturzak, for the Ministry of Infrastructure, Republic of Poland;
- Ján Farkaš, for the Ministry of Transport, Slovak Republic;
- Igor Prinčič as a member and Mr. Božidar Godnjavec, M.Sc. as the alternate, for the Ministry of Infrastructure of the Republic of Slovenia;

Stand-in representatives of the Executive Board:

- Camille Dachicourt, for the Ministry for Transport, Innovation and Technology, Republic of Austria;

- Lukáš Soukup, for the Ministry of Transport, Czech Republic;

- Paola Mellone, for the Ministry of Infrastructures and Transport, Italian Republic;

- Bartlomiej Siudak, for the Ministry of Infrastructure, Republic of Poland;

- Milan Kubiček, for the Ministry of Transport, Slovak Republic;

- Igor Prinčič, for the Ministry of Infrastructure, Republic of Slovenia;

In 2022, after the two years period with limited possibilities to travel and organize physical meetings caused by anti-pandemic restrictions, there was again possibility to arrange physical meetings of ExBo and joint meeting of ExBo, and GA. The meetings took place in Prague on October.

The main topics of the meeting were:

- decision on ExBo chairing countries for period 2023 and 2024

- General objectives of RFC from the Strategy paper

- KPIs evaluation

- ICM Study status

- PSA RFC 5 project closure

- TEN-T revision

- Impact of the war in Ukraine on rail freight

In 2022 ExBo also took position on the results of RFC ICM Study.

10.2. CNC

CNC and Baltic-Adriatic RFC started to cooperate further closely paving the way to the foreseen integration.

Baltic-Adriatic RFC attended CNC forum and the CNC Coordinator attended the RAG/TAG meeting in Prague.

It was decided to consolidate the dialogues and make them regular twice per year.

A first dialogue to be held in the 1st half of the 2023 shall involve the CNC Coordinator, ExBo and GA and will have as main focus the progress of the CNC WorkPlan, particularly regarding the missing links, the problematic cross border sections and the Koper-Divaca section.

A second meeting will involve the CNC Coordinator and the RAG/TAG meeting in order to promote the dialogue with last mile operators and with the railways undertakings.

10.3. RAG-TAG Meeting 2022

The RAG-TAG meeting was organized jointly by Baltic-Adriatic and Amber RFCs in cooperation with the RAG/TAG Speakers and took place on **5th October** in Prague. We had the privilege to have the CNC Coordinator, Ms Anne E.

Jensen, as guest and speaker. Additionally, the dialogue was enriched by the presence of speakers from other organization, like RNE, UICC, *DAC CSEE*.

During the meeting, the attendants expressed the wish to organize the AGs meetings twice a year.

10.4. RFC Network

Also in 2022 Baltic-Adriatic RFC actively contributed to RFC Network agenda. A lot of energies were dedicated to coordinate the request for funding towards DG Move and CINEA and to coordinate the activities needed to provide jointly several mandatory deliverables foreseen by the funding Grant.

10.5. Rail Net Europe

Cooperation with RNE was fruitful in 2022. Baltic-Adriatic RFC PMO were actively involved in the RNE WGs and GA.

10.6. Event in Lyon

On 28th-30th June 2022 in Lyon, the European Commission hosted the Connecting Europe Days, formerly known as TEN-T Days. It was the first main event after the Covid-19 restrictions period.

Baltic-Adriatic RFC took part in the exhibition with a joint stand of RFC Network and RNE.

11. Funding

During 2022 the old CEF and PSA actions were closed. Baltic-Adriatic RFC received the balance financing from CINEA.

A new CEF funding program was obtained under the Technical Assistance call. In September 2022 a Grant Agreement was undersigned and later a prefinancing was received.

12. Outlook 2023

The Baltic-Adriatic RFC is focusing on delivering its WorkPlan and the set of deliverables foreseen in its CEF TA Grant Agreement for the year 2023, besides the TMS update.

In 2023 there will be an update of the Implementation Plan, and the kick off of the TMS update.

Cooperation with ExBo, CNC Coordinator, Railways Undertakings, Terminals, RFC Network and RNE is expected to be further developed, as well as the organization and attendance of sector events to promote the RFC and cooperation with all stakeholders.

The RFC is organizing two AGs meetings this year: in Port of Gdansk on May 23rd and in Rome on October 5th.

Besides, to promote the activities and the offer, it is going to attend as exhibitor the Transport&Logistics Munich fair in May 2023 jointly with RFC Network and RNE.

RAIL FREIGHT CORRIDOR 5

BALTIC – ADRIATIC
Via Trento 38
30171 Mestre (Venice) – Italy
VAT 04524610278