

Biennial Report under Article 22 of Regulation (EU) 913/2010



Rail Freight Corridor Rhine-Alpine

Presented to the Executive Board and Management Board for approval at their meeting on 20 June 2023 in Brussels

SECOND DRAFT

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Introduction

The Rhine-Alpine Rail Freight Corridor (RFC RALP) is one of the most important axes for rail freight through the Alps, recognized by Regulation 913/2010/EC and by TEN-T Regulation 1315/2013/EU. The countries involved are the Netherlands, Belgium, Germany, Switzerland, and Italy. This Article 22 report builds on the previous Article 22 report of March 2022 which covers the period from 2020 to 2021.

The aim of this report is to focus on the main findings and lessons learned in the period between January 2022 and December 2022. In doing so, it should help the Executive Board to identify further actions and to draw broad strategic lines on how to improve the use of the corridor by freight trains.

More detailed information can be found in the 2022 RFC RALP Annual Reports (published in Q2 2022) and in the updated 2021 Implementation Plan. The implementation plan of the Rail Freight Corridor Rhine-Alpine aims to improve the efficiency, reliability, and sustainability of rail freight transportation along the corridor. The main objectives of the plan include:

1. Increasing the capacity of the rail infrastructure to accommodate growing demand for freight transportation.
2. Improving the quality of rail services by reducing transit times, improving reliability, and enhancing customer service.
3. Enhancing the interoperability of rail systems across national borders to facilitate seamless and efficient transportation of goods.
4. Promoting the use of environmentally friendly transport modes by increasing the share of rail freight transportation and reducing the carbon footprint of the transport sector.
5. Enhancing safety and security measures to protect passengers, freight, and infrastructure from potential risks and threats.

Overall, the implementation plan seeks to establish the Rail Freight Corridor Rhine-Alpine as a reliable and competitive alternative to road transport for freight transportation in Europe.

The political framework for the corridor is supported by the Ministerial Declaration "Rail Freight Corridors to Boost International Freight" of 21 June 2016. In addition, the sector declaration "Boosting international freight" of 21 June 2016 and the 10 identified European priorities are recognized by all stakeholders in the RFC RALP.

Just in advance of the period under review, political support for the development of rail freight corridors was further underlined in:

- Adoption of the Berlin Declaration by 21 September 2020¹
- Adoption of the Locarno Declaration by 4 September 2020²

Since 2018, the Executive Board works on the basis of an Action Plan, established to tackle the issues of the aforementioned Declarations and the concerns raised by the stakeholders of the Corridor. This Action Plan entails the objectives of the Executive Board in terms i.a. of infrastructure (long trains), interoperability (cooperation with RFC NSM) and safety (second person in Italy). It is regularly updated to take into account new difficulties encountered and close solved issues.

The MB of RFC RALP formulated an updated vision that emphasizes on the objectives and responsibilities of the organization: “With our services we facilitate cross-border rail freight transport in order to create a competitive advantage against over other mode of transport. Our partner infrastructure managers cooperate intensively to achieve a consistent transport chain and to provide better railway services for international freight transport in Europe.”

By increasing the flexibility and quality of rail freight services on our corridor and optimizing the use of scarce capacity through a high level of international cooperation we want to foster rail freight services as a sustainable transport mode in Europe. Jointly, we make the shift from road to rail happen.

The objectives of the RFC RALP were defined as a strategic mission by the Management Board (MB) in January 2021 and and endorsed by the executive board in March 2021. The mission includes the intention to focus on growing (1) rail freight, (2) international harmonization, and (3) regulatory compliance.³ These factors are therefore the strategic objectives of the executive board of the rail freight corridor Rhine Alpine.



graphic 1

¹ [RFC Rhine-Alpine_National_Berlin Declaration.pdf](#)

² [RFC Rhine-Alpine_National_Locarno Declaration.pdf](#)

³ <https://www.corridor-rhine-alpine.eu/vision.html>

Methodology notes

The report has been prepared according to the guidelines of Article 22 of EU Regulation 913/2010. It follows the structure provided by the Directorate General for Mobility and Transport on 21 January 2020. The structure contains the following chapters: corridor lines and bottlenecks, changes in traffic on the corridor, investment planning, coordination of works, one-stop shops, capacity allocation, traffic management and corridor information document, each of which provides information on the respective topic.

The presentation of KPI's is done in a harmonized way agreed between the executive boards of the rail freight corridors (NexBo) and made operational by the rail freight corridors working together with RailNetEurope. RNE have developed a handbook with the RFC's on the implementation of the KPI's in practice. The following indicators are proposed by the European Commission but are not (yet) monitored in a harmonized way and therefore not included in this article 22 report:

Done	Open, not harmonized	No requests
Punctuality at specific measuring points (at least the origin and final destination of the trains and all handover points), separated for intermodal and other trains (Graphic 5)	As far for border crossing trains the rest is not documented: Number of freight trains and total train kilometres, and the volume (in tons-km) in total and for selected sections/points (e.g. border crossings), by traffic type (intermodal/other) (Graphic 2)	No requests for reserved capacity were reserved for TT2022: Response time to ad hoc path requests (reserve capacity)
As far as planned: (done) Average speed of freight trains (planned and actual) (Graphic 15)	Average number of stops in sidings per 100 train-km	
Number of conflicting path requests (Graphic 12)	Average dwell time in sidings per intermediate stop	
Number of paths rejected (as defined in MoU of RNE with EU and Regulatory Bodies) and definitively rejected after the process of conciliation	Deviation in time compared to path requested/offered (per classes: e.g <15min, <30min...)	

between the C-OSS and Rus (Graphic 6)		
	Number of paths allocated without and with modifications	
	Number of unused paths (only ratio of total capacity and allocated capacity are measured)	

1. Corridor Lines and Bottlenecks

1.1. Bottlenecks

With a lot of construction works planned on the RFC RALP in the coming years, bottlenecks on the corridor are becoming an issue. Therefore, the exchange of information between the different stakeholders needs to be promoted.

In 2020, the Corridor performed a capacity bottleneck analysis (CBA), presenting the current situation, the situation in 2025 and in 2030. For each period, the sections presenting bottlenecks were identified and the eventual investments presented. This CBA led to the setup of a Infrastructure Task Force by the members of the Executive Board in 2021. The Task Force was closed at the end of 2021 with a final report. More information on the Infrastructure Task Force can be found in the previous report. There has been no further work on bottlenecks by the Executive Board in 2022.

2. Changes in the Traffic on the Corridor

2.1. R-CDM feasibility study

R-CDM stands for Rail Collaboration Decision Making. This approach has been used by the aviation sector to improve air traffic flow management at airports by increasing the exchange of information between stakeholders in the aviation community. The aim is to transfer the idea from the aviation sector to the railway sector. Hacon and To70 were selected as the two consultants for the feasibility study. Background of the feasibility study is that quality of rail freight transport on the rail freight corridor is moderate and is impacting the business case for stakeholders negatively and is impacting the optimal use of the infrastructure capacity. The feasibility study was launched by the rail freight corridor to find out whether an overarching cooperation model could be found to work together in the logistic chain on the quality of transport. The analysis of the two consultants showed that the basic approach of R-CDM would require the following analysis of process chains, information flows, stakeholder interaction and finally concept elements and milestones should be defined.

The Executive Board and the Management Board decided to further explore the implementation of the concept on the RFC Rhine Alpine, while seeking sufficient support from the European level of cooperation between infrastructure managers. It should be avoided to develop a methodology/standard for Rail-CDM that is not supported at European level by infrastructure managers and rail stakeholders.

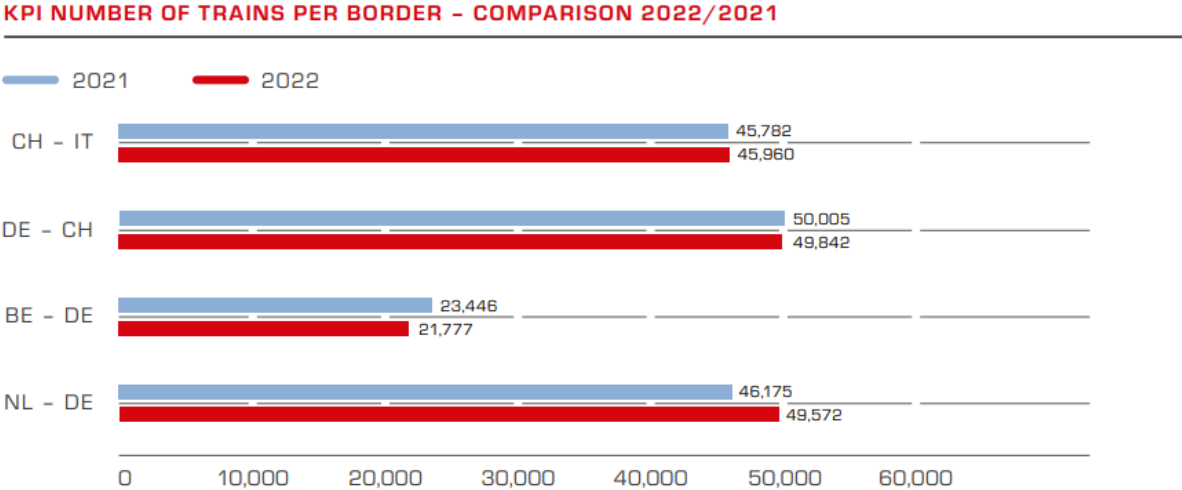
RFC Rhine Alpine is working with Rail Net Europe (RNE) and the Union for Road-Rail Combined Transport (UIRR) to further develop the concept. RailNetEurope has agreed to develop a Rail CDM methodology for rail freight with all stakeholders. The next steps are expected in 2023, with an application to a CEF Call.

2.2. Change in Traffic

In 2019, the Corridor conducted a Transport Market Analysis, analyzing the potential modal shift on the corridor on basis of three scenarios – longer trains, heavier trains, more punctual trains. The study estimated an additional freight demand of a minimum of 662,000 net tons to a maximum of 4.1 million net tons, depending on the scenario considered.

RFC RALP continued its work in 2022 to achieve those results, with the ExBo monitoring the development of the parameters along the corridor.

Compared to 2021 the general evolution in 2022 of all borders on the corridor showed a slightly increase in traffic of 1,05%. The graphic below only shows the trains that actually cross the border and therefore, the adding of the trains do not equal the total trains running along the corridor.



graphic 2
 Source: RFC RALP Annual report 2022

2.3. State of play of the objectives for the corridor

2.3.1. Capacity Management

There are two different capacity products of the C-OSS: Pre-arranged Paths (PaPs) and Reserved Capacity (RC), both offered through the Path Coordination System (PCS). The C-OSS provides a single point of contact through which applicants can request and receive responses on infrastructure capacity for international freight trains crossing at least one border along the RFC RALP in a single operation.

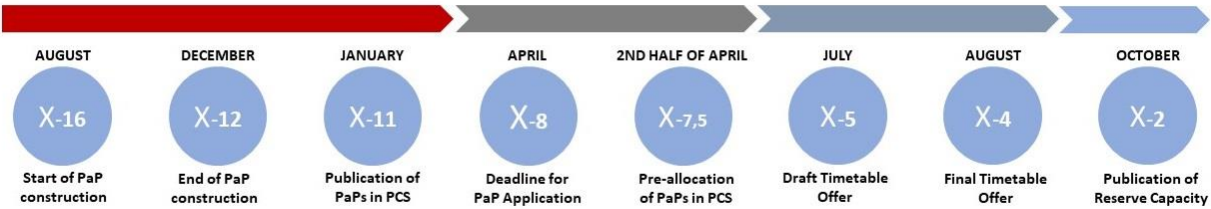


graphic 3
 Source: <https://www.corridor-rhine-alpine.eu/c-oss.html>

PaPs are a joint offer of the Infrastructure Managers/Allocation Bodies of the countries involved in RFC RALP which coordinate harmonized cross-border paths for the annual timetable and hand them over to the C-OSS as a single point of contact for publication and capacity allocation. The PaPs constitute an off-the-shelf product for international rail freight capacity. They are protected from changes due to other capacity requests in the planning tools of the Infrastructure Managers and are published transparently via the IT PCS tool.

In order to meet the applicants’ needs for flexibility and market demands on RFC RALP they are split into in several sections instead of whole PaPs to be requested in the context of international path applications to the C-OSS. In this way “short PaP’s” and “longer PaP’s” are created.

This following graphic illustrates the PaP sales process:



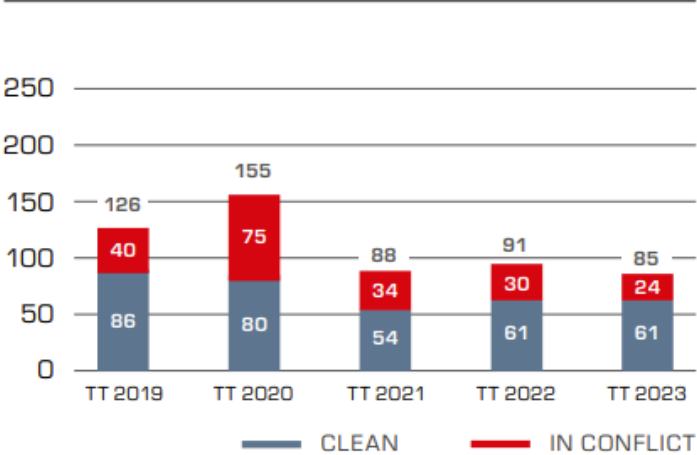
graphic 4
 Source: <https://www.corridor-rhine-alpine.eu/c-oss.html>

Reserve capacity (RC) is offered by indicating a contingent of "capacity slots" for international freight train paths per day/section (flexible RC approach) in case of remaining capacity on the corridor. The RC calendar shows how many capacity slots are available for ad hoc international freight trains on a given calendar day based on the standard running times per corridor section. The RC calendar for the next timetable period will be published in PCS in October.

KPI Number of Requests including Number of Conflicts at X-8

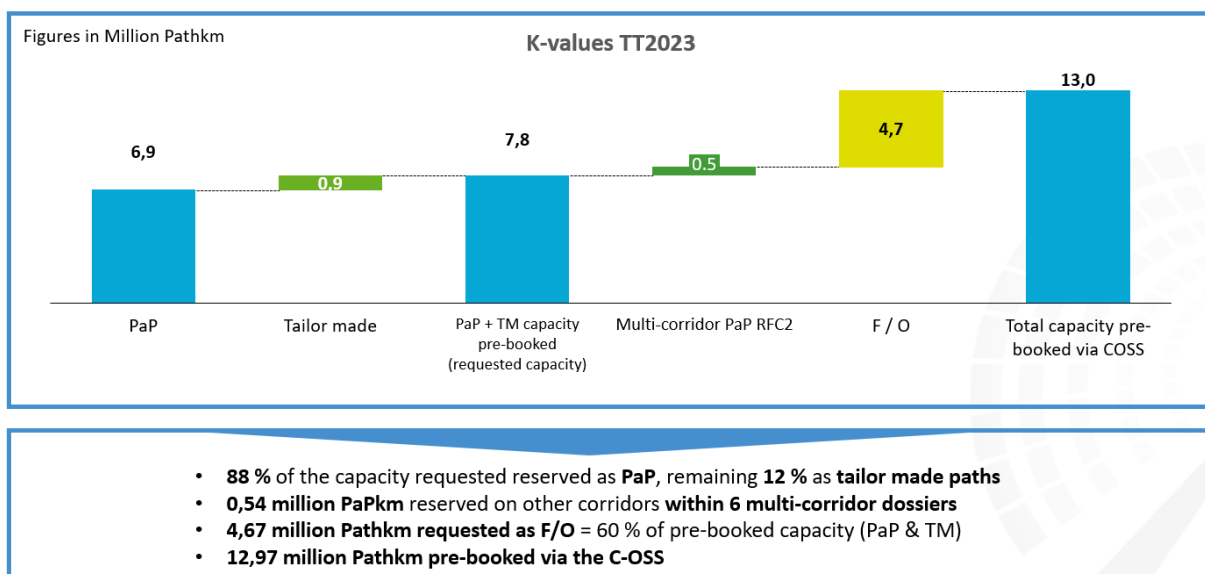
This KPI shows the number of conflicting and clean requests (i.e., dossiers) made by the applicants in of requested dossiers for TT2023 remained almost on the same level compared to the previous year. The amount of conflicting PaP requests decreased by 6. All applicants that couldn't receive a PaP after the conflict solving process were answered with an alternative path offer within the deadlines for the draft and final timetable.

KPI NUMBER OF REQUESTS INCLUDING NUMBER OF CONFLICTS AT X-8



graphic 5
Source: RFC RALP Annual report 2022

In case of conflicting PaP requests, the C-OSS solves these conflicts according to the implemented rules. The PaP Winner are here shown as "PaP", all PaP Looser will receive a tailor made offer until the draft time table and are here shown as "tailor made". Requests can also spread via different RFCs, the PaP km on other RFCs are here shown under "Multi-Corridor PaP RFC2" as there were only common requests between RFC Rhine-Alpine and North-Sea-Mediterranean. For the stretch from and to a PaP, applicants use the possibility to request Feeder and Outflow paths which will be constructed after the allocation.



graphic 6

Source: C-OSS presentation capacity allocation on TT2023

Reserve capacity requests TT2022

During the ad-hoc path request phase, the C-OSS offers RC based on PaPs or capacity slots to allow for a quick and optimal answer to ad-hoc path requests:

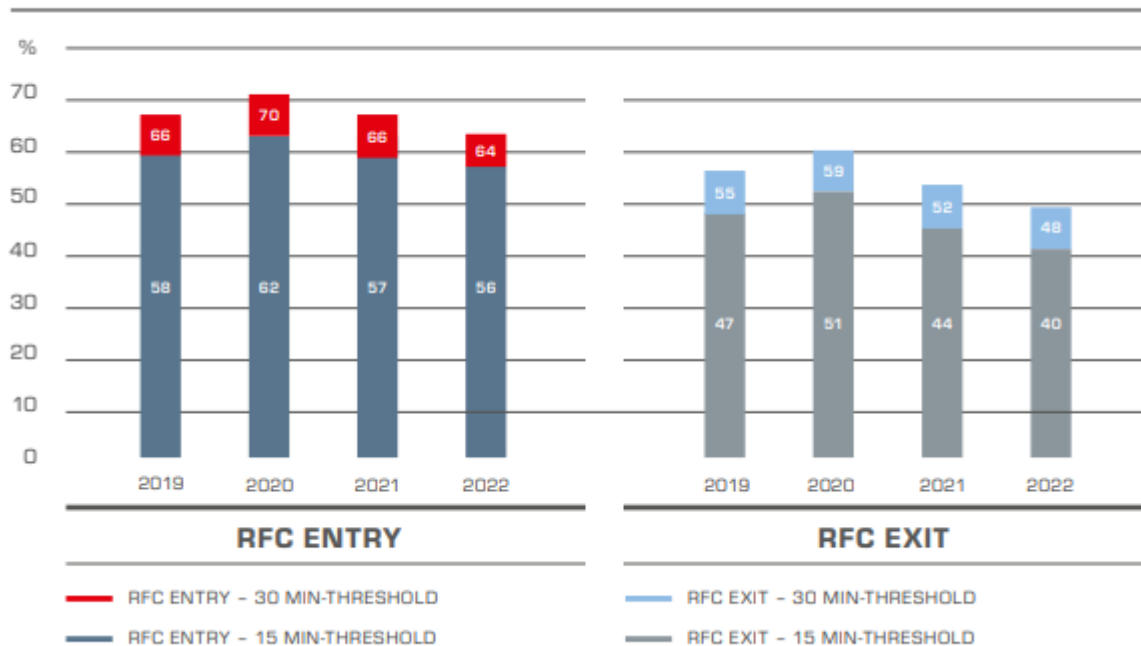
On RFC Rhine-Alpine, RC is offered on the basis of capacity slots, slots are displayed per corridor section and the standard running time is indicated. The involved IMs/ABs jointly determine the amount of RC for the next timetable year between X-3 and X-2. The determined slots may not be decreased by the IMs/ABs during the last three months before real time. To order reserve capacity slots, corridor sections without any time indication are available in PCS. The applicant may indicate his individually required departure and/or arrival times, feeder and outflow path(s) as well as construction starting point. The indications should respect the indicated standard running times as far as possible. The timeframe for RC requests is +/- 3 hours from the start or endpoint the applicant indicates. The IMs can modify or withdraw RC for a certain period in case of unavailability of capacity due to force majeure. Applicants can book RC via the C-OSS until 30 days before the running day. To make ad-hoc requests less than 30 days before the running day, they have to contact the IMs/ABs directly. For TT2022, there were no requests for Reserve Capacity on RFC Rhine-Alpine.

2.3.2. Operations (number of Train Runs and Punctuality)

Punctuality calculation is performed using the Train Information System (TIS) data by comparing the timetable delivered to TIS and the running time in operations at defined measuring points. The RFCs agreed on considering international freight trains on the Corridors as punctual when they are not more than 30 minutes delayed. Other international Working Groups set a 15-minute threshold. For this reason, both figures are shown as an overall punctuality KPI for RFC Entry and RFC Exit. To understand the graphs correctly, it is necessary to know that RFC Entry is defined as the location where the train first enters an RFC line (first point of the train run belonging

to the RFC). RFC Exit indicates the location where the train exits the RFC line the last time (last point of the train run belonging to the RFC). The common KPIs from the RFC can be found [here](#).

PUNCTUALITY DEVELOPMENT



graphic 7

Source: RFC RALP Annual report 2022

Border crossings NL – DE

2022 was the busiest year ever at the border points between the Netherlands and Germany, with an increase in traffic of 7.36%. This is the largest increase in one year and for one of our border points since the Corridor was established. Already in 2021, traffic between NL-DE increased by 6.0% compared to 2020. This means that a long-term positive development can be identified here.

Border crossing BE – DE

The traffic at the Montzen/Aachen West border point decreased by 7.12 % in 2022 compared to 2021. Main reason for this decline is the closure of the border point in May 2022 due to planned construction works. Traffic was diverted across the Dutch-German border.

Border crossing DE – CH

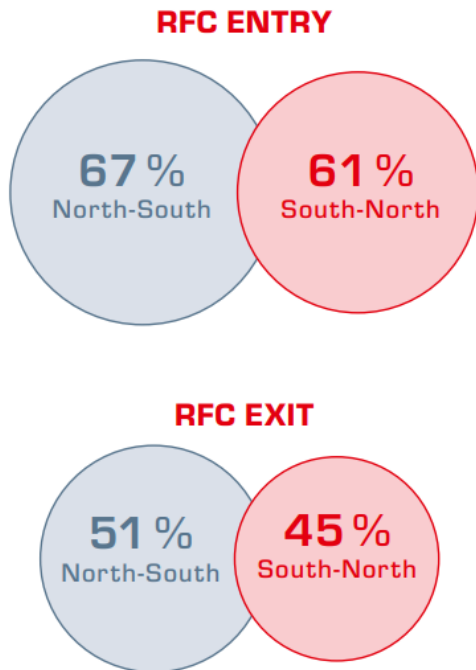
Compared to 2021, traffic at the Basel border point slightly decreased by 0.33 % in 2022, still under constraints due to long-term TCRs between Karlsruhe and Basel.

Border crossings CH – IT

In 2022, the overall evolution on the border points between Switzerland and Italy compared to 2021 was a slight increase in traffic of 0.39 %

On the following graphics on 2022 the punctuality entry, exit as also the comparison between the two are shown.

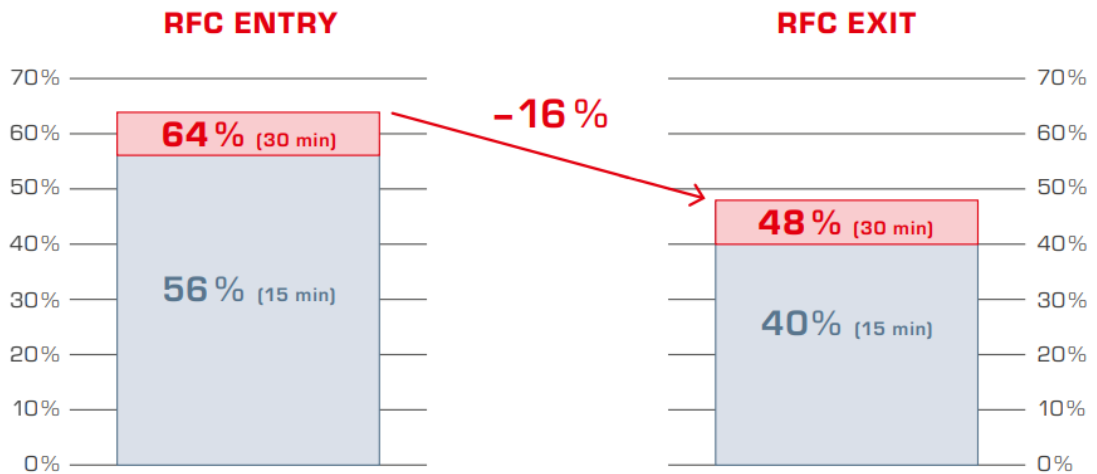
RFC ENTRY AND EXIT PUNCTUALITY PER DIRECTION IN 2022 (30' THRESHOLD):



graphic 8

Source: RFC RALP Annual report 2022

KPI RFC ENTRY AND EXIT PUNCTUALITY IN 2022



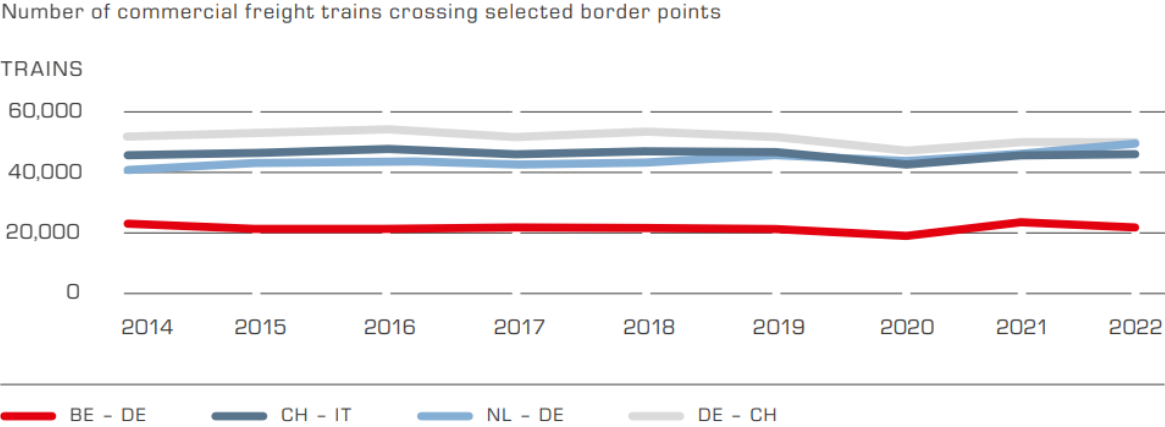
graphic 9

Source: RFC RALP Annual report 2022

2.3.3. Market Development

This section provides information on the development of the number of trains on the RFC RALP and the modal split of rail in selected ports. The information on the number of trains is provided by the infrastructure managers and mainly relates to the border points on the corridor. With regard to the modal split, this report compiles existing information from various sources.

KPI NUMBER OF TRAINS PER BORDER



graphic 10
Source: RFC RALP Annual report 2022

The increase in the volume of transalpine rail freight traffic led to a further increase in the rail share of total transalpine freight traffic. The share of rail in total transalpine freight transport in Switzerland was 74.9% in 2021, 3.1 percentage points higher than in 2020 and 2.4 percentage points higher than in the reference year 2019 before the COVID-19 crisis. This is the highest rail share in 30 years (the last time the rail share was higher was in 1992).

The capacity especially around urban nodes is scarce, which limits the future growth of traffic on the entire corridor.

2.3.4. KPIs defined by Handbook

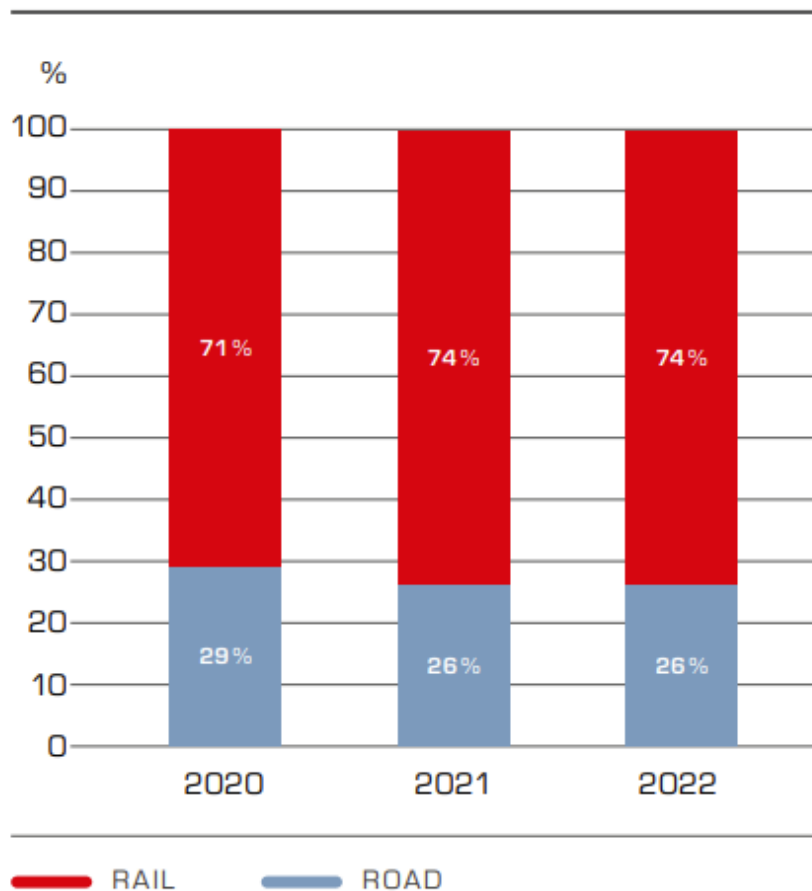
The calculation and presentation of the KPI’s has been done in full coordination with other RFC’s and are supported operationally by RailNetEurope. The work done by C-OSS is to improve the offer of the RFC. The respective guideline for key performance indicators for Rail Freight Corridors can be found on the RNE website ([Link](#)).

KPI Volume of Offered, Requested and Pre-allocated Capacity

This KPI shows the development of offered, requested and pre-booked PaPs for the 2019 – 2023 timetable (TT). Generally, the offered PaPs are planned for operation on seven days a week, yet some connections might have a lower availability (e.g. 4 or 5 running days), or a given PaP might not be available on some days throughout the year due to TCR. For TT2023, 18.1 million PaP km were published. The volume of requested capacity (PaPs) was 7.8 million PaP km and increased by 20 % compared to the previous year. 43 % of the offered capacity were requested for TT2023. Due to conflicts between some requests, it was only possible to allocate 88 % of the requested capacity as PaPs. This led to a pre-booked capacity of 6.9 million PaP km. The remaining 12 % were answered with tailor-made paths. In addition to the requests for PaPs, a high amount of connected feeder and outflow paths was requested and allocated.

A reserve capacity of 1.8 million path-km was offered for TT2022. As in previous years, no requests were received. For TT2023, the offer remains on the same level.

MODAL SPLIT OF TRANSALPINE FREIGHT TRANSPORT 2020-2022



Official numbers for 2021 were corrected by the Swiss FOT after the publication in the Annual Report 2021 of RFC Rhine-Alpine.

graphic 11

Source: RFC RALP Annual report 2022

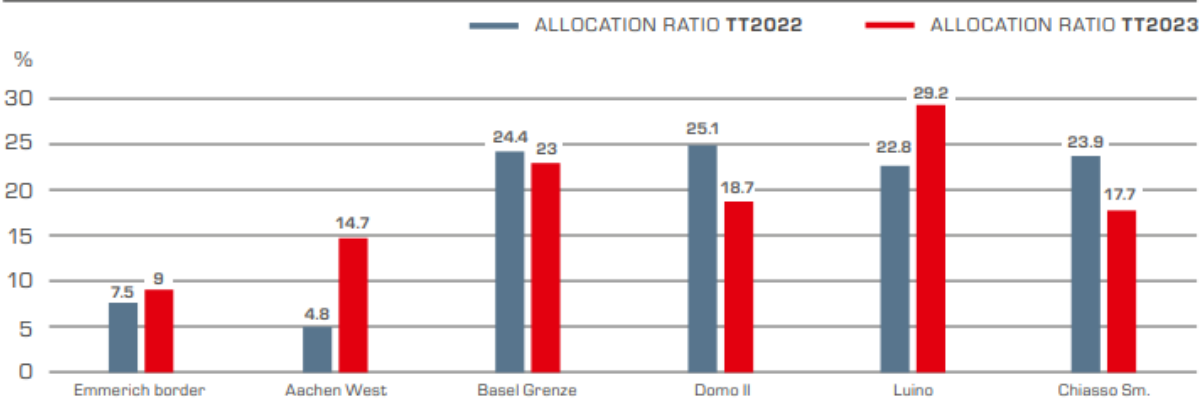
KPI Ratio of the Capacity Allocated by the C-OSS and the Total Allocated Capacity

The KPI ratio of capacity allocated by the C-OSS is calculated using data provided by the IMs and the C-OSS of the RFC Rhine-Alpine, both after the allocation process has been completed. At each of the 12 borders of the corridor, the number of crossing trains allocated via PaPs in PCS is compared with the number of international freight trains requested via PCS or national systems and allocated by the IMs along the corridor.

In terms of allocation status, Basel again has the highest number of allocated trains in the RFC RALP annual timetable in absolute numbers, followed by Emmerich, Aachen/Montzen and Chiasso. Looking more closely at the number of allocated trains in the annual TT, the highest

numbers are in the southern part of the corridor where the demand has increased for TT2022. Furthermore, traffic shifts within the "CH axis" resulted in a stable number of allocated trains, but a changed distribution within the borders of Domo II, Chiasso and Luino. Further, traffic shifts within the CH axis led to a stable number of allocated trains but changed distribution within the borders Domo II, Chiasso and Luino.

KPI RATIO OF CAPACITY ALLOCATED BY C-OSS AND THE TOTAL CAPACITY



graphic 12
 Source: RFC RALP Annual report 2022

2.3.5. Late cancelation of train paths allocated by the C-OSS

In 2022 there were no cases of late cancellations of allocated train paths by IMs that were not agreed by RUs. In general, there are many changes by RUs after the final timetable offer of the IMs/RFC, for PaPs, feeder & outflow paths to PaPs and normal paths. There may be cancellations of train paths and many changes by RUs after the final timetable.

The Executive Board notes that a large proportion or even the majority of requests for PaPs will have to be (partially) modified due to market needs, even though exact numbers are not known. This is a strong indication that the current model of PaPs cannot meet all the RFC RALP demand and that further work is needed. The Executive Board supports the European timetable harmonization project, the Timetable Redesign (TTR). Partial implementation of TTR is foreseen by the industry for December 2024.

2.3.6. Cross border cooperation, cooperation with terminals and railway undertakings

In 2022, an update to the 4th Railway Package was produced by the NSA WG. It provides information on safety and operating conditions, e.g. regarding safety certificate, vehicle authorization, language requirements, rear signal, brake sheets. The document is available on the RFC website and on the Customer Information Platform (CIP).

The main discussions on the corridor were also present in the RFC Rhine-Alpine RAG 2022.

The plans of the infrastructure managers to improve the available capacity and performance of the corridor lines were presented by the Infrastructure & Terminals Working Group and discussed with the participants of the RAG. The Temporary Capacity Restrictions (TCR) associated with the improvement measures were discussed in more detail. TCRs were discussed on several levels, ranging from strategic issues such as compensation for deviations from TCR planning by the IM in Switzerland, to concrete measures for the next two years and the operational handling of a total closure of the Rhine Valley line in Rastatt in the summer of 2024. This last example in particular showed the strength of the RFC Rhine-Alpine, as in a joint approach by DB Netz, RAG, ExBo and MB, all the necessary French stakeholders were approached in order to prepare a rerouting of intermodal trains through France. These activities will be continued in 2023.

The initiative to improve communication between the two RAGs of RFC Rhine-Alpine and RFC North Sea-Mediterranean was continued in 2022. It is noticeable that the intensity of the dialogue between the 2 rail freight corridors stakeholders has improved and that joint initiatives are being discussed. Joint RAGs for the two RFCs will be continued in 2023.

As in the previous year, the TAG was organised jointly with the RFC North Sea-Mediterranean. During the meeting, updates on the development and performance of the corridor traffic were presented and discussed, taking into account relevant circumstances such as the war in Ukraine. The meeting was rounded off by a presentation on the Port of Marseille and its prospects for the coming years. In addition, two small webinars were held on cranes and the CIP.

2.3.7. Satisfaction survey

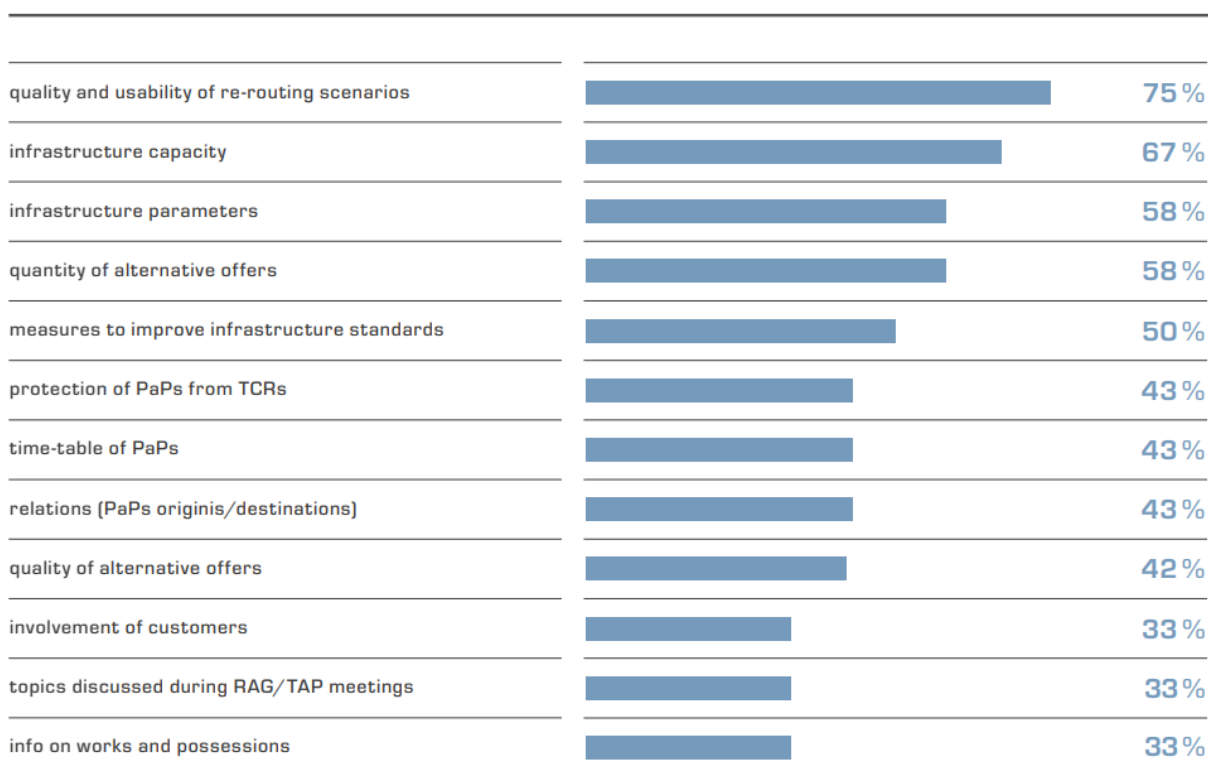
The 2022 User Satisfaction Survey was prepared and conducted jointly with all eleven Rail Freight Corridors. In 2020 a different approach was adopted by the RFC network and continued in 2021 and 2022. The overall user satisfaction with the RFC RALP is 92%, which shows a comparable high level of satisfaction. The results of the survey are presented to the MB, working groups and with stakeholders such as ExBo, RAG and TAG in early 2022 and published on the RFC RALP corridor website. The high satisfaction rates indicate satisfaction with the operations op de corridor office / OSS. The survey also shows the need to work on i.a. quality of service levels.

The quality issue will be addressed in the quality core group. The infrastructure comments are being addressed in the MB, ExBo and the respective working group of the corridor.

The results of the 2022 user satisfaction surveys is published on the RFC website:

[User Satisfaction Survey 2022](#)

THE MOST REQUESTED POINTS FOR IMPROVEMENT ON THE CORRIDOR



graphic 13

Source: RFC RALP Annual report 2022

2.4. Cooperation with other RFCs

The European Commission's proposal to revise the current TEN-T guidelines in December 2021 proposes to merge the Rhine-Alpine and North Sea-Mediterranean rail freight corridors. The general approach of the EU Transport Council of 5 December on the proposal for TEN T revision confirmed this merger and a first reading vote by the European Parliament is expected in the first half of 2023. On the basis of this political/legal perspective, both Boards approved the start of preparatory work for the merger.

The merger of RFC RALP and RFC NSM was therefore at the agenda of the Executive Board meetings during the year 2022. The modalities and expectations were also discussed with RFC NSM during the annual Joint Executive Board of the two corridors.

The infrastructure managers continued their strong cooperation at European level on cooperation between rail freight corridors and further strengthened their cooperation in RailNetEurope. The

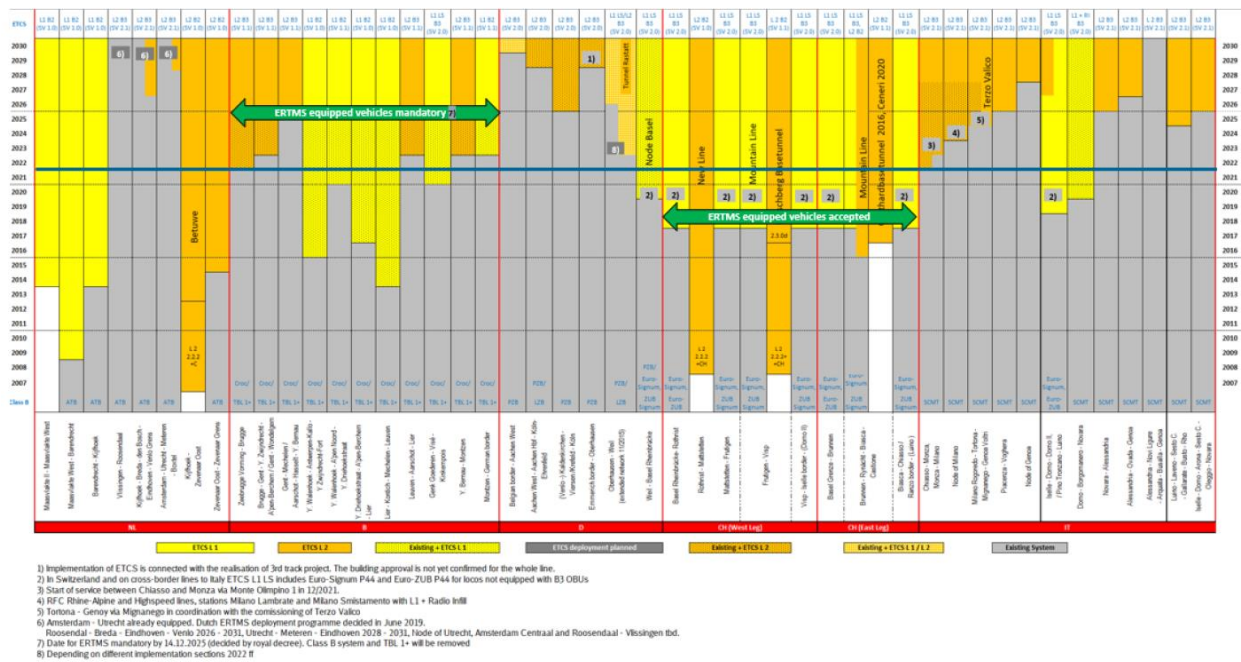
Executive Board participated in the network of rail freight corridors currently chaired by Belgian and Danish colleagues.

3. Investment Planning

According to Article 11 of Regulation (EU) 913/2010, the MB shall draw up and periodically review an indicative investment plan. This indicative investment plan provides information on the projects defined at national level that will take place on the lines of the corridor.

The implementation plan includes the indicative medium and long term bottleneck analysis and the deployment planning related to the interoperable systems (ERTMS) along the freight corridor. Investments in the RFC RALP are based on national investment plans and correlate with the work plan developed for the Core Network Corridor (CNC). Projects may include EU funding where appropriate.

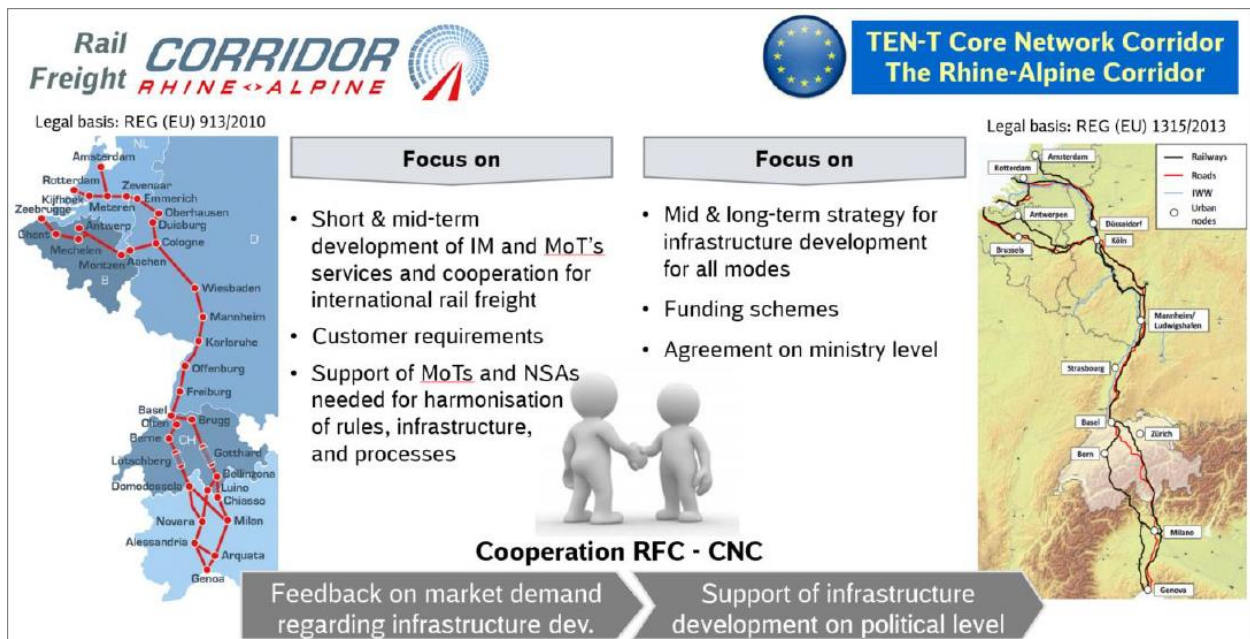
An updated investment plan is included in the Corridor Implementation Plan approved by the Executive Board in November 2021. An important part of this updated (ERTMS) investment plan is the deployment strategy for ERTMS along the corridor. This part gives important information to the railway undertakings regarding the necessary preparations for ERTMS on board.



graphic 14

Source: Implementation Plan Annex D 2021

RFC and CNC RALP cooperate to prioritize and promote planned investments (graphic 14) while the railway networks associated to CNCs and RFCs are not fully aligned.



graphic 15: Cooperation RFC - CNC Rhine-Alpine

Source: Implementation Plan 2021 Chapter 6 Investment Plan

4. Coordination of Works

The IMs have established a regular TCR coordination exchange. With the revised Annex VII of EU 2012/34, the main responsibility for international TCR coordination lies with the IMs. Therefore, the MB of the RFC RALP fulfils its role of corridor specific TCR coordination and publication of results.

The RFC RALP has appointed a TCR coordinator and communicates the results of the TCR coordination on the corridor both via a detailed Excel file and via sheets containing information on the impact of the main TCRs to the RUs. Both documents are published twice a year to provide an update on the forthcoming TCRs. In 2022, the pilot project on the use of the TCR tool was continued in order to support the RNE in the development of this tool.

The ExBo actively monitors whether national regulatory and financial frameworks allow infrastructure managers to comply with Annex VII 2012/34/EU and regularly put the topic on the agenda of its meetings. Furthermore, the regulatory bodies on the rail freight corridor monitor the compliance of the coordination of works in concrete cases.

Bi- and trilateral coordination to mitigate the impact of TCRs has been intensified. The need for this is high as the number of TCRs will increase in the coming years. In 2022, the coordination of TCRs between the RFC Rhine-Alpine and the RFC North Sea-Mediterranean started in order to provide better rerouting possibilities for the upcoming projects in 2024 and 2025. This coordination, chaired by DB Netz in the corridor IM meetings, was monitored by the Executive Board and put the topic on the agenda of its meetings.

5. One-Stop-Shop

The Corridor One Stop Shop (C-OSS) - facilitates train path management for international rail freight. It provides a single point of contact through which applicants can request and receive answers on infrastructure capacity for international freight trains crossing at least one border along the RFC RALP in a single operation. The MB is responsible for ensuring that the C-OSS operates in accordance with this framework. It is up to the co-operating regulatory bodies on the corridors to investigate (ex officio or based on complaints) the functioning of the C-OSS. Their findings are included in the annual report of the RFC RALP.

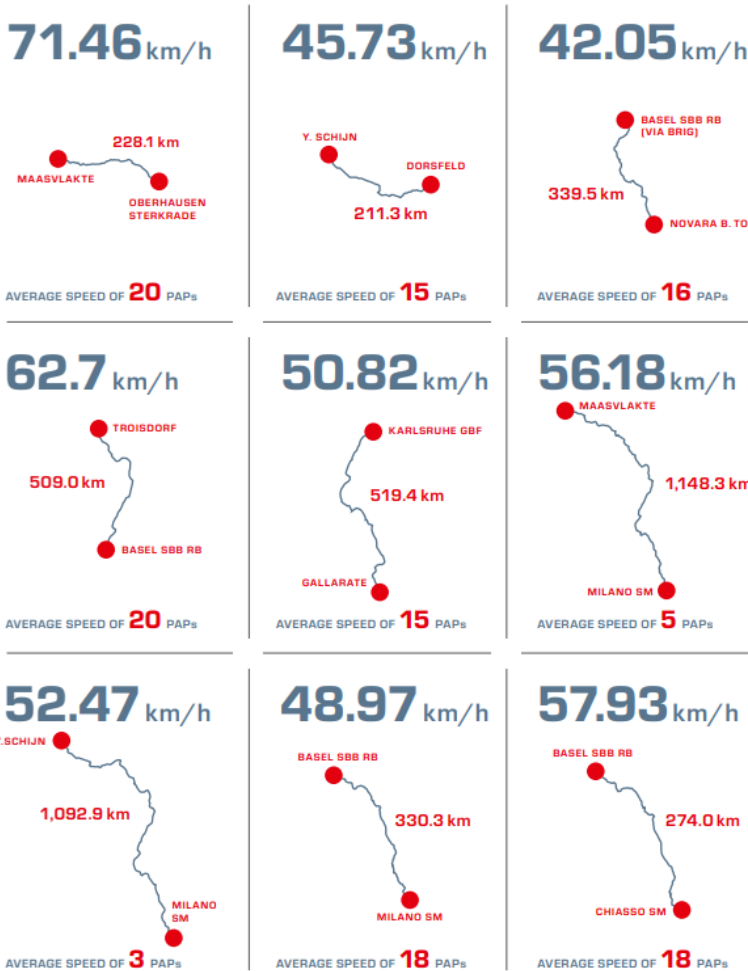
The register of the C-OSS, including all requests received, information on applicants and on incidents, is available to all applicants on demand. The contact information of the C-OSS is publicly available on the [Corridor website](#). The information about the allocation process can be found in the yearly published CID of the respective timetable. The most recent CID can be found [here](#).

KPI Average Planned Speed of PaPs:

The KPI Average Planned Speed shows the average planned commercial speed of the PaPs on Corridor sections with pre-defined origins and destinations, selected for Long PaPs, Short PaPs as well as for subsections on RFC Rhine-Alpine. The PaPs running on the respective O/D have to cover the whole section to be included into the calculation. At some borders, a longer stopping time is caused by e. g., customs handling or the applicants' desired change of operation. This leads to a lower average speed than at borders without dwelling time. The selected O/Ds serve as examples. Further connected O/Ds would show hardly any difference regarding planned speed (e. g. Amsterdam instead of Maasvlakte).

KPI AVERAGE PLANNED SPEED OF PAPs FOR TT2024

This KPI shows the average of the planned commercial speed of the PaPs in km/h for selected connections



graphic 16
 Source: RFC RALP Annual report 2022

6. Capacity Allocation

In 2015, a fully harmonised Capacity Allocation Framework (FCA) was agreed for all RFCs. A revised FCA was adopted in 2016, taking into account a technical reformulation of the priority rule in case of conflicting requests and a change in the deadline for responding to requests for reserve capacity.

On 20 November 2018, a revised harmonised FCA was adopted by the ExBo. This FCA enables and provides the necessary legal framework for the TTR pilot projects. The current FCA defines the procedures for capacity allocation on the Corridor and is necessary for the good functioning of the Corridor. However, its relevance and possible amendments would have to be assessed in the light of [the recent decision of the European Court of Justice](#) on the

dispute between DB Netz and the regulatory body (Federal Network Agency) and once the TTR project is in place.

In 2022, the network of IMs launched an initiative to assess whether the legal framework of the EU and the Member States is conducive to the processes of the ICM Handbook, in particular the allocation rules. The IM experts looked back at three major events in 2020 and 2021 and double-checked their conclusions with the RAG. The ExBo and NExBo will draw their final conclusions in 2023.

The last transport study conducted by the RFC was published in 2019 and described the current situation of rail freight traffic. Additionally, the main focus of the study were three different growth enablers for the future and their expected impact on rail freight. The three growth enablers discussed in the study were the possibility to run heavier trains, faster trains through reduction of stops and better information on punctuality and delayed trains.

The Executive Board monitors the timely publication, the quality of the pre-arranged train paths and on the extent to which pre-arranged train paths is facilitated. One of the side effects of scarce capacity on our Corridor is, that PaPs might be used for safeguarding capacity in the future, which needs to be evaluated.

7. Traffic Management

The international coordination of train movements is a daily task for dispatchers, especially in the event of incidents. The IMs of the RFC RALP were the first to establish processes for ICM and to simulate the new processes. They also strongly support the development of re-routing scenarios for the corridor. In order to facilitate the coordination of minor incidents, the RFC RALP IMs are piloting the "Park or Run" tool developed by RNE.

The RFC RALP IMs have already established a 24/7 English speaking dispatcher (as agreed in the RNE GA), which further facilitates communication.

In line with Article 16 of the Regulation, the Management Board of the freight corridor has put in place procedures for coordinating traffic management along the freight corridor. Traffic management is the prerogative of the national IMs and is subject to national operational rules. The goal of traffic management is to guarantee the safety of train traffic and achieve high quality performance. Daily traffic shall operate as close as possible to the planning. National IMs coordinate international traffic with neighboring countries on a bilateral level. In this manner, they ensure that all traffic on the network is managed in the most optimal way.

In 2022, separate projects for coordination of national traffic with focus on Corridor lines have been started by the national IMs. Since those projects have only been started last year, at the time of publication of this report the Executive Board was not able to evaluate longtime benefits for punctuality and quality on Corridor lines.

8. Corridor Information Document

The ExBo decided to update the CIP and [adopted the new plan](#) on the 1st of December 2021. The executive board highly valued the update especially on ERTMS deployment. It is the responsibility of the Management Board to ensure the publication of the CID in accordance with the Corridor Implementation Plan. Regulatory bodies may assess this CID document in their supervisory role.

After the simplification and digitalisation of the Customer Information Documents (CID) had been a major topic of the RNE Working Group on Network Statements in recent years, the Corridor Information Document for the 2024 timetable continued the trend towards a high level of harmonisation across all RFCs. The Corridor Information Document for the RFC Rhine-Alpine was published according to the common deadline of 9 January 2023. The efforts of recent years to digitise the CID and make it more accessible have been successful, as the CID for TT24 is the first to be available on the RNE/RFC platform NCI (Network and Corridor Information tool). As in the previous year, the CID is no longer structured in "books" but in "sections", thus creating a single unit and facilitating consultation.