

Baltic – Adriatic Rail Freight Corridor 5

Annual Report 2020

Edition 2021

Update August 2021



Co-financed by the Connecting Europe
Facility of the European Union

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Message of the Chair of the Management Board

Dear Reader,

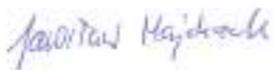
Year 2020 was a very different time from what we have known so far. Together we faced the challenges of the Covid 19 pandemic. The global and European economy is facing a severe test. Especially in these times important role of transport as a "bloodstream" of the economy should be highlighted. The transport of goods by rail has proven to be an effective response to the needs of the market and society.

We would like to acknowledge the European Commission's engagement and its invaluable support for maintaining the smooth flow of goods and supply chains. We are glad that it has been reflected in the results of the Baltic-Adriatic Rail Freight Corridor 5. The number of PaPs offered was adequate to the market demand. The use of PaPs has increased and we hope to continue this trend in the coming years, also considering that the rail transport will be an important element of the European New Green Deal.

Through the joint works and determination of Baltic-Adriatic Rail Freight Corridor 5 infrastructure managers, our customers can already use an innovative product which is Extra Long Train PaPs on some sections of Baltic-Adriatic Rail Freight Corridor 5. We intend to develop this offer in future.

We would like to sincerely thank all the stakeholders of the Baltic-Adriatic Rail Freight Corridor 5 for their continued commitment in the smooth operation of the Corridor in 2020, despite the difficult circumstances caused by the pandemic. We are glad that the Baltic-Adriatic Rail Freight Corridor 5 proves its usefulness and effectiveness. If we properly use nowadays experiences, we will be stronger after the crisis than before.

I wish you a pleasant reading.



Jarosław Majchrzak

Chairman of the General Assembly

EEIG Rail Freight Corridor Baltic-Adriatic

1. Introduction

To define the year 2020 as “demanding” would seem rather an understatement. Physical but also mental health of millions of people was put at stake, our Governments had to face a large sanitary and economic crisis that turned out to be so long to have serious social and political consequences.

Our lifestyle had to change and so had our way of work. Surprisingly (or maybe not) the rail transport and specifically the rail freight transport has shown an unpredictable **resilience** and proved to have a some **resources** and **added value** that could be used in these difficult times. The challenge, for the years to come, is to turn them into **permanent competitive advantages** that could help a significant modal shift from road to rail, in the spirit of the European Union’s **New Green Deal**.

All of this had its impact also on the activities of the Baltic-Adriatic RFC, as we will explain in details in Section 3, after having given a short overview on the Governance issues in Section 2.

This **2021 updated edition** takes into account the latest developments taking place in the last months of the year 2020, also to be able to publish the figures of some KPIs, whose data are available only after the end of 2020. In 2020, the Baltic-Adriatic RFC drafted (but not published) a previous version as envisaged in one of the milestone of the CEF Grant agreement that is was valid until the end of 2020. The following sections will show these updated topics.

In Section 4, we will provide facts & figures regarding our offer capacity offer, while in Section 5 about our activities in the field of operation. A major focus will be given to the International Contingency Management (5.2) which was dealt with by Baltic-Adriatic RFC from several points of view.

In section 6 we will present our performance, first in terms of Key Performance Indicators (KPIs, 6. 1). Section 6.2 is dedicated of the User Satisfaction Survey (USS), in particular to its completely renewed approach and its results. In both cases (USS) the same figures can be found in specific documents on our website.

Section 7 focuses on the Temporary Capacity Restrictions (TCRs) coordination and publication along the Corridor. In particular, we will mention an initiative of involvement of RUs that the Corridor has tested this year.

The Studies undertaken and/or finalised by Baltic-Adriatic RFC are the object of Section 8, while Section 9 deals with the communication strategy of the Corridor, in particular on line (CIP, CID digitalisation) and offline (marketing materials).

In Section 10 we will give an overview of our main partnership events. Section 11 illustrates the position of the Baltic-Adriatic RFC towards the Assessment of the EU Regulation 913/2010.

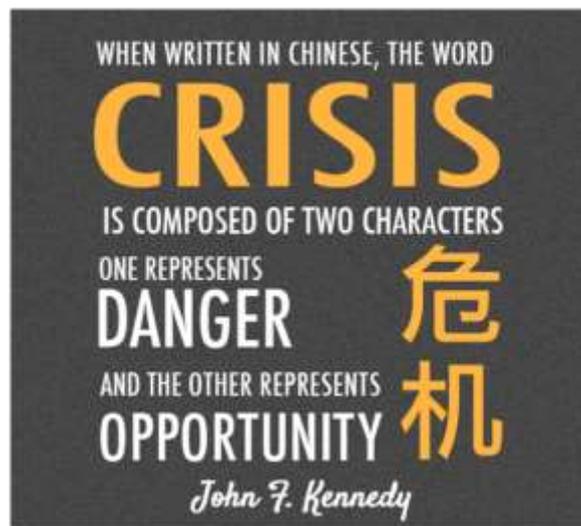


Figure 1 - Quotation on Crisis: a difficult 2020

Before the outbreak of the pandemic, between 2019 and 2020, Baltic-Adriatic RFC was able to conclude its cooperation with University of Trieste and RFI, whose results are illustrated in Section 12. Finally, Section 13 gives and outlook of the year 2021.

2. Governance

According to its Statute, the seat of the EEIG should be relocated every three years. The process of the relocation is so complex and takes several months to be completed, so that it has to be launched around 14 months before the starting of the new term in the new seat. In particular, the decision regarding the relocation (i.e. if the seat shall be actually relocated or not) shall be taken by 31 January of the last year before the relocation itself.

The procedure that brings to this decision, however, has to be started in November of the previous year: this is what actually happened in November 2020.

According to the Internal Rules of the EEIG, the Chairman of the General Assembly asked the Members of the Baltic-Adriatic Corridor for the potential availability to host the RFC offices for the term 2022-2024. The second step was the discussion, during the extraordinary General Assembly meeting on 11 November 2020, which took into account the feedback of the EEIG members to the request of the Chairman. At the end of the meeting, the decision of the General Assembly was to leave the office in Venice and accept the offer of still hosting the EEIG in Italy.

3. Covid-19 and its impact on RFC 5

The unexpected outbreak of the Covid-19 emergency had a huge impact on the entire European continent, on people's life and on the economy. The individual Infrastructure Managers and Members states took had to take initiative in order to limit the spread the virus from country to country. Of course, the freight transportation business, and the Rail Freight Corridors Working routines have been influenced, too. We all had, therefore to react.

3.1. Working Methodology at EEIG

From the point of view of the working routine of the Baltic-Adriatic RFC, after a first surprise moment, as nobody would expect a so serious emergency to hit us (and in special way the EEIG PMO which is located in in Veneto, one of the most and firstly involved regions), we set up a new methodology of work, made of **home working and teleconferences**. This new methodology needed some time to be fine-tuned but at the end proved to be successful. Of course, personal meetings, especially when it comes to deal with special topics, are to be preferred to teleconferences, therefore, when the emergency will allow, personal meetings will restart, but the experience during the emergency show the current technology allows very effective teleconferences, that can replace personal meetings, whose agenda include few, specific, operational topics and are well prepared. This is a lesson learned that we could use in the future, which could be help us to save money and be more efficient in our work.

Another initiative that Baltic-Adriatic RFC took was to create an "Impact of the Covid-19 crisis: Baltic-Adriatic RFC [info page](#)" on our webpage.

The aim of the page was to give, in the first weeks of the emergency, a set of information on measures taken by:

- Members States along Baltic-Adriatic RFC (such as traffic restrictions at borders and potential Additional Controls at borders to freight trains' staff), shown both on a table view and map view
- Infrastructure Managers, in terms of traffic disturbances, impact on planned TCRs, cancellation fees policy or other commercial rules exceptions, actions to avoid shortage of staff
- Special information on specific borders, shown both on a table view and map view

The page also provides some market information, in terms of news coming from our Railway Undertakings partners.

Finally, for additional information, the page is a list of other organizations' information pages.

It has to be mentioned, that the companies members of the EEIG also suffered, for part of the period during which Europe was interested by the Covid-19 emergency, from shortage of human resources and had to promote, in the best cases home working (which in some cases, prevented some employee to access relevant document/data that are stored in the companies building, thus delaying some specific activities) and reduction of working hours in the worst cases.



Figure 2 - Screenshot from Covid-19 info page – Baltic-Adriatic Website

3.2. Impact on the Rail Freight Transport business

With the limitation (full or partial) of the passenger traffic in most of the European countries (especially international, but in many case also commuting, regional and long-distance), a large portion of capacity became available for freight trains; thus increasing the potential offer to end user. In addition, the smaller number of trains on the lines, allowed the IMs, in some cases, to reschedule the Temporary Capacity Restrictions meant in many cases less conflicts with running freight trains thus slightly increasing the punctuality of the freight trains along the Corridor in 2020 (see section 6). Moreover, the restrictions for trucks drivers at borders were stricter than those for locomotive drivers, the time to cross the border was faster for trains than for trucks, therefore, at certain extent, rail was more convenient than road: this led many end users to choose rail over road. This means that rail freight transport shown a positive resilience in a critical situation.

The figures are not probably going to show a large increase of goods transported by rail freight transport, especially because the emergency forced many countries to close industry plant so, after some weeks since the start from the outbreak of the emergency, the request of good transport decreased.

In general, we can anyway say that the **offer** and **performance** of the **freight transport by rail** was positive or anyway not negatively impacted from Covid-19, while the **demand** suffered from a **certain decreased**

4. Capacity Management

4.1. Preparation of PaPs offer TT 2022

The PaPs TT2022 offer was published on January 11th, 2021 both in [PCS](#) and in CIP (as a document available for download, on [PaPs catalogue TT2022](#)).

The Working Group Capacity, Timetable and C-OSS (WG Cap/TT/COSS) designed the offer. The bases for the construction of the offer were as usual, the outcomes of the initial corridor [Transport Market Study](#) and the [wishes](#) expressed by the users of all RFCs, jointly collected by a survey distributed by the C-OSS Community. Baltic-Adriatic RFC made an extra effort in 2020 and managed to fulfil about **94%** of customers' wishes. One wish could not be fulfilled by one IM decision. The reason was that by fulfilling the remaining wish, the running of high profile containers should have been allowed and this would have implied that another routing than Baltic-Adriatic RFC lines in Austria should have been offered (*via* Linz instead of *via* Semmering line).

In order to allow the highest degree of flexibility:

- every PaP is composed by **several** geographical **sections**;
- **full flexibility** of times in request and offer is allowed even at the border points.

In terms of Origin/Destination, the PaPs are displayed in Table 1.

Origin	Destination	Pairs
Chalupki	Leopoldov	1
Zabrzeg	Žilina zr. st.	1
Gdynia	Ostrava	2
Zebrzydowice	Ostrava	4
Czechowice Dz.	Bratislava	1
Swinoujscie	Ceska Trebova	1
Ostrava	Koper	1
Chalupki	Ostrava	1
Dunajska S.	Koper/Trieste	1
Zilina	Livorno	1
Gliwice	Piacenza	1
Zebrzydowice	Fossacesia	1
Breclav	Torrile	1
Zebrzydowice	Lonato	1
Wien	Venezia Marghera	1
Villach	Trieste	1
Zebrzydowice	Cervignano	1
Piacenza	Oradea	3
Karlsruhe	Pordenone	1
Breclav	Koper	1

Table 1 – List of PaPs offer for TT 2022 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. This is for instance the case Lonato, Torrile, Piacenza, Livorno for RFI and Gliwice for PKP PLK.

Several PaPs are multicorridor PaPs:

- the PaPs Karlsruhe –Pordenone are offered jointly with RFCs 9 and 10.
- the PaPs Chalupki-Leopoldov are harmonized with PaPs of RFC 7 & RFC 11.
- The PaPs Czechowice-Bratislava are offered jointly with RFC 11.
- The PaPs Piacenza-Oradea are offered jointly with RFC 7 and 9.

In terms of volumes, about 5,5 mln PaPs km*days were offered.

Table 2 shows the capacity offered by RFC 5 C-OSS since set up of RFC 5. The trend compared to previous year is negative (-17%). The reason is that, despite a substantially stable of PaPs quantities was offered (50), the calendar offered by two IMs was not daily, but one or few times per week.

Capacity volumes delivered to C-OSS by each RFC 5 IM for PaPs TT2022 offer are shown in Table 3.

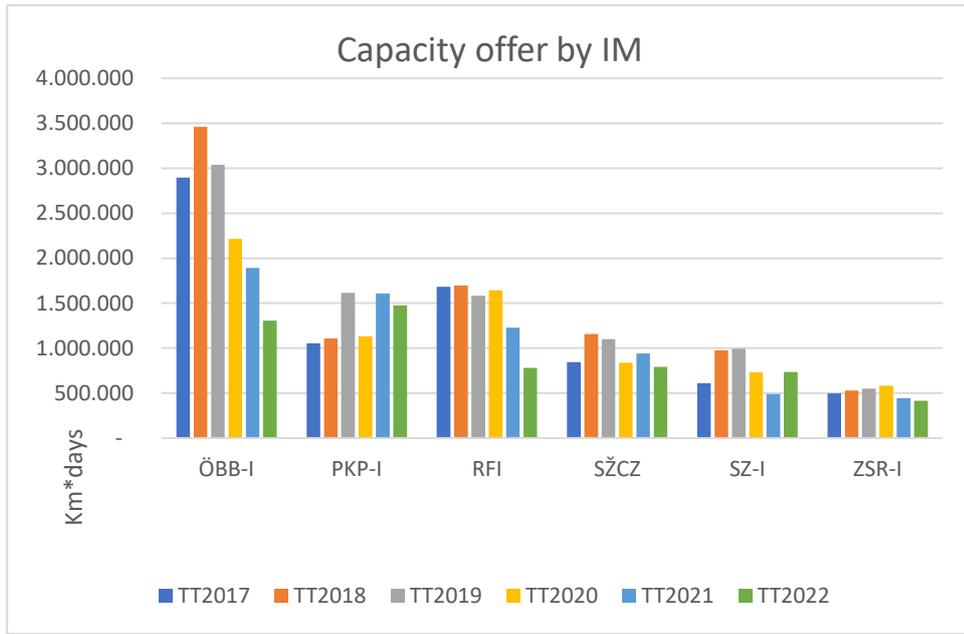
TT Year	Offered capacity PaPs yearly TT	Offered Reserve capacity
	(Km*days)	
TT2016		3.8 mln
TT2017	7.589.572	3.899.045
TT2018	8.926.364	3.481.420
TT2019	8.883.093	3.579.208
TT2020	7.141.056	3.431.423
TT2021	6.601.967	3.3 mln
TT2022	5.501.634	

Table 2: Baltic –Adriatic RFC: trend of capacity offer and requests 2016-2021 (source: C-OSS elaboration)

IM	Offered Capacity (Km*Days)
ÖBB-I	1.306.339
PKP-I	1.475.433
RFI	779.088
SŽDC-I	791.045
SZ-I	734.916
ZSR-I	414.814
Total	5.501.635

Table 3 Baltic –Adriatic RFC: capacity delivered by RFC 5 IMs (source: C-OSS elaboration)

Graphic 1 displays the **trend of PaPs offered capacity per IM since launch of RFC 5**



Graphic 1: Baltic-Adriatic RFC: trend of offered capacity per IM 2017-2021 (source: C-OSS elaboration)

The innovative product launched for TT2020 and 2021, that is the offer of “**ExtraLong Train PaPs**” from/to Port of Koper, had a good market feedback last year (all PaPs were booked by customers). Therefore Baltic-Adriatic RFC offered the product for TT2022 too. They are a daily PaPs pair connecting the port of Koper to Ostrava terminal in Czech Republic, that allow 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.

Additionally and coherently with BA RFC strategy to further develop its premium products offer, for TT2022 RFC BA offered another pair of “**ExtraLong Train PaPs**” between Czechowice Dz. and Bratislava, together with RFC Amber (common offer). The maximum allowed train length is 662m, that is double the standard length (330m) of trains crossing the Zwardon-Skalite border.

Furthermore, TT2022 saw the introduction to the market of another brand new premium product developed by RFC5 CAP WG. It was branded “**ExtraHeavy Train PaPs**” and consists in a pair of PaPs from/to Port of Trieste and Villach, allowing the run of 1800t heavy trains, which is 200t heavier than the standard along RFI network.

Concerning overlapping sections, common offer was implemented only for the Czechowice-Bratislava ExtraLong train PaPs with RFC Amber.

4.2. Publication of Reserve Capacity Offer

Baltic-Adriatic RFC published the Reserve Capacity (RC) offer for timetable 2021, in form of time slots, on **13 October 2020 in PCS**. These 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 2.

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 2020 Authorized applicants did not place **any request**. The reason for this lack of interest seems to be the long **time frame** between the request and the train run that this product requires. However, a different Corridor product which offers more advantageous conditions from this point of view, does not seem to have better fortune (see 4.3).

4.3. Short term capacity offer

During 2020, 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 choices possible, applicants' requests were far below the expectations.

PMO planned to promote the offer in 2020 at **workshops** and **fairs**. However due to Covid-19 that has not been possible. Hoping for better conditions, advertisement of this product will restart **in 2021**

5. Operations

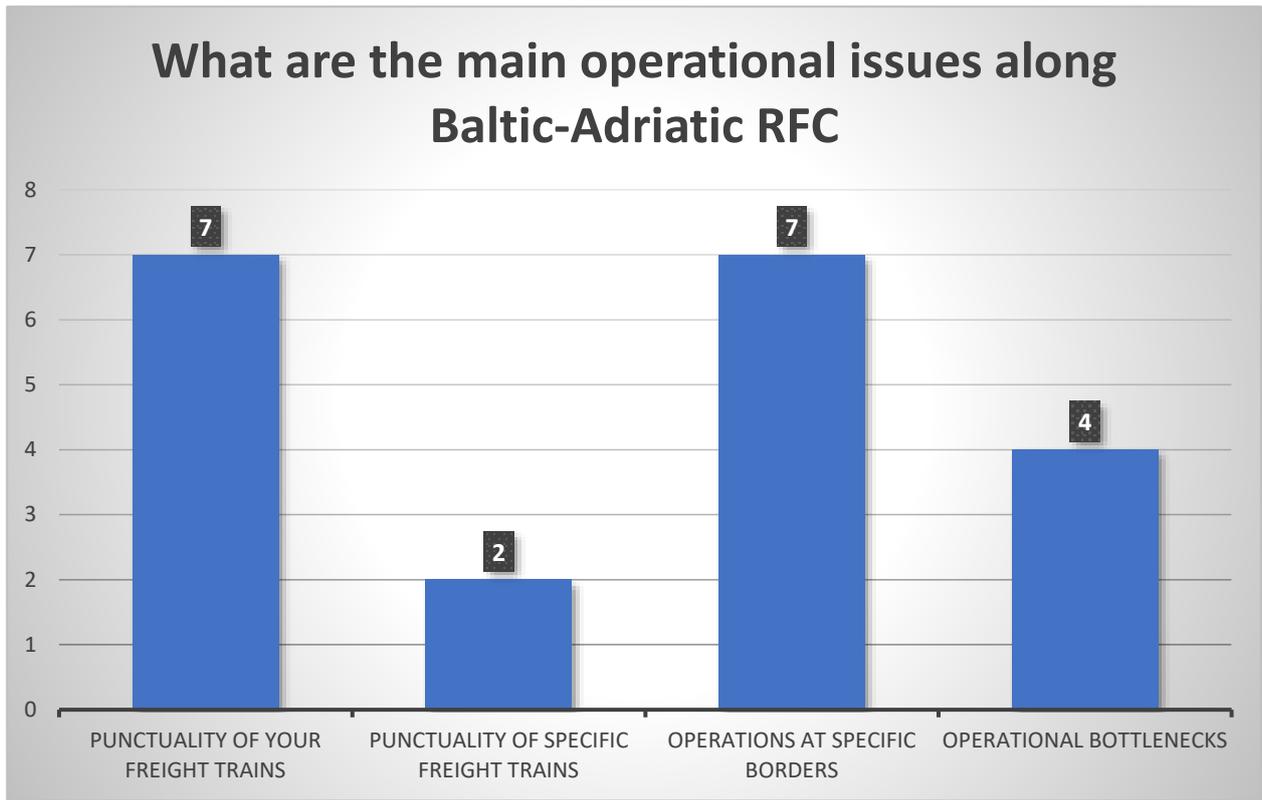
5.1. Train Performance Management (TPM)

5.1.1. TPM Survey

In April and May 2020 Baltic-Adriatic RFC ran a TPM survey among its Railway Undertakings & Terminals Advisory Groups (RAG and TAG) members in order to gather their feedback on what they would like TPM activities to focus on and to check their willingness to cooperate in the train performance improvement.

The survey was designed by the Performance Management & Operation Working Group (WG PM&O) under the lead of the C-OSS and was made available online by the free "*Survio*" online tool.

10 RFC users participated: 7 RUs and 3 terminals. Graphic 2 displays their opinions about the main operational issues along Baltic-Adriatic RFC.



Graphic 2 - Main operational issues along Baltic-Adriatic RFC according to TPM online survey (July 2020 - RUs & Terminals). Source: Survio tool and C-OSS elaboration

More specifically, they mentioned these criticalities:

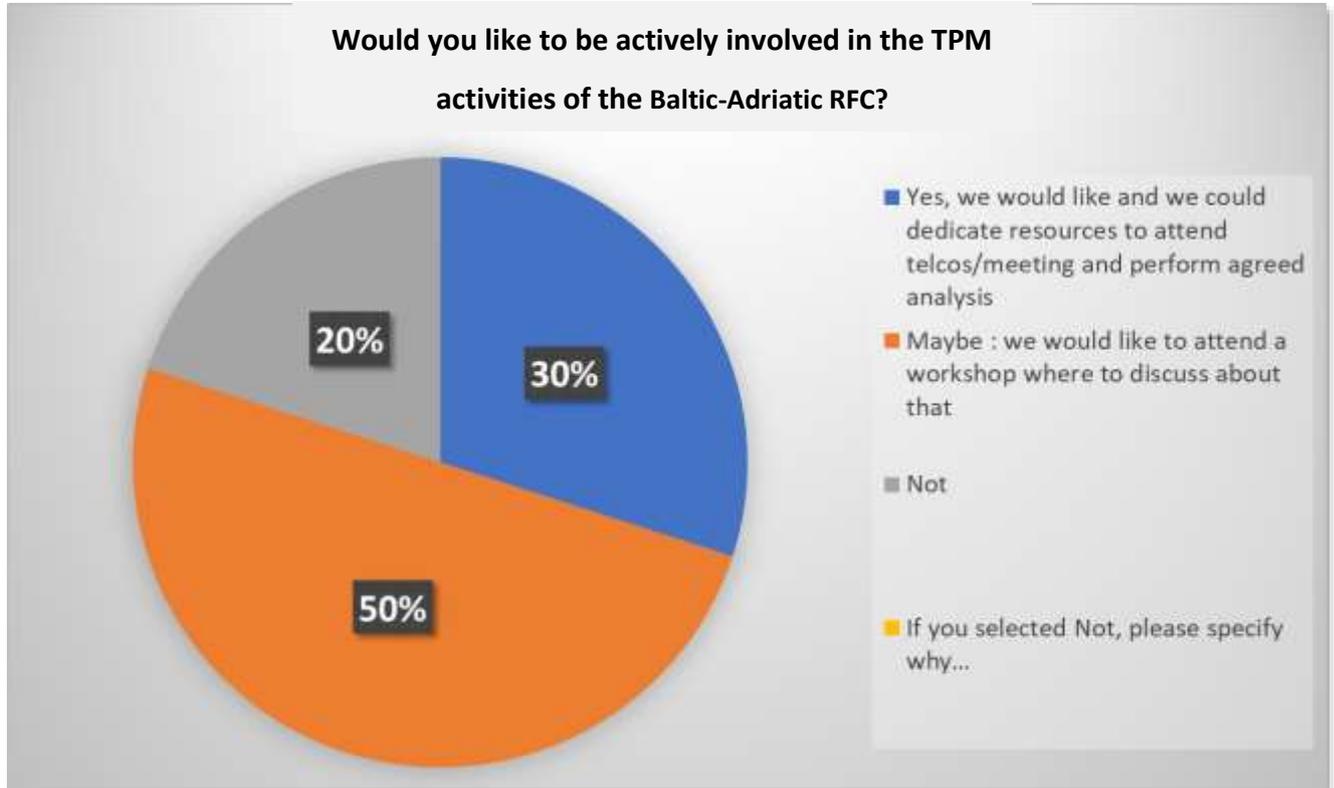
- The capacity at the Zebrzydowice/Petrovice, due to construction works at the Czechowice node.
- The access to Cervignano Smistamento (opening times and capacity).
- The closing Jesenice-Villach border crossing, which is planned from September this year and parallel limiting the capacity on the Austrian section
- The line Jesenice –Ljubljana-Divača –Koper-Dobova
- Tarvisio Bv station
- The works for the Karawanken-tunnel

The survey pointed out what punctuality/operational problems the Baltic-Adriatic RFC users would like to be investigated and mitigated by the activities of the Baltic-Adriatic RFC:

- Border processes, handing over activities, damaged wagon processes, police control;
- Uniformity of: tail signal, technical inspection, radiometric control, train composition message
- Border crossing PL - SK with full length intermodal trains
- PL-CZ border crossing
- To investigate a more specific recovery procedure when an international train arrive with delay at the borders
- Punctuality of trains and capacity on renovated lines. Harmonization of construction works ensuring capacity on alternative lines

- Access to Cervignano Smistamento (opening times and capacity)
- Train length > 500 m

Baltic-Adriatic RFC proposed to organize a workshop with the operational managers of its RAG and TAG companies in order to discuss ways of future cooperation in TPM. Graphic 3 displays the feedback from the survey.



Graphic 3 - Willingness to be involved in Baltic-Adriatic RFC's TPM activities according to TPM online survey (July 2020 - RUs & Terminals).
Source: Survio tools and C-OSS elaboration

Since the majority of respondents were open to a workshop, it was decided to organize it in autumn 2020 on occasion of the annual RAG and TAG meeting (see Section 10.2).

5.2. Data Quality

The PMO took actively part to the Data Quality project set up by RNE in 2020 with the aim of improving quality of data in TIS.

The project consists of 3 main subprojects carried on by 3 WGs and aimed at:

1. define and agree on the standard requirements on data delivery and processing
2. ensure the implementation via establishing the regular process of data quality monitoring
3. define and agree on the common standards to be applied for RFC Train Performance Management reports

Each project consists of several task forces.

During 2020 Project 3, TF1 met several times via online conferences with the goal to agree on a common definition of RFC trains for reporting purpose. The members of the TF (mainly RFC representatives coordinated by RNE JO) produced a proposal in the beginning of 2021 which is going to be assessed by the RFC Network.

The other Projects and TF started activities in 2021.

5.3. International Contingency Management

5.3.1. CIP interactive Map

Based on the “[Handbook for International Contingency Management](#)” (ICM), every RFC should publish a document describing the possible re-routing options for all sections on its corridor. This document is called Re-routing scenarios and can be downloaded [here](#). To make it more user friendly we have decided to transform this document also to a map view on our interactive platform, the Customer Information Platform (CIP). For accessing the interactive platform, the Customer Information Platform (CIP), just click this link: [Customer Information Platform](#). After accessing the platform, routings of all corridors are displayed, as you can see on the picture below.

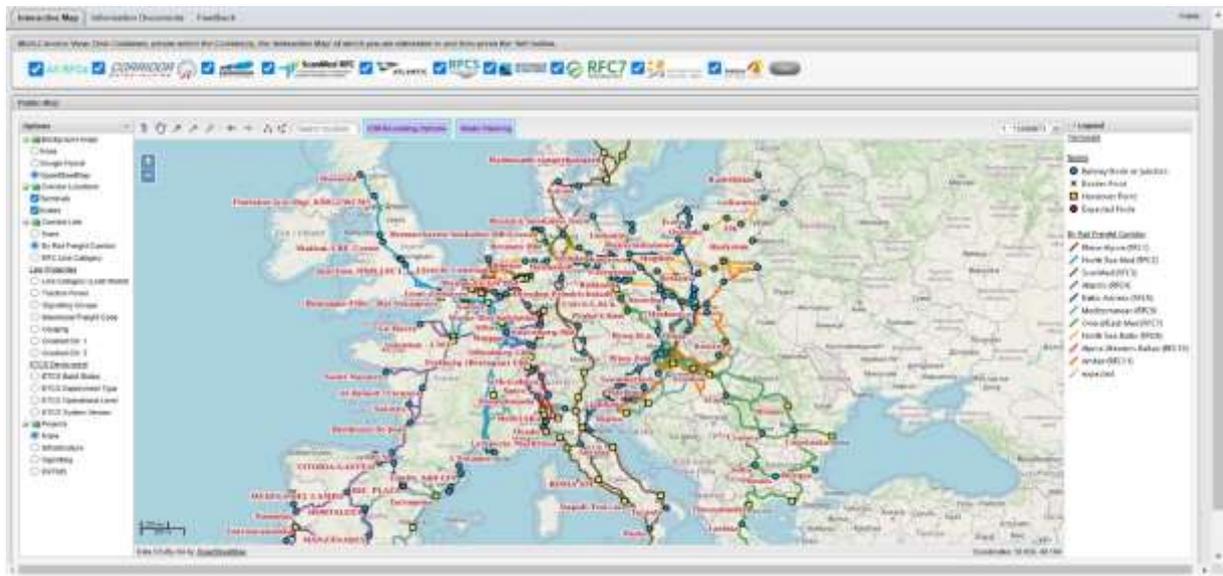


Figure 3 - Corridors routings in Customer Information Platform

After selecting the RFC 5 in the row above the map and clicking “Set”, the routing of just RFC 5 is displayed. After clicking on “ICM Re-routings Option”, the RFC 5 ICM lines will appear together with the instructions how to use the function, as you can see on Figure 4

5.3.2. Second joint simulation

The so-called “[Handbook for International Contingency Management](#)” (ICM) was approved by the RNE General Assembly in 2018 and it regards IMs procedures. The RUs members of the ECCO Group¹ also issued their handbook in order to agree on procedures when an ICM is declared.

In order to check **compatibility** of the two handbooks, to generate ideas for improvement and to train the staff of IMs and RUs to apply the written procedures in case of ICM, Baltic-Adriatic RFC organized on 23 July 2020 **a joint ICM simulation** with, for the first time, the participation of both IMs and RUs.

The simulation was organized online with the support of MS Teams tool. The PMO, IMs incident and communication managers and the staff of RCA took part in the simulation.

ÖBB-I acted as “Leading IM” and a “fake” incident was simulated (derail of a train on the line Bruck a.d.Mur and Spielfeld). The C-OSS acted as RFC coordinator. Involved Austrian RUs were invited to the telco (RCA attended it).

The outcomes of the simulation were positive according to an assessment made by attendants. The main findings were:

- The ICM contacts table should be updated with provision of contacts that can be reached also during absence from office. During office time it should be always possible to have an IM representative attending the first ICM telco
- IMs believe that there is a need for RFCs to coordinate the telco, as provided for by the Handbook
- MS Teams could be the standard tool for the ICM telco
- The presence of impacted RUs in leading IM in the first telco is useful.
- Next telco among communication managers (foreseen by IMs Handbook) is not needed
- Regarding the coordination between IMs and RUs ICM handbooks, the RFC coordinator is supposed to send an invitation to operational email contacts of traffic control centres. Therefore it is advisable that RUs operational staff that is informed about the ICM case, internally designate their leaders and forward to them the telco link received by the RFC Coordinator.



Figure 6 - ICM Joint Simulation 2021 at Baltic-Adriatic RFC - schematic overview

¹ The Working Group for Efficient Cross Corridor Organisation, is composed of representatives from Freight Railway Undertakings, to ensure coordination between RUs and the Rail Freight Corridors that cover Europe.

- When more RFCs are concerned (e.g. the closed line belongs to RFC5 and RFC10) it should be decided who acts as RFC Coordinator. Either leading IM chooses the Coordinator or the RFCs coordinate among other and decide who should be Coordinator.

5.3.3. Real case of ICM

Following the closure of part of the Brenner-Bolzano line along due to adverse weather conditions, RFI declared an International Contingency Management (ICM) case along the Scandinavian-Mediterranean RFC on 6 December 2020. RFI as Leading IM, supported by the ScanMed RFC immediately activated the procedure provided for in the ICM Handbook. As impacted RFC, Baltic-Adriatic was involved in the ICM procedure that follows and participated in all relevant web/teleconferences, as well as produced and kept updated and info page on its own website (see figure 7).

The experience of this real case of ICM proved on the one hand that the simulations were useful to make us ready for a real case and secondly (but even most importantly) that the cooperation among RFCs is working very well.



Figure 7 - ICM real Case: screenshot from [Baltic-Adriatic Website](#)

5.3.4. Revision of the International Contingency Handbook

In January 2020, DG Move organised a meeting dedicated, partly, to the International Contingency Management Handbook, the aim of which was to analyse the actual experience of two years of implementation and to identify potential open points requiring a revision of the Handbook itself. RNE was then mandated to investigate those aspects. Following this meeting, RNE Management Board launched the “**ICM Handbook Revision Project**”, with a double folded goal:

- Revise the **content** of the Handbook regarding several aspects (time horizon: end 2020)
- Focus on **supporting tools** and processes (time horizon: May 2021)

Both IMs and RFCs were asked to join the project and the Kick-off meeting took place on 23 June 2020.

During the kick-off meeting, it was decided to create 7 task forces; both RFCs and IMs were invited to nominate representatives in these Task Forces, which were mandated to deal with different aspects of the ICM process. Baltic-Adriatic RFC participated in all Task Forces.

The work of the Task Forces consisted in three phases (see figure 8):

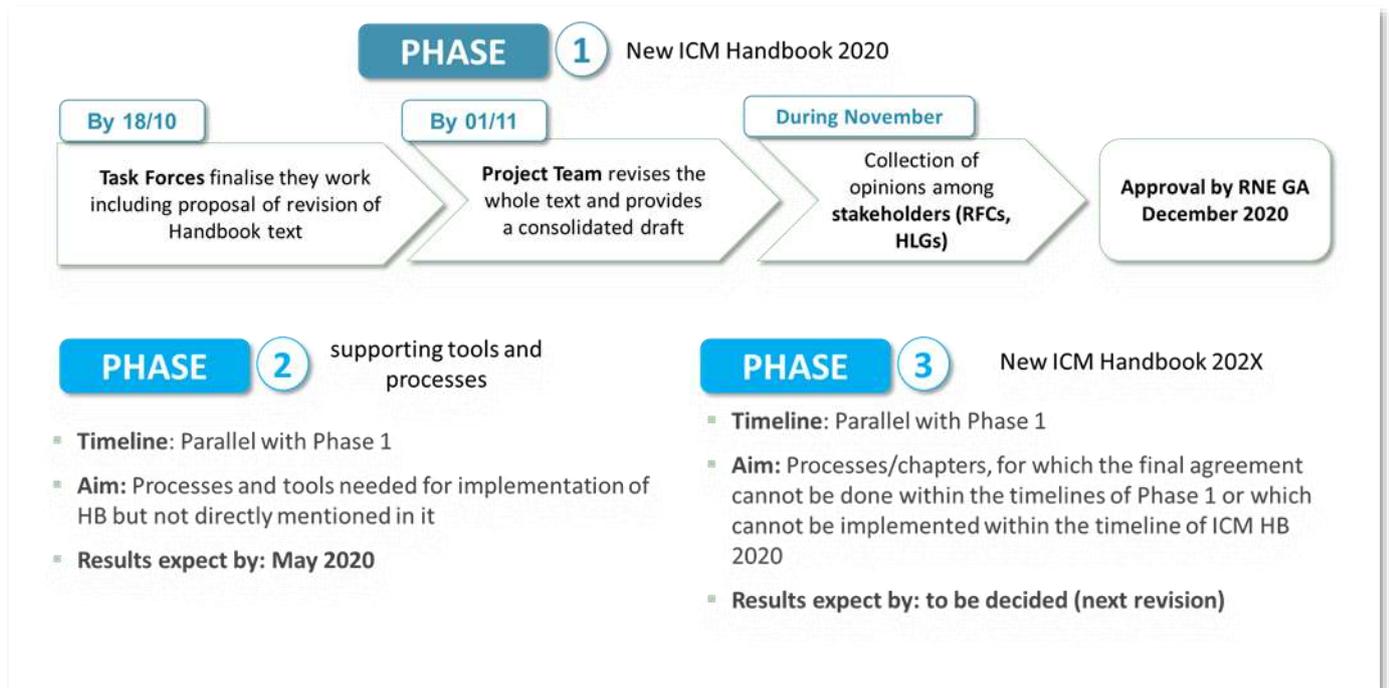


Figure 8 - ICM revision project – schematic plan (source: RNE information, Baltic-Adriatic RFC graphic elaboration)

Four of the seven Task forces finalised their work or the main part of the work and the respective chapters of the Handbook were consequently updated.

As far as the finalised revised topics are concerned and generally speaking, the revision of the Handbook, did not significantly change the process itself, but had the following outcomes:

- **Strengthening** of the **role of the RFCs as an supervisor in the international coordination** on management level and also the communication processes on international level; the communication process was better specified and detailed;
- Making the **back-up organisation optional**
- Introduction of usage of **TIS Incident management tool**
- **Simplification** and better explanation of the processes with the introduction of new chapters: applicability validity, publication
- Introduction of **optional (RFCs) provision**
- More **specific definitions** of ICM lines and re-routing lines, as well as basic rerouting scenarios

The definition of an international disruption remained unchanged and so will continue to be

The chapter regarding “Allocation principles in case of international disruptions” is still under discussion and for this reason the approval of the revised ICM Handbook was postponed in 2021 (RNE General Assembly of May 2021).

It has to be mentioned that, already before the ICM Handbook revision finalisation, the Baltic-Adriatic updated its **ICM rerouting overview document** that can be downloaded [here](#). For the same topic see also section 5.3.1.

6. Performance

6.1. Key Performance Indicators

6.1.1. Capacity KPIs

In April 2020, Baltic-Adriatic RFC received 23 requests for the yearly TT 2021, with an increase of 21% YoY.

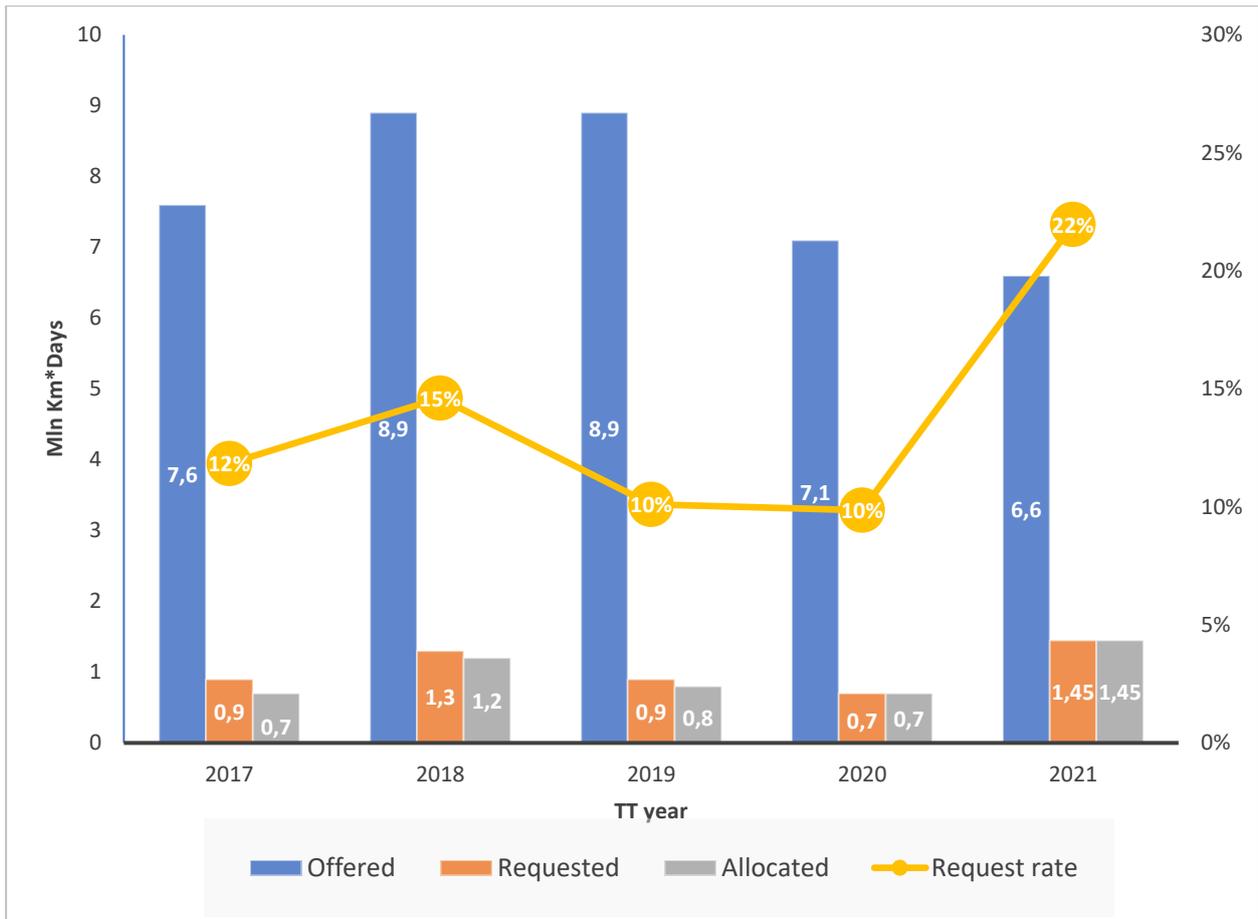
The **capacity request ratio more than doubled YoY**, whereas the **PaPs request ratio increased by another 31%**. There were no requests in conflict. That means that the design of PaPs offer further improved YoY.

Table 4 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	TT2020	TT2021	% Δ
Volume of requests	19	23	21%
Number of conflicts	0	0	Na
Number of conflicts/Nr of requests (%)	0%	0%	Na
PaPs offered (a)	44	44	0%
PaPs requested (b)	16	21	21%
PaPs request ratio (b/a)	36%	48%	31%
Volume offered capacity (PaP Km*days) (c)	7.141.056	6.601.967	-7%
Volume of requested capacity (PaP Km*days) (d)	703.794	1.446.036	107%
Capacity request ratio (d/c)	10%	22%	123%
Volume of capacity at pre-booking (PaP Km*days)	703.794	1.446.036	107%
Volume of capacity at final offer (PaP Km*days)	652.106	1.446.036	122%

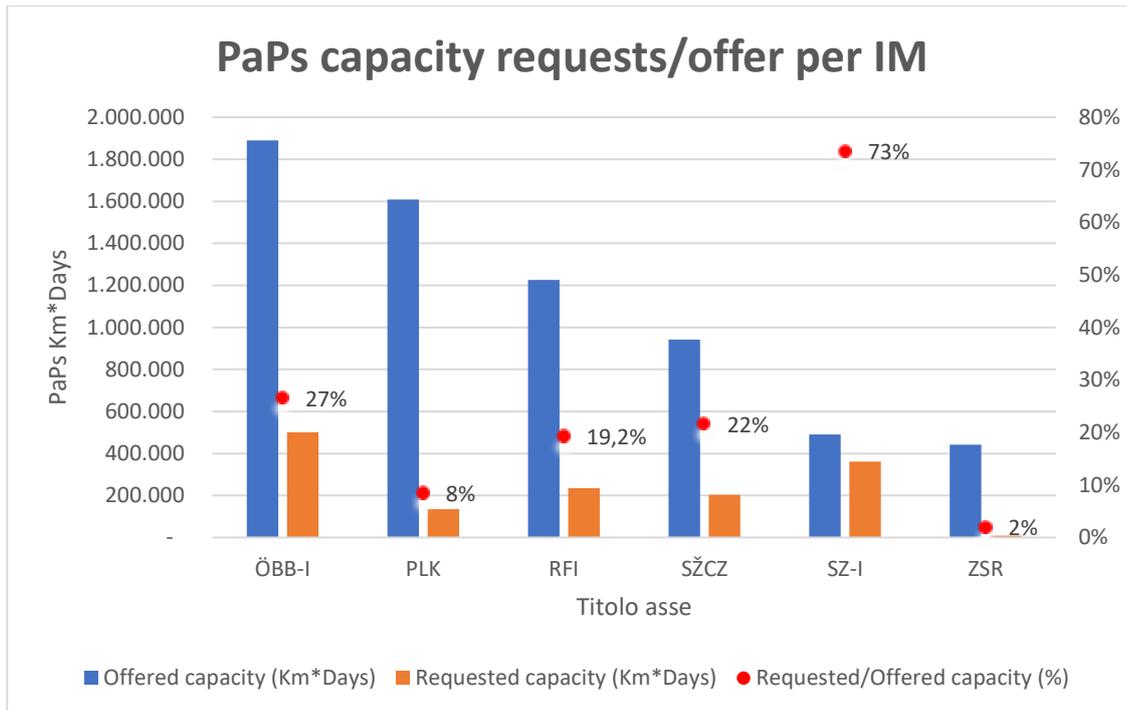
Table 4 - Baltic –Adriatic RFC: main capacity KPIs regarding PaPs allocation for TT2020 vs TT2019 (source: PCS/OBI/C-OSS elaboration)

Graphic 4 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 of 2020 have been promising that the right direction was undertaken.



Graphic 4 - Baltic –Adriatic RFC: trends of PaPs capacity volumes KPIs (source: PCS/C-OSS elaboration)

Graphic 5 shows the ratio between the PaPs capacity requested and the PaPs capacity offered *per* IM of Baltic-Adriatic RFC. The graphic is uneven: the IM with highest share of requests was ŠŽ-I (73%) while the IM with the lowest was ŽSR (2%). This can be explained by the fact that, along the lines where available capacity is limited (e.g. to port of Koper), RUs tend to **secure capacity for the yearly TT** and they see a benefit in the PaPs offered by RFCs. Compared to previous years, in Austria it was recorded a big improvement. The C-OSS and RNE actively supported RUs with their PCS requests.



Graphic 5 - Baltic –Adriatic RFC ratio of PaPs capacity requests/offer per IM TT2020 (source: C-OSS elaboration)

Table 5 below 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	TT2020	TT2021
Zebrzydowice- Petrovice u Karviné	19%	16%
Chałupki - Bohumín-Vrbice	12%	4%
Międzylesie- Lichkov	25%	0%
Mosty u J. - Cadca	5%	0%
Bratislava-Petržalka št. hr. - Kittsee	4%	5%
Devinska NV- Marchegg	0%	0%
Břeclav - Hohenau	4%	6%
Spielfeld-Straß - Šentilj	1%	4%
Villach - Tarvisio B.	7%	3%
Sežana - Villa Opicina	1%	0%

Table 5 - 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:

- A general **downtrend**,
- That requests submitted to C-OSS are still a **low fraction** along the whole RFC. 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.

Table 6 provides information for each Baltic-Adriatic RFC border about the share of capacity allocated in the yearly TT by the C-OSSs of RFC Network compared to the total volume of planned trains crossing those Baltic-Adriatic RFC borders.

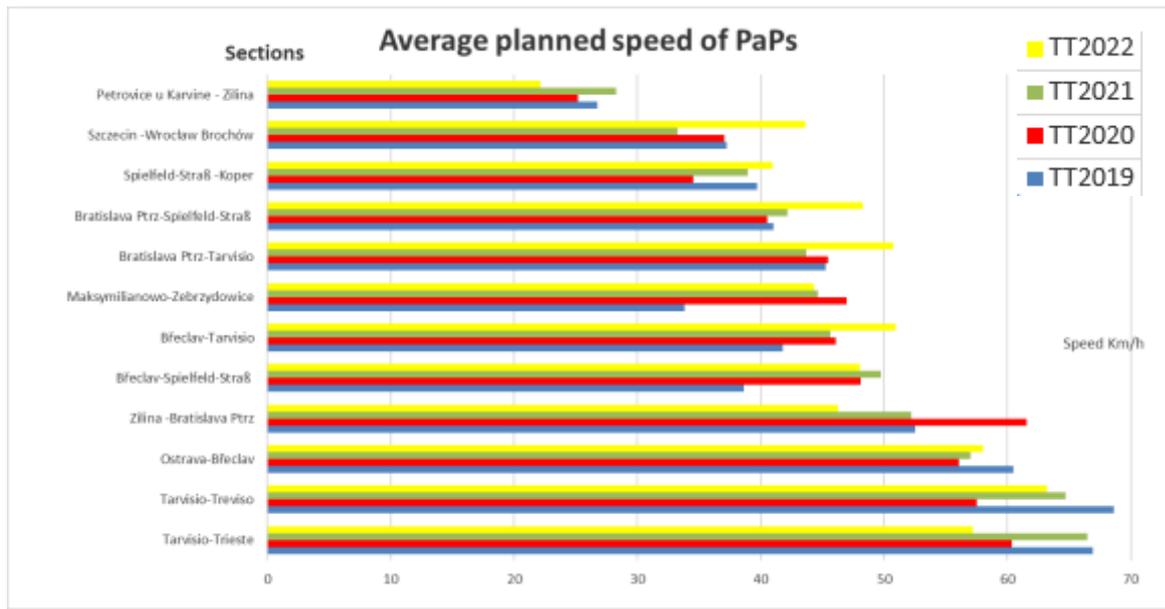
Overall, the capacity allocated by Baltic-Adriatic RFC C-OSS is still a small share of overall planned trains volumes, below 10%. The exception is the Mosty u Jablukova – Čadca border, where the overall share allocated by RFC 5 and RFC 9 C-OSSs is about 69%.

In general, the trend was positive.

Border		TT	
		2020	2021
PL-CZ	Petrovice u Karviné - Zebrzydowice	11%	16%
	Bohumín-Vrbice - Chałupki	7%	3%
	Lichkov - Międzylesie	7%	0%
CZ-SK	Čadca - Mosty u Jabl.	75%	73%
AT-SK	Bratislava-Petržalka - Kittsee	5%	10%
	Devínska Nová Ves - Marchegg	0%	0%
AT-CZ	Břeclav - Hoenau	4%	10%
AT-SLO	Spielfeld-Straß - Šentilj	2%	4%
IT-AT	Villach - Tarvisio B.	6%	8%
IT-SLO	Sežana - Villa Opicina	9%	8%

Table 6 Baltic–Adriatic RFC: ratio of capacity allocated by the RFC 5 C-OSS in yearly TT2019 compared to the total volume of planned trains crossing the RFC 5 borders (source: C-OSS elaboration)

Graphic 6 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** (+1%).



Graphic 6 – average planned speed of PaPs on Baltic-Adriatic RFC sections YoY

6.1.2. Operations KPIs

During 2020 the overall average punctuality of all trains run at entry and exit of the RFC BA lines are displayed in Table 7

	Punctuality 15 min.	Punctuality 30 min.
RFC ENTRY	45%	50%
RFC EXIT	33%	38%

Table 7: yearly average punctuality figures (source TIS)

Comparing to the year before, the punctuality 30min at entry increased by 2% and at exit by 6%. The main reason is that fewer passenger train ran along the lines, and therefore reliability of freight increased. This in fact was clearly visible during the first months of the Pandemia.

6.1.3. Market KPIs

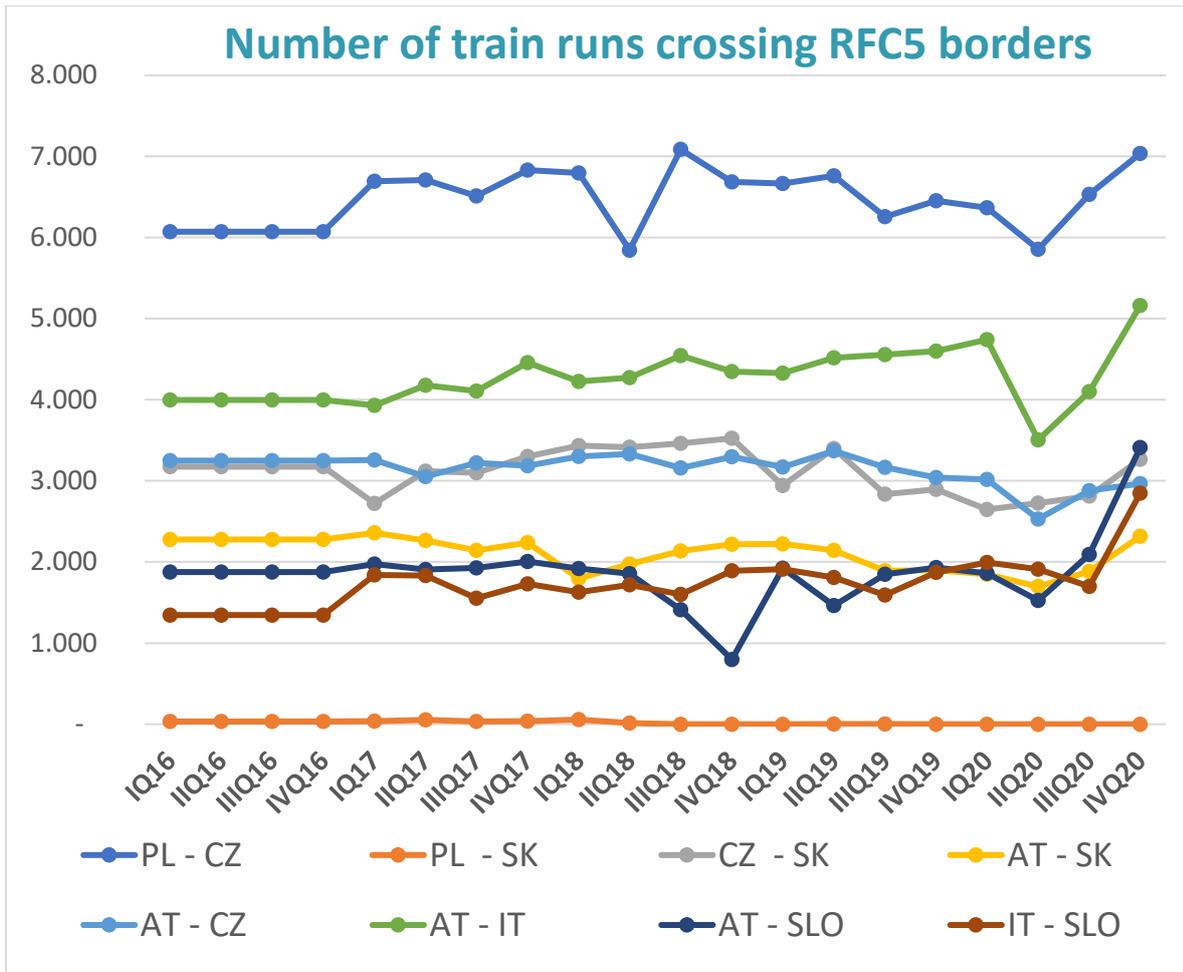
Table 7 displays the trend of volume of **cumulated gross tons** transported by rail across Baltic-Adriatic RFC borders. Negative figures do not necessarily imply that rail transport decreased. They may be due to works (therefore goods moved across alternative borders) or to shift from heavier to lighter goods (e.g. containers). It also should be considered that not all borders between two IMs belong to Baltic-Adriatic RFC and therefore are in the table. An example are the flows between Slovenia and Austria. The negative trend 2018 vs 2017 at Spielfeld S.- Sentilj border (-25%) was due total track closure from 26.10.2018 to 15.12.2018 between Maribor and Šentilj because of the reconstruction of line. Most of trains were rerouted via border Villach-Jesenice but are not reported in the table (because it is not a RFC 5 border). In 2019 the positive trend follows up to the re-opening of the track. In 2020 the positive trend follows up the closure of Villach-Jesenice due to works at Karavanken. The consequence was also an uptrend at Villach-Tarvisio and Villa Opicina-Sezana borders.

Borders	2020	Δ YoY	2019	Δ YoY	2018	Δ YoY	2017
Zebrzydowice- Petrovice u Karviné	8.725.896	-2%	8.908.320	-22%	11.494.114	20%	9.539.235
Petrovice u Karviné - Zebrzydowice	5.858.587	-5%	6.136.408	-20%	7.686.768	6%	7.219.719
Chałupki - Bohumín-Vrbice	9.207.178	5%	8.787.399	4%	8.416.864	-19%	10.396.285
Bohumín-Vrbice - Chałupki	5.852.496	22%	4.812.797	9%	4.398.782	-9%	4.810.584
Chałupki - Bohumín hl n	526.020		na		na		na
Bohumín hl n - Chałupki	411.475		na		na		na
Międzylesie- Lichkov	446.365	-23%	582.260	-15%	682.410	9%	626.806
Lichkov - Międzylesie	377.739	15%	328.976	-18%	401.051	-12%	457.152
Total PL - CZ	31.405.756	6%	29.556.160	-11%	33.079.989	0%	33.049.781
Zwardoń- Skalité št. hr.	0	-100%	3.099	-75%	12.433	-54%	26.740
Skalité št. hr. - Zwardoń	0	-100%	2.276	-94%	40.667	-55%	90.779
Total PL - SK	-	-100%	5.375	-90%	53.100	-55%	117.519
Mosty u J. - Cadca	7.036.580	-9%	7.709.039	-18%	9.411.474	12%	8.422.170
Cadca - Mosty u J.	9.462.410	-6%	10.103.240	-10%	11.209.225	11%	10.061.514
Total CZ - SK	16.498.990	-7%	17.812.279	-14%	20.620.699	12%	18.483.684
Bratislava-Petržalka št. hr. - Kittsee	4.782.738	0%	4.799.019	2%	4.682.173	-13%	5.354.112
Kittsee- Bratislava-Petržalka št. hr.	2.857.870	-5%	2.998.704	8%	2.766.623	-9%	3.040.644
Devinska NV- Marchegg	32.359	-78%	146.024	-66%	423.452	-11%	475.778
Marchegg - Devinska NV	-	-100%	85.278	-68%	263.519	-36%	414.978
Total AT - SK	7.672.967	-4%	8.029.025	-1%	8.135.767	-12%	9.285.512
Břeclav - Hoenau	8.374.719	-12%	9.570.330	-5%	10.099.331	2%	9.876.046
Hoenau-Břeclav	5.242.868	-9%	5.755.701	-4%	6.007.661	6%	5.688.682
Total CZ - AT	13.617.587	-11%	15.326.031	-5%	16.106.992	3%	15.564.728
Villach - Tarvisio B.	11.517.443	2%	11.309.414	0%	11.308.248	4%	10.834.701
Tarvisio B.-Villach	8.993.194	-1%	9.119.444	3%	8.847.903	8%	8.164.507
Total AT - IT	20.510.637	0%	20.428.858	1%	20.156.151	6%	18.999.208

Spielfeld-Straß - Šentilj	3.964.189	26%	3.146.909	19%	2.635.034	-23%	3.443.596
Šentilj - Spielfeld-Straß	5.418.599	23%	4.400.525	25%	3.518.503	-26%	4.738.141
Total AT - SLO	9.382.788	24%	7.547.434	23%	6.153.537	-25%	8.181.737
Sežana - Villa Opicina	6.627.630	19%	5.581.596	14%	4.913.341	2%	4.811.808
Villa Opicina - Sežana	2.625.235	29%	2.042.835	12%	1.823.427	4%	1.760.704
Total IT - SLO	9.252.865	21%	7.624.431	13%	6.736.768	2%	6.572.512

Table 8 - 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 7, which shows the volume of trains which ran across Baltic-Adriatic RFC borders in the last three years. Again, negative trends might be explained by alternative routings and/or by longer trains. It also should be considered that not all borders between two IMs belong to Baltic-Adriatic RFC and therefore are not in the table. An example are the flows between Slovenia and Austria. The negative trend 2018 vs 2017 at Spielfeld S.- Šentilj border (-23%) was due total track closure from 26.10.2018 to 15.12.2018 between Maribor and Šentilj because of the reconstruction of line. Most of trains were rerouted via border Villach-Jesenice but are not reported in the table (because it is not a Baltic-Adriatic RFC border). In 2019 the positive trend follows up the re-opening of the track. In last quarter of 2020 the uptrend follows up the closure of Villach-Jesenice due to works at Karavanken. The consequence was also an uptrend at Villach-Tarvisio and Villa Opicina-Sežana borders due to rerouting of trains.



Graphic 7 - Baltic-Adriatic RFC: volume of trains running along Baltic-Adriatic RFC borders (RFC5 IMs data)

At the end of the year the PMO produced a performance report featuring the main KPIs of the RFC5 and published it on the website.

6.1.4. New KPIs

In 2020 the Baltic-Adriatic RFC worked on the development of new KPIs.

The WG CAP/TT/OSS performed an analysis regarding **PaPs stability**, aimed at assessing the real utilization of the PaPs after PCS allocation (end August/start of September). At this stage of the process in fact the C-OSS hands over to the IMs and is no longer in the loop of information regarding the follow up of the traffic (switch from PCS to National tool). Each RU partner comes back to a direct exchange with the national IM. The analysis concerned the PaPs allocated for TT2020. The main outcome was:

- 100% of allocated PaPs were contracted
- No cancellations after allocation and before TT change
- 15% went through calendar changes, under RUs request
- 12% went through TT or parameters changes, under RUs request

The conclusion is therefore that **there was stability, and especially from IMs side.**

The C-OSS and WG PM&O and Cap/TT/OSS cooperated with RNE in the testing of a new KPI **comparing the punctuality of trains running on an allocated PaP vs punctuality of other trains** running between the same OD but on standard paths. However in most cases the PaP was just a section of the whole OD, therefore **a meaningful comparison could not be done so far.**

The C-OSS and WG PM&O and Cap/TT/OSS also cooperated with RNE in the testing of another new KPI comparing the **planned speed of trains running on PaPs vs punctuality of all trains** running between the same OD.

6.2. User Satisfaction Survey

In 2020 the RFCs decided to **internalize** the USS (which in previous years was outsourced) and to redesign it from scratch. The main reason was that users found the previous survey too long to fill in and that led to poor participation rate. The opportunity to internalize it, thus reducing the carrying out costs, came from the usage of *Survio* online tool.

Within RNE USS WG, the RFCs experts worked on the agreement of a new questionnaire. The main achievement was the **reduction of questions of about 80%**, without sacrificing any important topics. Besides, a certain degree of **comparability** with previous years' results was **safeguarded**. The new questionnaire comprises a core part of stable questions common to all RFCs, then a few seasonal questions (also common) and at the end a few RFC specific questions. All RFCs participated in the new USS for the first time.

A big effort was also made by RFCs to consolidate a common list of invitees, so that one common representative *per* user company was nominated. The field work went from end of September till end of October.

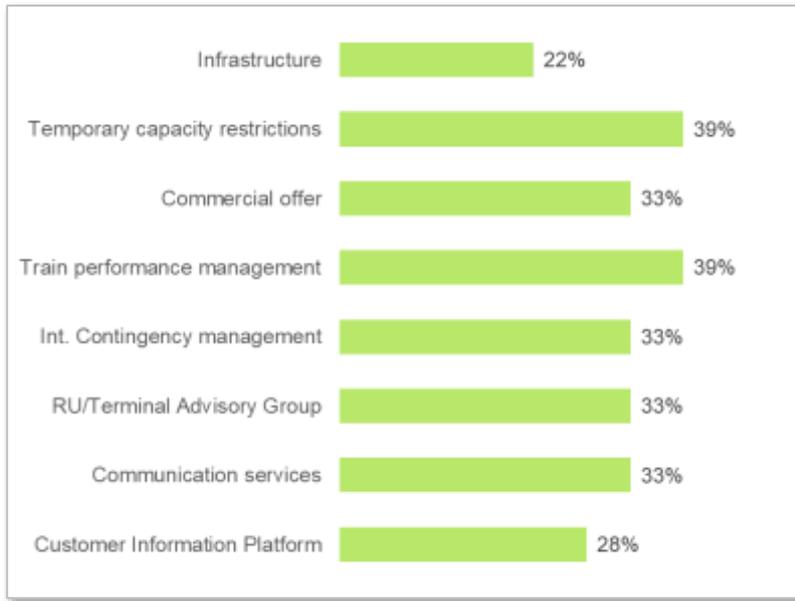
RNE USS WG experts from RFCs produced an overall report of results and individual report for each RFC.

Overall, the number of evaluations increased by 7% and the customers' response rate (defined as number of users who responded and number of invitations) increased over previous year (from 21% to 36% on comparable basis).

Regarding the Baltic-Adriatic RFC, **evaluations were higher by 29% YoY**. There were 18 evaluations, 12 from RUs and 6 from terminals/ports. **78%** of respondents were generally **satisfied** of Baltic-Adriatic RFC (**15% higher YoY**).

83% of users found the new survey easier to complete.

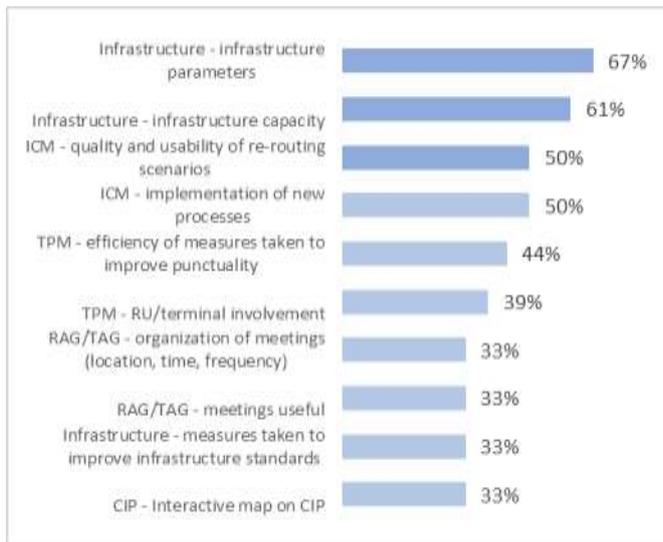
The level of satisfaction with main topics dealt with by Baltic-Adriatic RFC are shown by Graphic 8



Graphic 8 General satisfaction with main topics dealt by Baltic-Adriatic RFC – Source: *Survio/c-oss elaboration*

Users seem to be most satisfied with TCRs management and TPM and least satisfied with Infrastructure and CIP.

However, when asked about more specific areas of improvements, TPM was also mentioned (Graphic 9).



Graphic 9 - Specific areas of improvement - Source: *Survio/c-oss elaboration*

Regarding infrastructure, there is a clear users' need to improve infrastructure parameters and capacity.

Regarding TPM, users ask to be involved in TPM activities: a RAG workshop dedicated to TPM was organized in November 26th and Baltic-Adriatic RFC invited RUs and terminals to cooperate in TPM activities aimed at improving punctuality.

Regarding ICM, users ask to improve quality and usability of re-routing scenarios and to implement new processes. The PMO and WG PM&O worked in 2020 on an improved version of re-routing scenarios document which was published online at the end of the year. Moreover, with the new version of the ICM handbook, a better definition

of re-routing will be worked on in 2021 (see section 5.2). Besides, they organized a simulation with RUs with the aim of identifying areas of improvements in the process. The outcomes are being used in the RNE project involving all RFCs to improve the ICM processes.

Regarding the current topics question, it was interesting the users' feedback about role of the RFC in TTR: two third of them think that C-OSS shall play a role in the drafting of capacity model and just one fourth see no role for the RFC (Figure 9)

The complete USS report for Baltic-Adriatic RFC can be downloaded [here](#).



Figure 9 - Role of the RFCs/C-OSS in TTR according to customers - Source: RNE-RFCs USS – 2020 – All RFCs

7. 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. For dealing with this issue on corridor Baltic-Adriatic the TCR-working group is responsible.

On Baltic-Adriatic RFC the TCR-management is organised in 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 the area of 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 2020 the representatives of the TCR WG were participating on the implementation of the RNE approved document "[Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions for the European Railway Network](#)" into their national TCR planning process. This document takes into consideration also the recast of Annex VII of the Directive 2012/34/EU.

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 the 2020, the further developments were carried out, with the goal to achieve an extensive usage by both IMs and RUs.

In order to come closer to the customers, after the July's publication of TCR on the corridor, we gave customers the opportunity to [comment the published TCR](#). They were asked to express their opinion directly on our [website](#) by filling in a small form. Unfortunately, there was no feedback from the customers to this survey. An investigation on the lack of feedback will be made, in order to understand if it was due to a poor advertising of the initiative, or to the fact that it was considered not an added value or lack of interest from the RUs.

The latest publication of TCRs took place on 12 January 2021 and the interactive file can be downloaded from [CIP](#).

8. Studies

8.1. Transport Market Study

The Transport Market Study of Baltic-Adriatic RFC was finalised by the end of October 2020.

The aims of the update of the Transport Market Study of the Baltic-Adriatic RFC, conducted by Tplan and finalized in 2020 were:

- Analyzing the current situation of freight traffic volumes along the RFC
- Providing an updated knowledge base and recommendations for the development of the rail freight market along the he RFC

Information on the TMS can be found on our [web page](#) and an Executive Summary of the updated version is available for downloading at this [link](#) and more details can be found there. Here, it can be mentioned that the study:

- Identified a catchment area and an extended catchment area
- Performed an in-depth PEST and Market analysis
- Provided several recommendation and data that will be used, among others as input for further activities of the corridor, in particular the upcoming Capacity Study (see next paragraph)

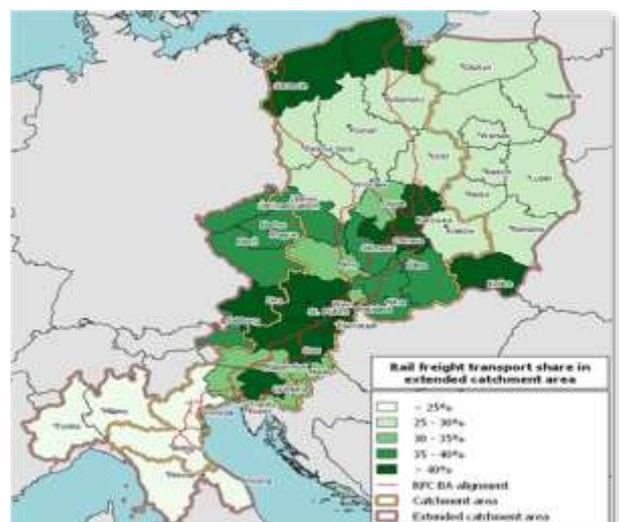


Figure 10 - 2018 International rail freight transport share within the extended catchment area (loaded and unloaded tonnes) (Source: Baltic-Adriatic Updated TMS 2020. Tplan own elaboration)

8.2. Capacity Study

At the beginning of 2020 a procurement procedure started, for the choice of the Consultant to carry out an extensive Capacity Study whose expected results are:

- **Survey** of the as-is situation (infrastructure, bottlenecks, operational rules);
- **Methodology** defining a path model and a path quality model for designing optimal timetable
- **Simulation tool** to test of such methodology
- **Recommendations**

Due to the outbreak of the Covid-19 pandemic this procedure took much longer than expected. For this reason, the study only started in the last months of the year.

The final deliverable, initially scheduled for the end of 2020, was postponed to the mid of 2021, with the permission of INEA, who accepted the request of extension of the PSA Grant Agreement, under which this project is funded, because of *force-majeure* delay.

9. Communication

9.1. Customer Information Platform (CIP)

9.1.1. CIP Strategy

In 2020, the Change Control Board (CCB) of CIP has developed a Strategy document meant to take stock of the achievements met until now, and to launch new challenges and goals to be pursued in the short, medium and long term.

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

The RFCs feel that the moment has come for a breakthrough of "their" tool, from two points of view.

On the one hand, new functionalities need to be developed, as well as the usability needs to be improved; on the other hand the tool, which already provides a lot of potentially useful functionalities and can be seen as an information hub for many stakeholders, needs to be further used. At this aim, the RFCs deem it important to reinforce the activity of marketing and advertising of the tool.

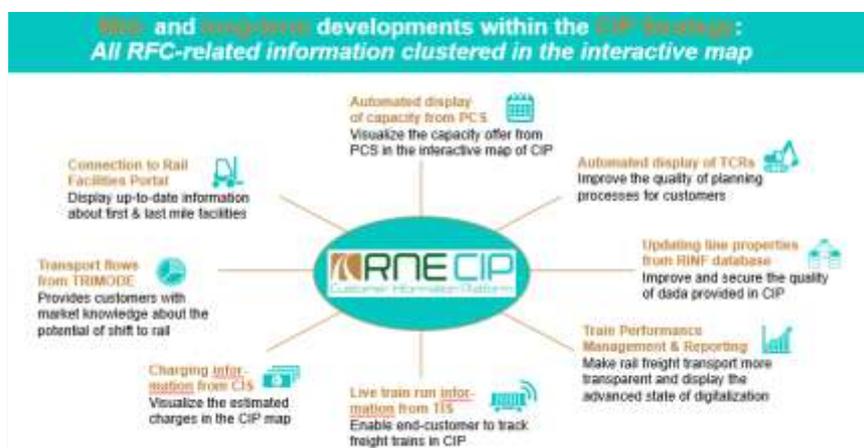


Figure 11 - Overview of CIP Strategy as of October 2020 – source: RNE CIP Strategy presentation

9.1.2. CIP developments 2020

During 2020 the main focus in terms of new developments in Customer Information Platform was mostly on implementing the new functionality of displaying the ICM Re-routings options (more information in section 5.2.1). It was not the only development throughout this year. The corridor routing of RFC North Sea-Baltic has been enlarged of Baltic countries, especially Latvia and Estonia, followed by enlarging the corridor routing also in Customer Information Platform. Another corridor, RFC Alpine-Western Balkan has joined the Customer Information Platform this year as well with the complete roll-out of the corridor routing together with all information necessary. Beside already mentioned developments, the improvement of the user interface of the tool has started in 2020 and activity is still ongoing. This activity is expected to be finished by the first trimester of 2021. The improvement of the user interface in CIP should create more user-friendly environment of the tool, easier navigation and overall better experience with the tool.

9.2. Brochures and Marketing Tools

For this year, the Baltic-Adriatic RFC has been prepared to participate in various events and fairs, which should have taken place. Due to the outbreak of the COVID-19 emergency, these activities had to be postponed. The fairs and events were cancelled. Nevertheless during 2020 we have started to work on our marketing materials, which could be used on such occasions in the next years. First part of the marketing materials are small give-aways, a pen and a tear-off paper block. The design of these give-aways can be seen on the figure below.



Figure 12 - Baltic-Adriatic RFC give-aways

The second part is the graphic design and printout of the marketing brochure with Baltic-Adriatic RFC offer and also a brochure with general information about RFC Baltic-Adriatic. The brochures and other updated marketing can be always be found on our [website](#). We hope, that in the upcoming years, the COVID-19 emergency will no longer be

here, and we will be able to present Baltic-Adriatic RFC on various events and fairs, face-to-face with the customers.

9.3. Simplification and digitalisation of the Corridor Information Document

Under the RNE umbrella with the mandate from RFC Network the **simplification** of harmonized texts of Corridor Information Document took place in 2020. A small task force was set up, consisting of RFC representatives, including RFC Baltic-Adriatic. The major point of simplification was to **merge the Books 1, 2, 3 and 4** into one single document divided into sections similar as the Network Statements are, and in order not to boost the length and make it not user-friendly, to make the Book 5 - Implementation Plan an annex to the entire, merged CID. In addition, the common texts and structure of sections 1, 2 and 3 have been simplified and updated. Together with the simplification of the common texts of Corridor Information Document, **the Glossary** to this document was streamlined as well, in order to eliminate general, non-typical railway or non – Network Statements or CID related terms and make some of the definitions clearer. These documents were prepared as a base for publishing Corridor Information Document for TT 2022.

Another activity executed this year, connected with Corridor Information Document and Network Statements is developing an IT Tool for digitalization of these documents. The development of the tool called '**Network and Corridor Information platform**' (NCI) started on 2 April 2020. Baltic-Adriatic RFC was a part of the task force, dedicated to this activity as well. Based on the suggestions of the task force, the portal for storing the Network Statements and CIDs was developed. Major advantages of the portal are:

- all the CIDs of all RFCs are stored in one place, together with the Network Statements of IMs,
- easier searching in the documents,
- easier orientation in the documents,
- portal is free of charge and can be used also without the need for registration.

As the portal is still under development and should be ready by beginning of the next year, on the figure below, you can see the visual part of the portal.

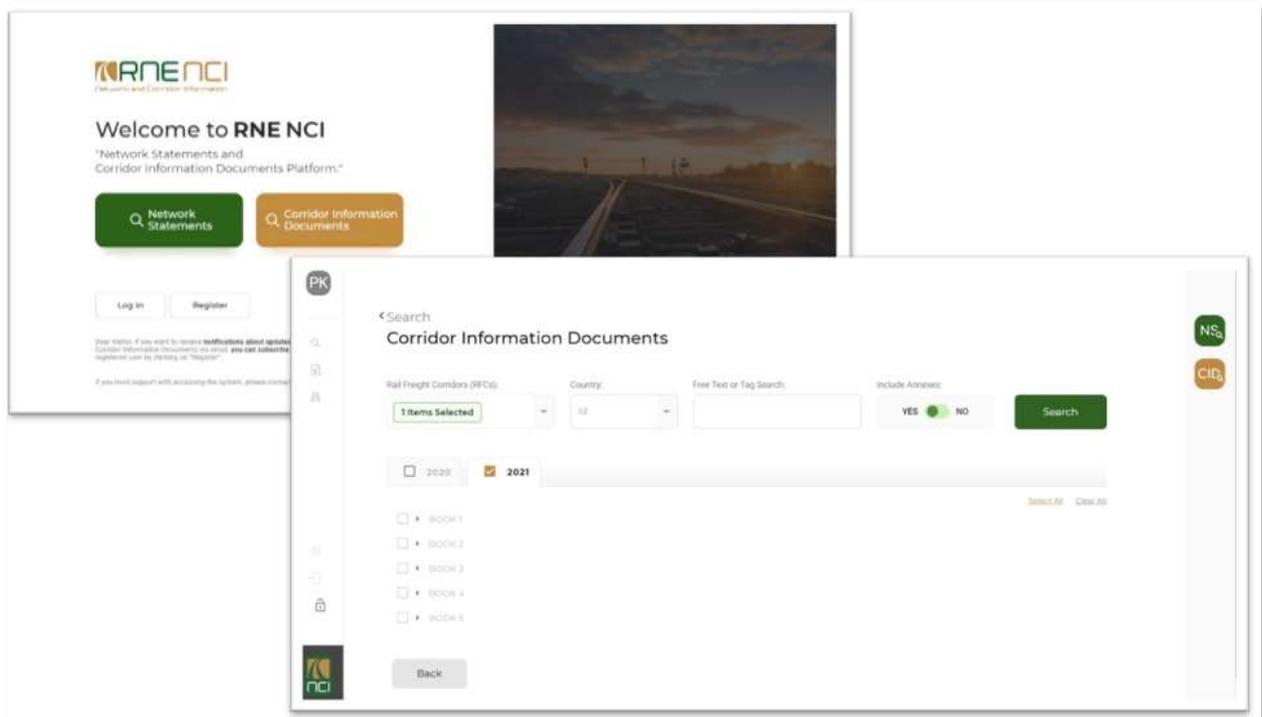


Figure 13 - screenshot of NCI portal

10. Partnerships & Events

10.1. CNC Baltic-Adriatic Forum

On 25 November 2020, the CNC Baltic Adriatic Forum took place on an online form. It was nevertheless an interesting meeting.

The European Coordinator of the CNC Baltic Adriatic **Mrs. Ann Elisabet Jensen** illustrated the 4th Work Plan, which was built up and in continuity with its predecessors. The overall purpose of the work plan is to see corridor infrastructure complete and compliant with the qualities and standards defined in the TEN-T regulation. In order to reach the goals, the work plan is divided into 6 priorities:

1. The modernisation of the critical rail and road cross-border sections, including the deployment of digital cross-border links for the exchange of traffic data and provision of information services;
2. The completion of the Alpine crossings in Austria in order to remove the two missing links on the Corridor;
3. The completion of the modernisation of the railway infrastructure, in particular, in Cohesion Member States;
4. The enhancement of multimodality by improving last mile and hinterland connections to ports and within logistic clusters;
5. The interconnection between long distance, regional and local transport in urban nodes;
6. The interoperability of telematic applications, with a particular focus on ERTMS deployment

She also announced that, as soon as the pandemic crisis would allow, she would like to continue her visits in the different parts of the Corridor.

Then, the company TPlan Consulting made a presentation on the state of play of the TEN-T CNC Study, in particular reporting the implementation of the projects in 2020 and the upcoming CNC studies and activities.

The DG move presented the ongoing process of the review of the Regulation 1315/2013 (TEN-T Regulation).

The Executive Manager of the Baltic-Adriatic RFC had the possibility to illustrate the ongoing activities of the Rail Freight Corridor and in particular the results of the update of the Transport Market Study (see 8.1)

10.2. Rail Freight Day

On 11 December 2020, the Rail Freight Day 2020 took place in a brand new version: an on line event with more than 280 participants, from all over Europe, representing all levels and actors of the railway freight sector.

The event was perfectly organised and managed by the European Commission and RailNetEurope, and offered animated discussion on the key issues that the sector is facing and will face in the near future:

- The Unfulfilled Need for Capacity of Good Quantity and Quality
- Delivering Capacity and Efficiency – The Role of Digital Solution
- Delivering High-Quality Transport Services to Freight Customers

Videos of the key note speeches of important Speakers, among others, the EU Commissioner of Transport Adina Vălean and of the discussion sessions, as well as the results of a real-time polling among the participants are available on [RNE website](#).

Last, but not least, the Executive Manager of Baltic-Adriatic corridor, representing the RFCs Network in her role of as current rotating **Chairperson**, participated in the last session as *panelist* and had the opportunity to take part in a fruitful and interesting discussion, which can be watched, like said above, on RNE website.

10.3. Executive Board

One of the negative consequences of the pandemic was the impossibility to organise personal meetings. For this reason, no common meetings between the RFC MB/GA and Executive Board could take place for most of 2020. Nevertheless, the Governance of the Baltic-Adriatic RFC felt the need to have a deeper strategic discussion at this turning point of the process. When it became clear, in autumn, that the pandemic was not going to end, rather to worsen, an on-line **Strategy Meeting** was **scheduled** on **14 December**, with a continuation on 5 February 2021.

The conclusions of the Strategy Meeting can be summarised as follows.

The participants identified areas of interest in which, according to their understanding, concrete actions should be identified, in form of projects, to be launched and realised in a medium/long-term perspective. The Executive Board presented a draft document defining general objectives of the RFC in accordance with Reg. (EU) No. 913/2010.

In order to efficiently plan these project, some open questions should be clarified, as well as external variables that might influence the planning itself.

Therefore, the first part of the year will be dedicated to:

- Better specify the scope and the goals of currently discussed common RFCs Network projects
- Finalise important studies started in 2020 by the Executive Board and the EEIG and coherence of the recommendations of these projects with the projects portfolio currently under evaluation

- Finalising the PSA action and the update of the Implementation Plan started in 2020

These steps will be pre-requisite to draw up a first draft of a **Strategy Paper**.

At that point, the above mentioned “external variables” should also be verified, namely the availability of EU co-financing and the approach to the revision of the EU Regulation 913/2010.

On the basis of these two elements, the Baltic-Adriatic Executive Board and General Assembly will verify:

- Availability of human and financial resources to carry out the actions included in the draft Strategy Paper
- Coherence of the draft Strategy Paper goals with the approach of the revision of the EU Regulation 913/2010

After this assessment, a **final version** of the **Strategy Paper** will be drawn up and the parties will commit to realise its content.

10.4. RAG-TAG Meeting 2020

Despite the pandemic, the cooperation with the Railway Undertakings and Terminals Advisory Groups did not stop in 2020. Of course, the meeting that was planned in mid-November in Venice could not take place. As mentioned in Section 3, because of the pandemic we had to learn to make the best use of the digital tools that are available to use and learned from previous months’ experience: we therefore organised an **online RAG-TAG meeting**.

The meeting took place on **26 November** and was organised in cooperation with the Speakers of the Advisory Group.

It was structured in three online sections:

- Two morning workshops:
 - A **RAG workshop**, whose topic was: *“Integrated approach to Train Performance Management”*
 - A **TAG workshop**, whose topic was: *“Cooperation initiatives between RFC and Terminal and Ports”*
- A **Plenary** session in the afternoon

The Plenary session was dedicated to the presentation of the achievements of the Baltic-Adriatic RFC in 2020 and of its plan for the following year. Also the RAG speaker, Mr. Manuel Kriegl (RCA) had the possibility to present the main accomplishments of the Railway Undertakings AG in 2020, in particular:

- In the field of **International Contingency Management**, especially on the issue of the pooling of resources and the compliance of some proposals contained in their ICM Handbook with the 4th Railway Package which was confirmed by ERA;
- The ideal **XBorder section Handbook** and its planned follow up, which was presented by Mr. Philip Van Den Bosch (UIC)

A very important step towards a renewed cooperation with **Baltic-Adriatic CNC** was made with the participation of **Mrs. Ann Elisabet Jensen**, Baltic-Adriatic CNC Coordinator, who could attend the meeting and made an interesting introductory speech.

In particular, Mrs. Jensen briefly illustrated the content of the recently approved **4th Work Plan** of the CNC Baltic-Adriatic (see section 10.1).

Mrs. Jensen stressed the importance of the interconnection between the activities of the CNC and of the RFC, the former dealing with **realising new and more modern infrastructure**, the latter looking for ways to **make a better use of existing infrastructure**.

The outcomes of the two workshops were presented together by the PMO and the Speakers.

Both workshops aimed at illustrating initiatives to be launched by the Baltic-Adriatic RFC, involving Railway Undertaking and/or Terminals and Ports and, at the same time, to look for volunteers for cooperating.

In both cases, a number of partners expressed their interest in the participation, which would be confirmed officially in the weeks after the meeting itself.

The meeting, overall, proved to be successful, as it involved stakeholders at **different levels** (more political/strategic in the Plenary, more operational in the workshops) and from all over the Corridor, which was more difficult in other occasions were a physical meeting could make it harder to participate for stakeholders located in a country far from the site of the meeting.

Moreover, the preparation of the meeting could be **focused on the content** and not on the logistic, which we hope was appreciated by the participants.

Like said above, the workshop (and partly the Plenary) were meant as preparatory for initiatives to be launched in 2021: the MB and the PMO of Baltic-Adriatic RFC hope that the outcome of what seems to be a good meeting could be seen in 2021 and these initiatives could be successfully launched.

10.5. RFCs Network and Rail Net Europe

Also in 2020 Baltic-Adriatic RFC actively contributed RFCs Network. The Network, quickly reacted to the Covid-19 emergency and never stopped, instead almost intensified its works making the most use of IT tools and organizing shorter but more frequent telcos when necessary.

This year, the RFCs Network and RNE carried out the usual activities consisting on the harmonization and implementation of common IT tools and procedures, some of which have been described in more depth earlier in this report. Among them, it is worthwhile to mention the new developments in the Customer Information Platform (CIP – section 9.1 above), the revision of the International Contingency Management Handbook (section 5.2 above) and the TIS Data quality project.

One of the focuses of the RFCs Network this year, was the identification of a **set of common projects**, to be carried out by one or more RFCs and to be possibly included in the envisaged EU Funding calls that are expected to be launched in 2021.

The processes that the RFCs Network carried out was as follows:

- During a brainstorming phase, a number of areas were indicated, where the Corridors thought that there could a role for the RFCs for contributing to the improvement of the rail freight transport market;
- A number of possible projects were proposed and clustered
- Some RFCs volunteered to lead one of more clusters in the details definition phase

- During the last months of the year, for many projects, a “plan” in a standard format was filled-in, where the main feature of every project were described

This process will continue between the end of 2020 and 2021, with Baltic-Adriatic RFC having an active role as rotating Chairperson of the Network:

- More projects will be detailed/more details will be given to already described projects
- Selections and/or merging might be applied
- RFCs will decided which projects they will submit to their MBs/GAs for potential participation
- A discussion on different scenarios for application & administration of the funding will be carried out

The outcome of this activities will be the input for the RFCs who will decide to apply for potential EU funding, but the actual application decision will depend on the content of the Calls that the European Union (Commission or INEA) will publish in 2021.

10.6. Green Logistic Expo 2020 - On line Event

Rail Freight Corridor Baltic Adriatic participated as exhibitor at the Green Logistic Expo 2020. Initially scheduled for March 2020, it had to be cancelled due to the pandemic and then took place, as an **online event on 12 and 13 November**.

Green Logistics Expo is an international event dedicated to the relation between the business challenges for the actors of the logistic chain and the need for environmental, economic and social sustainability.

The fair puts together four key factors of the transport world: Industrial logistic & Real estate, E-Commerce, City Logistics and Intermodal transport.

The participation of Baltic-Adriatic RFC aims at **raising the awareness** in all stakeholders of the potential role of the Rail Freight Corridors as facilitator of the cooperation between all actors of the logistic chain.



Figure 14 - Screenshot of the Virtual Stand at GreenLogistic Expo of Baltic-Adriatic RFC

At the fair, we had our **virtual stand** (figure 14), where we made available some information materials and videos, and organized some events.

11. Assessment of the EU Regulation 913/2010: Balti-Adriatic position paper

Baltic-Adriatic was involved in the Assessment of the EU Regulation 913/2010 as many other stakeholders. The Management Board/General Assembly of our Corridor was asked to fill-in the questionnaire that was submitted by the Consultancy Company appointed by the EU Commission.

During the previous phase, as voluntary contribution, Baltic-Adriatic RFC elaborated a short Position Paper that was sent to DG Move in February 2020 and that can be downloaded [here](#).

Baltic-Adriatic RFC’s ideas regarding the evaluation of the Regulation described in the Position Paper can be summarised as follows:

- The basic approach of the RFCs has shown its **benefits**, at least **potentially**. Some of them might not have fully provided visible results, but in railways change cannot be expected quickly and small improvements are already detectable, especially considering all the activities that RFCs have set up beyond the Regulation requirements
- The evaluation should lead to highlight the **strengths** of the Regulation and of the current RFCs activities and to identify measures to further **reinforce** such items (also in terms of financial resources and not only of legal instruments)
- The evaluation should also stress the **hurdles** that prevent **more effectiveness** of the RFCs activities and identify corrective measure to solve these issues

12. Cooperation with University of Trieste and RFI

Between end of 2019 and 2020, the Baltic-Adriatic RFC, under the umbrella of a cooperation agreement between the **University of Trieste and RFI**, hosted a Master Degree Student, department of engineering and architecture, who was elaborating her master thesis whose topic was: *“The operational performance on Rail Freight Corridors as key factor in fostering the attractiveness of the rail transport: focus on the Baltic-Adriatic Rail Freight Corridor”*.

This work, after a general foreword on the Freight transport policy in the EU, introduces to the Academic world the concept of Rail Freight Corridors, which are rather unknown outside the sector experts. The core of the study focuses on the performance of rail transport in terms of punctuality, at National and International level, pointing out similarities and differences. This was the “desk study” part, supported by the National experts of the PM&O WG and RNE, who provided information on IT Tools and data. The student drafted then the second part, trying to draw up conclusions and proposals for improvement of the procedures in order to better monitor and better perform in terms of punctuality, also based on proposals actually made (not yet implemented) within the PM&O WG itself. During the desk study part, the student focused on the TIS data quality issue, supporting the simulation that successfully helped to improve the quality of data in some RFC’s border and that were partially reported in last year’s Annual Report (cfr. Annual Report 2019, section 3.2). This exercise was shared with other Corridors and RNE and maybe was the trigger for the larger RNE project.

We are glad to announce that the thesis was successfully presented and that the student graduated with the maximum grade: 110/110 *cum Laude*. An abstract of thesis can be downloaded from [here](#).

13. Outlook 2021

As mentioned at the beginning of the Report, the outbreak of the Covid-19 pandemic forced us to review our priorities, to re-organise ourselves, to look at our future in a different way. Some activities had to be put in stand-by, others were delayed, but, on the other hand, new ideas have popped up.

What do we plan for 2021?

On the one hand, we plan to further walk on the path that we started, i.e. to make more efficient use of the IT tools that allow distance working. Although we all hope that the pandemic will be over and more physical meetings will be possible, the financial consequences will remain and many stakeholder will have to face the need

to spend less money for travelling: we now know that for certain type of meetings (short, focused) web/teleconferences are as efficient as, or more efficient than physical meetings, and certainly less expensive.

On the other hand, we will try to continue our ordinary work and meet all our goals, both regarding ordinary task and extraordinary projects and pilots.

In 2021 we will finalise our current Grant Agreements and therefore we will have to submit our final reports. On the other hand, we will face the challenge of new funding calls, to which we intend to participate.

On top of all the ordinary activities that we usually carry out, mandatory or not, we intend to focus on the tasks that are shown in the below (figure 15), in particular:

- Catching up delayed activities (capacity study)
- Following up started activities (TCR, TPM)
- Launching new projects (common RFCs projects)
- Starting on-hold activities (integrated capacity)



Figure 15 - outlook of Baltic-Adriatic RFC activities 2021

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