Baltic-Adriatic & Amber Rail Freight Corridors

Joint RAG/TAG Meeting

EXECUTIVE MANAGER

Alessandro TURCONI

Sopron, May 23rd 2024

Co-funded by the European Union

Agenda

1. Opening & Welcome
2. Key Updates from RFC Baltic Adriatic
    a. Objectives&measures
    b. KPIs
    c. TMS update
    d. Cooperation with CNC
    e. ICM
    f. Operational bottlenecks
    g. TIS: DQ

Objectives&measures

Short term targets of performance set by RFC5 ExBo in the IP based on historical performance

Area	Indicator	Metric	Targets for IP	Performance		
				2022	2023	2024
Capacity	Capacity Requests rate	Km*days requested / Km*days offered (%)	30%	33%	36%	33%
	Fulffilment of customers' wishes	Rate of offered PaPs/wished by customers	80%	83%	93%	70%
Operation	Punctuality at Origin (RFC entry)	RNE TPM yearly KPI report	max Delta (Orig-Dest%) : 16%	50%	43%	46%
	Punctuality at Destination (RFC exit)	RNE TPM yearly KPI report		34%	31%	34%
Premium Products Offer	Quantity of Premium offer	Number of premium PaPs offered	6	6	6	8
USS: General Satisfaction	Results of the USS	Response to the General Satisfaction question of the USS	75%	72%	80%	73%

Capacity offer: improvement measures

Marketing
Improving our market knowledge and our offer according to **customer wishes**

- TT2025:
70% of wishes fulfilled (-23% YoY)
61% of them requested (-9% YoY)

- Ongoing TMS update

Premium offer
Developing together with RFC 5's expert premium products

- Longer PaPs
- Heavy PaPs
- Priority for PaPs trains in ICM case

Short term offer
Going beyond the Reserve Capacity offer

- Requests up to 5 days before train run

Traffic&Performance management: measures

Improving the Data Quality of RNE TIS

- Harmonization of behaviours in delay codes
- Train linking workarounds (e.g. train composition)
- Borders sections methodology

Integration of Terminals IT systems with TIS

- Supporting our terminals

ICM

- Coordination of ICM case
- Supporting handbook update
- Introduced RFCs KPIs

Performance monitoring

- New KPIs
- Visualization of train flows (incl. domestic)
- Operational bottlenecks monitoring

Use of TIS for visualization of train flows per section

ICM PaPs priority pilot

- Trains running on PaPs allocated by RFC5 have a priority in rerouting in case of ICM
- The scope is PLK, SZCZ, ZSR
- Started in TT2022, 1 year validity, extended in 2024
- GT&C published with CID 2024 Annex 4G

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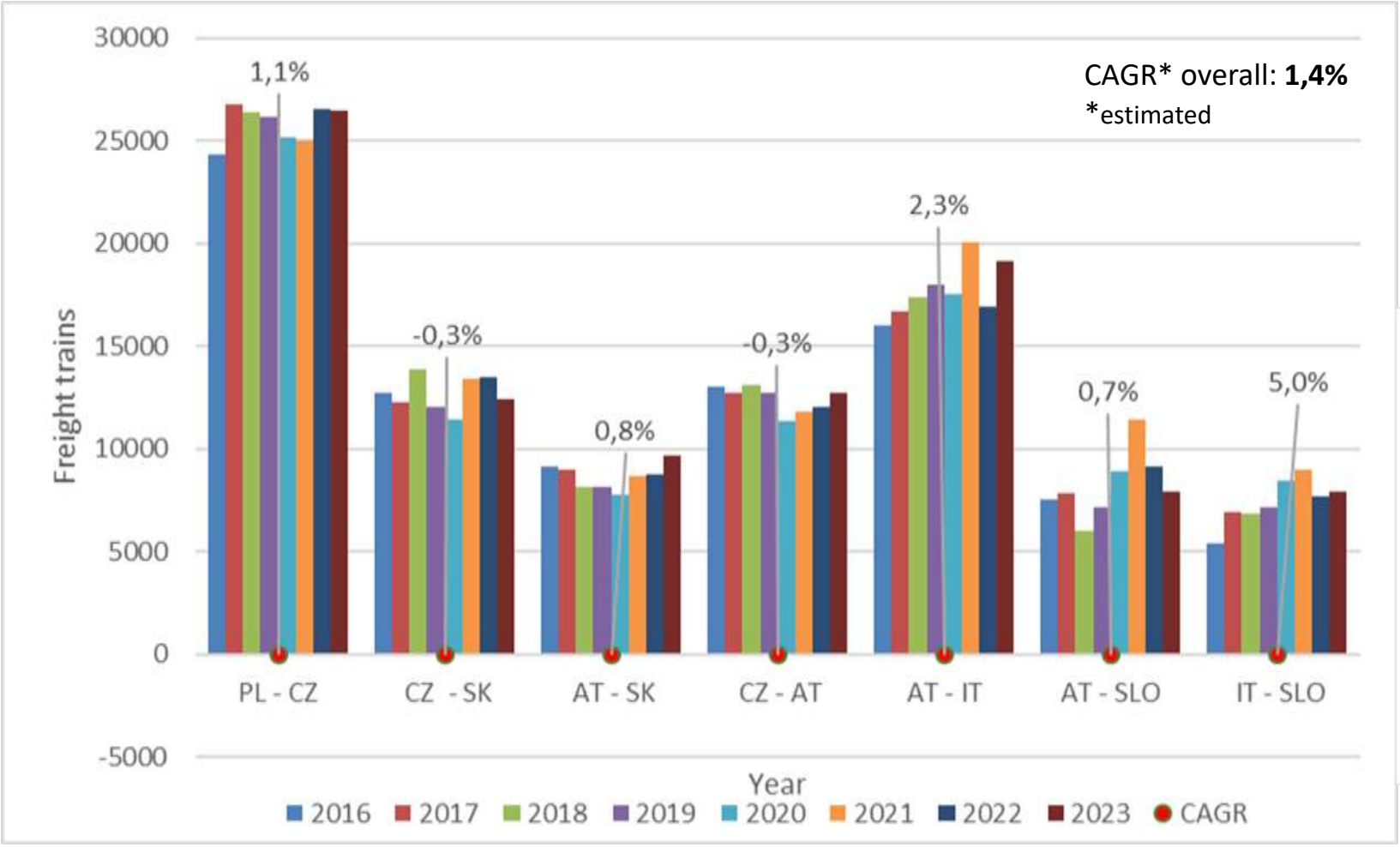
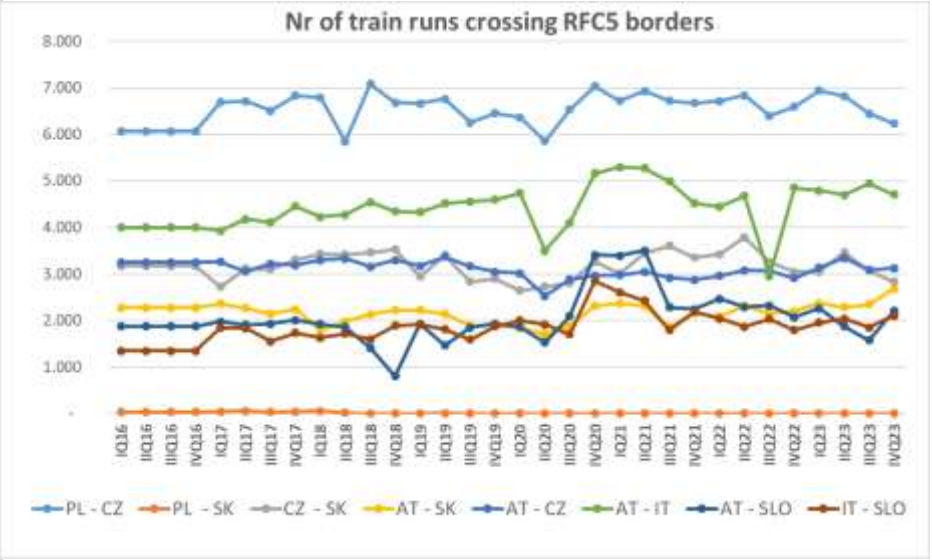
Number of freight train runs crossing the RFC borders

trend since the RFC has been operational



Nr of overall trains crossing at least a border of RFC BA

2023:	**91,084**
2022:	88,522
2021:	92,755



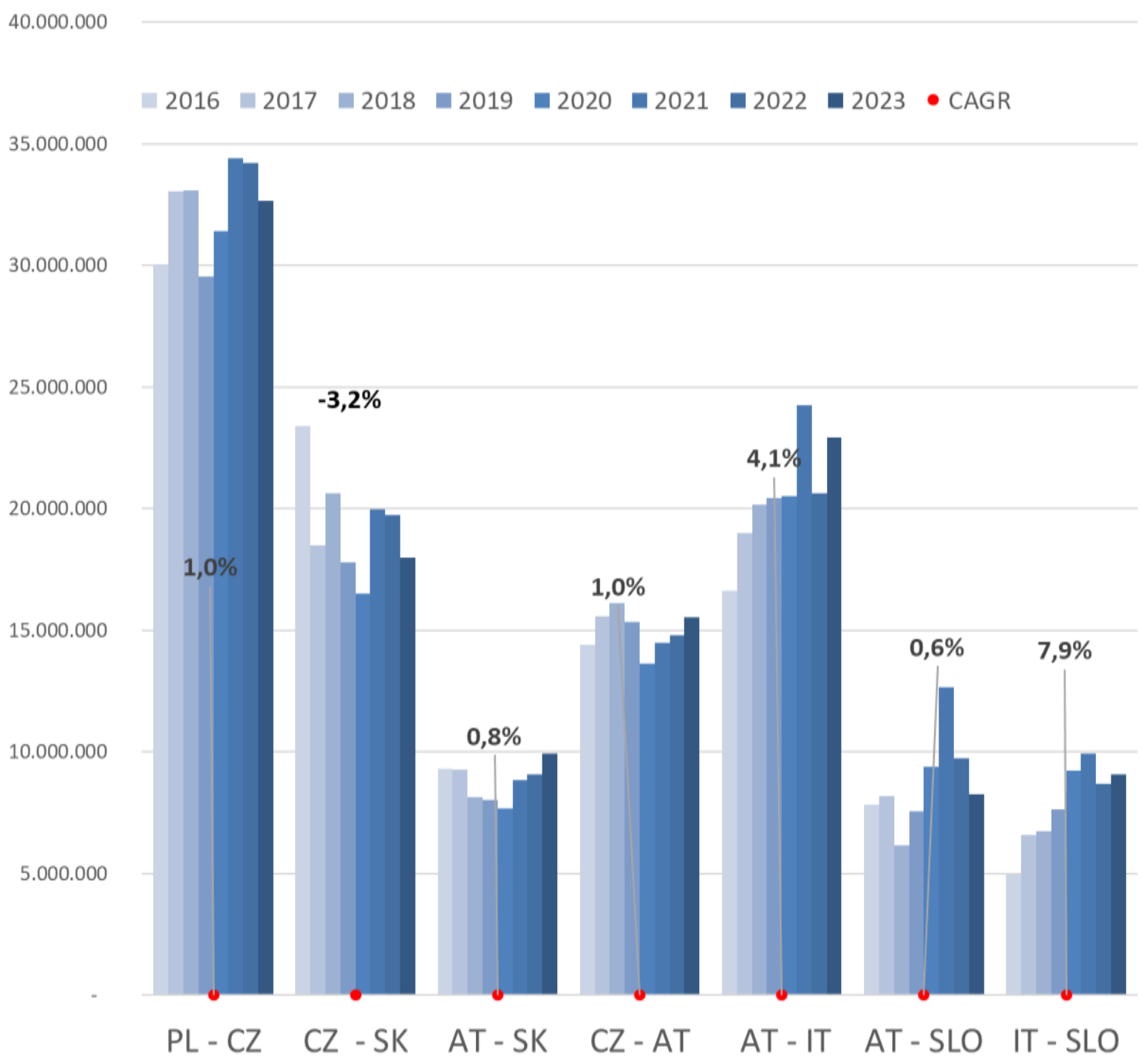
Source: RFC5 IMs

Gross tons over the RFC border crossings

Trend freight

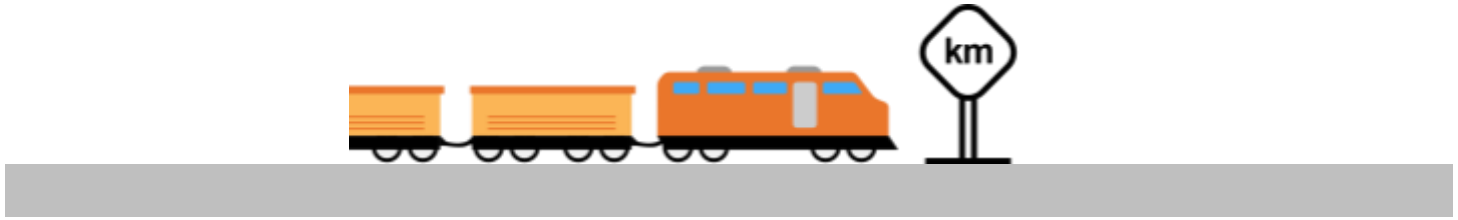
CAGR* overall: **1,1%**

*estimated



Source: RFC5 IMs

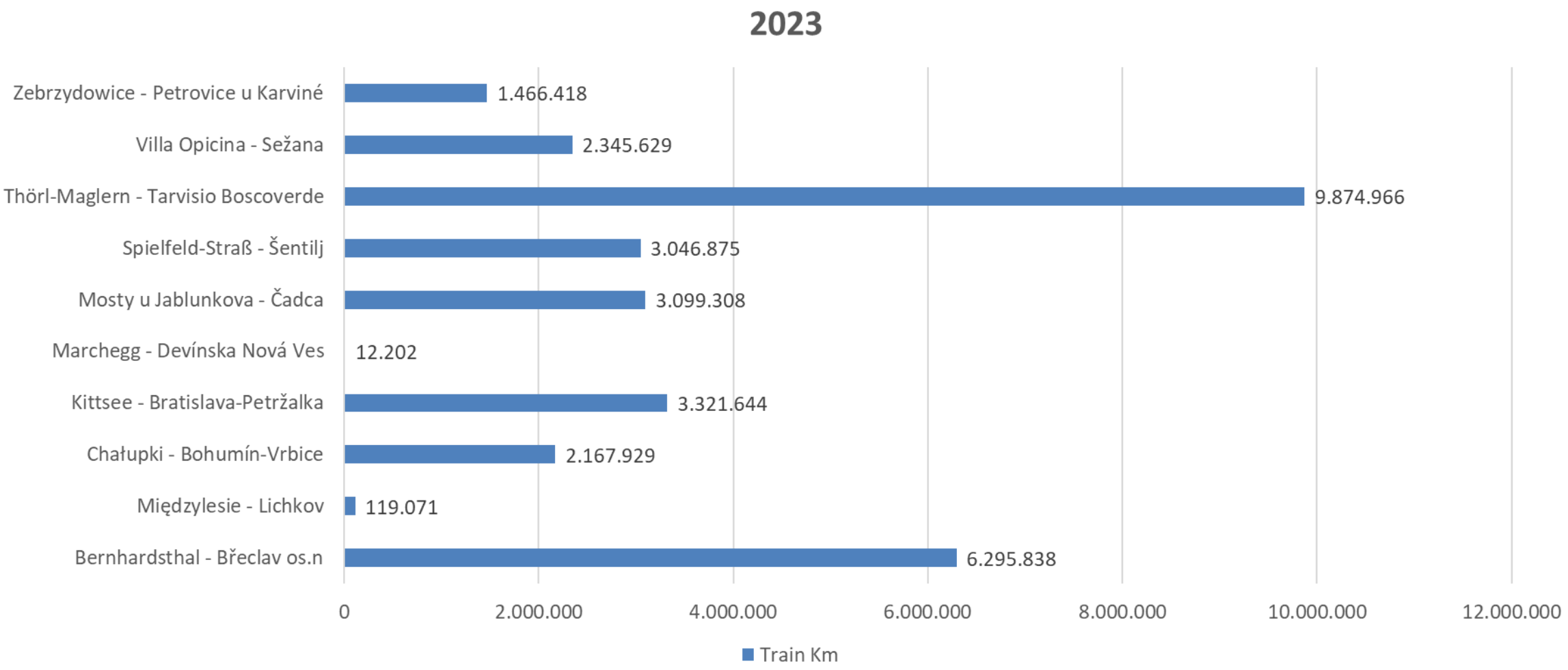
New KPI: Train-Kms of trains crossing a border along the RFC



2023: 30.2 mio

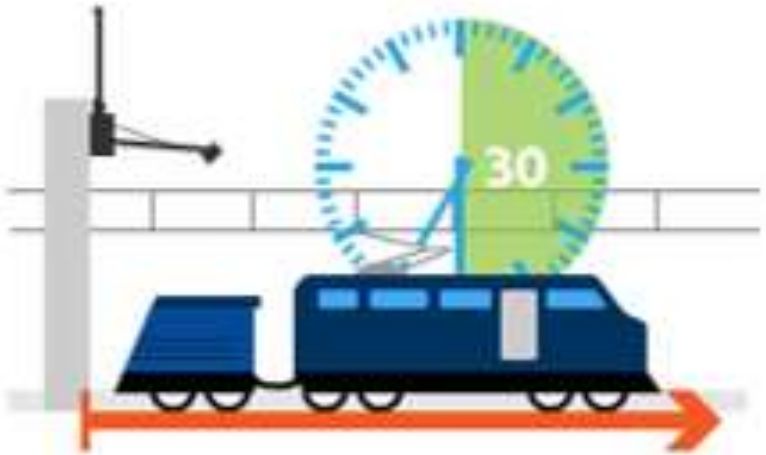
2022: 24.9 mio

New KPI: Train-Kms of trains per border



RFC5
Baltic-Adriatic Corridor

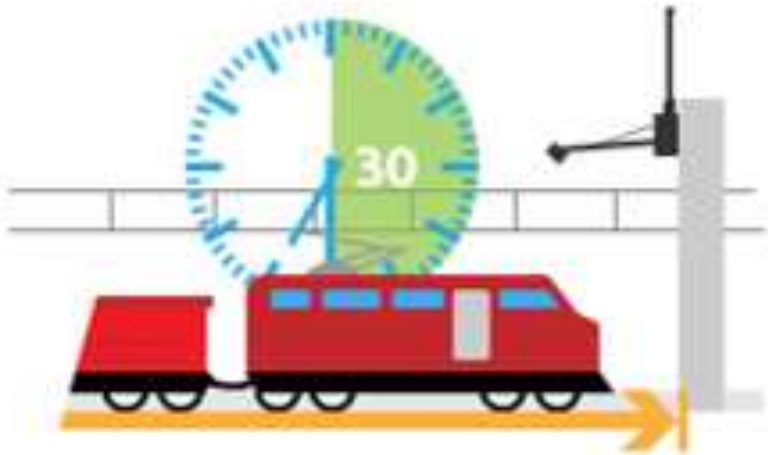
Punctuality at origin (RFC entry)



(delay ≤ 30 minutes)

2023:	**46.0%**
2022:	43.0%
2021:	46.0%

Punctuality at destination (RFC exit)



(delay ≤ 30 minutes)

2023:	**34.0%**
2022:	31.0%
2021:	33.0%

Avg dwell times at borders

Avg dwell times in border sections

Data FY2023

(minutes)

Countries		Border section		Planned	Clean Actual
Poland	Czechia	Międzylesie	Lichkov	64	9
Poland	Czechia	Chałupki	Bohumín-Vrbice	92	65
Poland	Czechia	Zebrzydowice	Petrovice u Karviné	140	213
Czechia	Austria	Břeclav	Bernhardsthal	131	160
Czechia	Slovakia	Mosty u Jablunkova	Čadca	61	57
Austria	Slovakia	Marchegg	Devínska Nová Ves	20	83
Austria	Slovakia	Kittsee	Bratislava-Petržalka	74	86
Austria	Italy	Thörl-Maglern	Tarvisio Boscoverde	49	73
Austria	Slovenia	Spielfeld-Straß	Šentilj	26	36
Italy	Slovenia	Villa Opicina	Sežana	77	127

*The calculation of this KPI is based on the data in RNE TIS. International freight trains crossing a border of an RFC are considered in the calculation. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.

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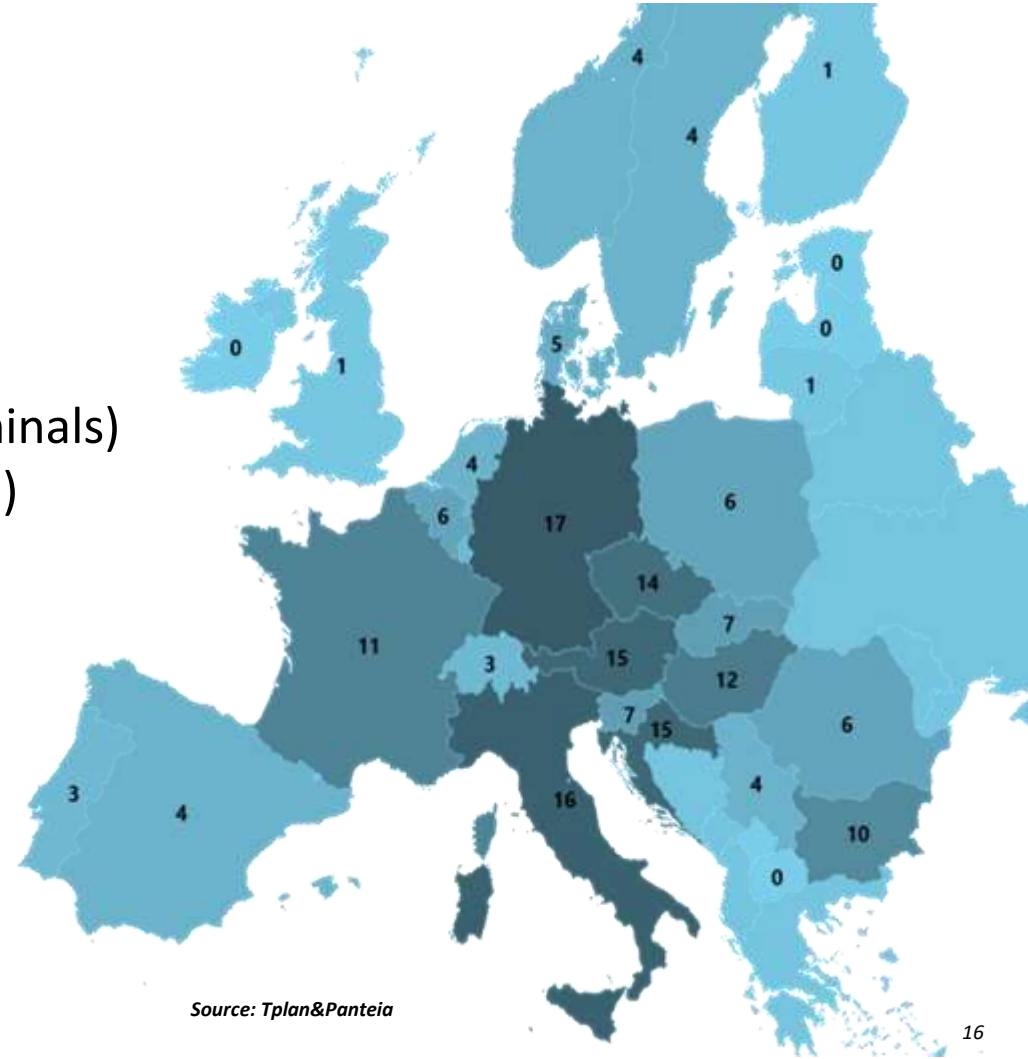
How about the trends for the future?

RFC BA Transport Market Study (exp. Q4 2024)

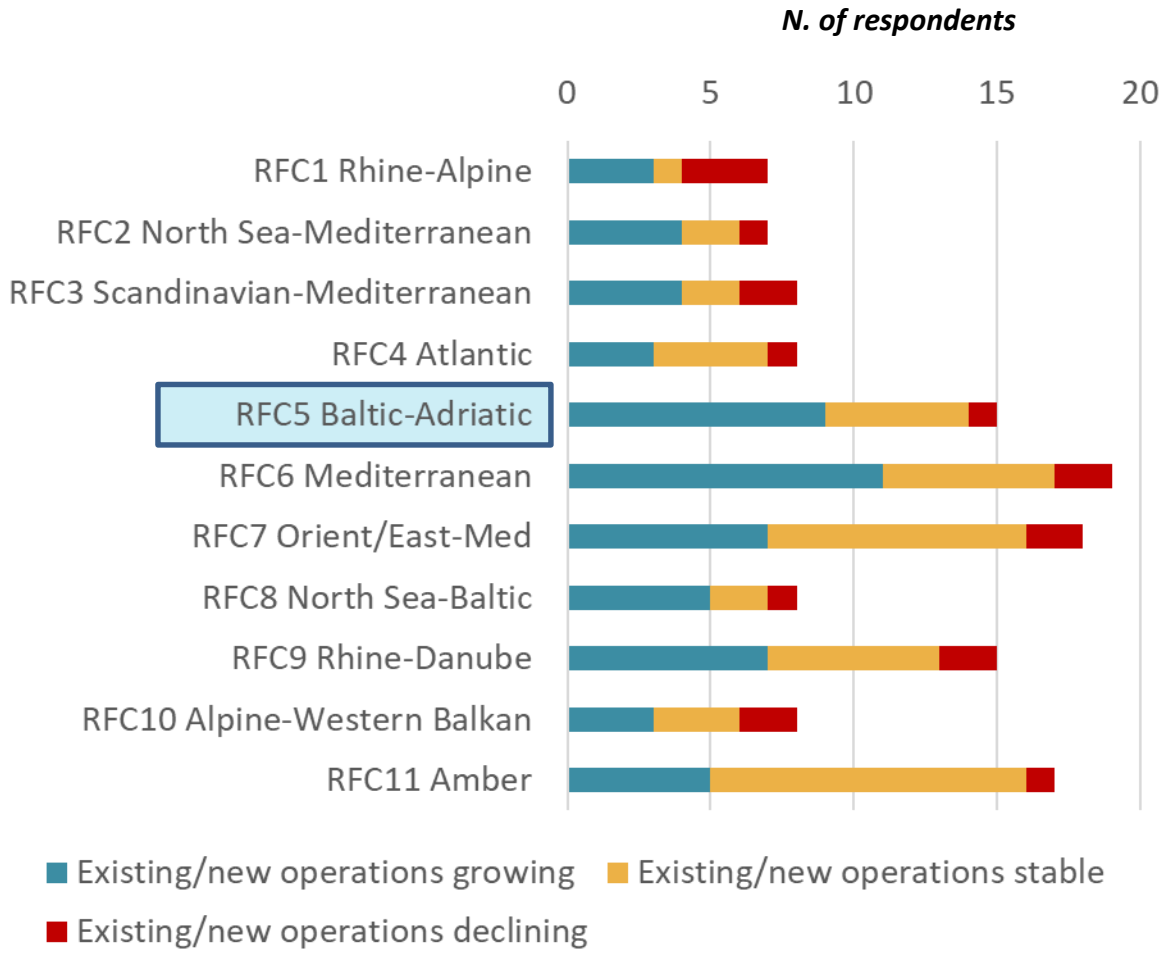
- preliminary findings available - still need to be validated
- ✓ Completed: **Survey** among 72 operators (42 RUs + 30 Ports/Terminals) assessing all RFCs (impact of RFCs and expected transport trends)



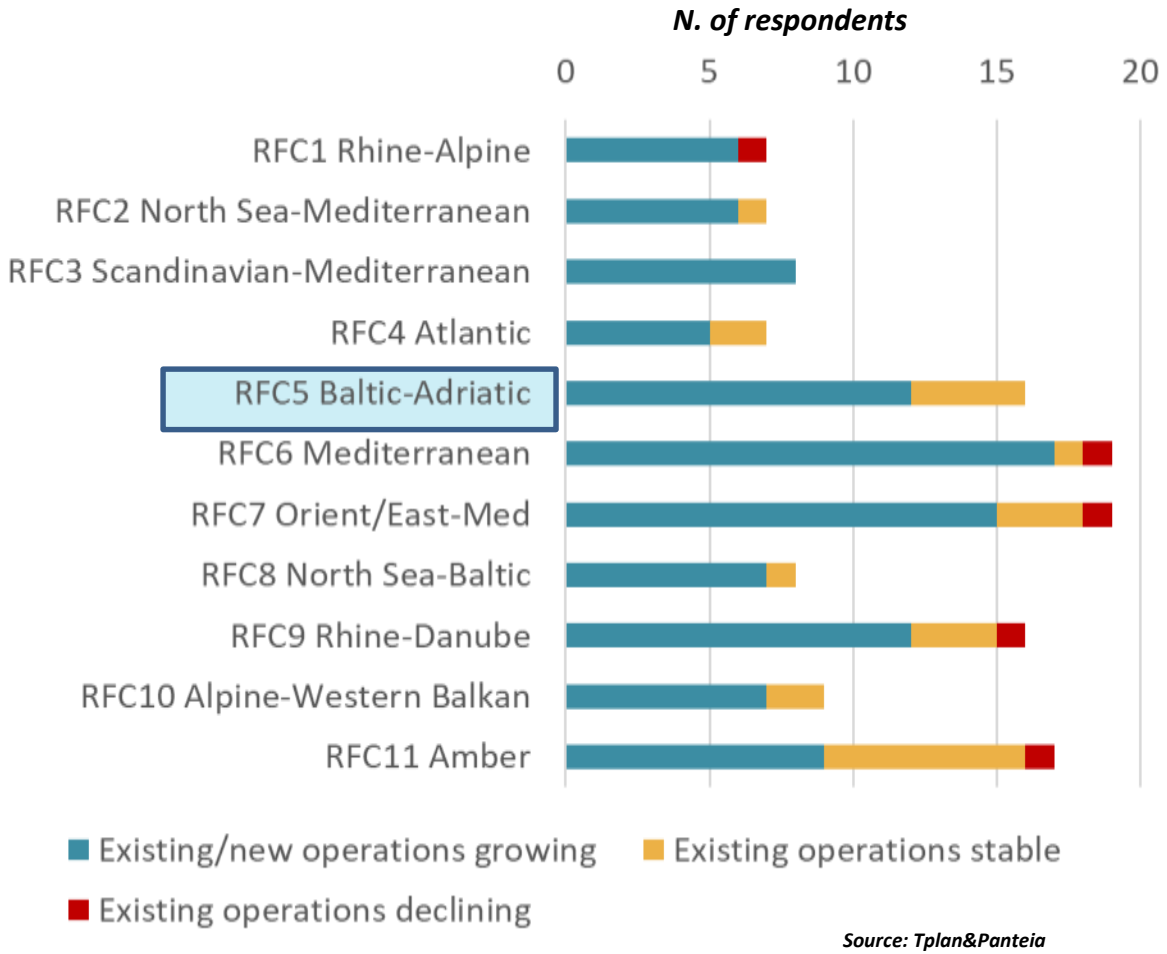
Source: Tplan&Panteia

RFCs TMS Survey 2024: trends for RFCs trains – RUs opinions

- Experienced variation since 2013



- Expected variation until 2030



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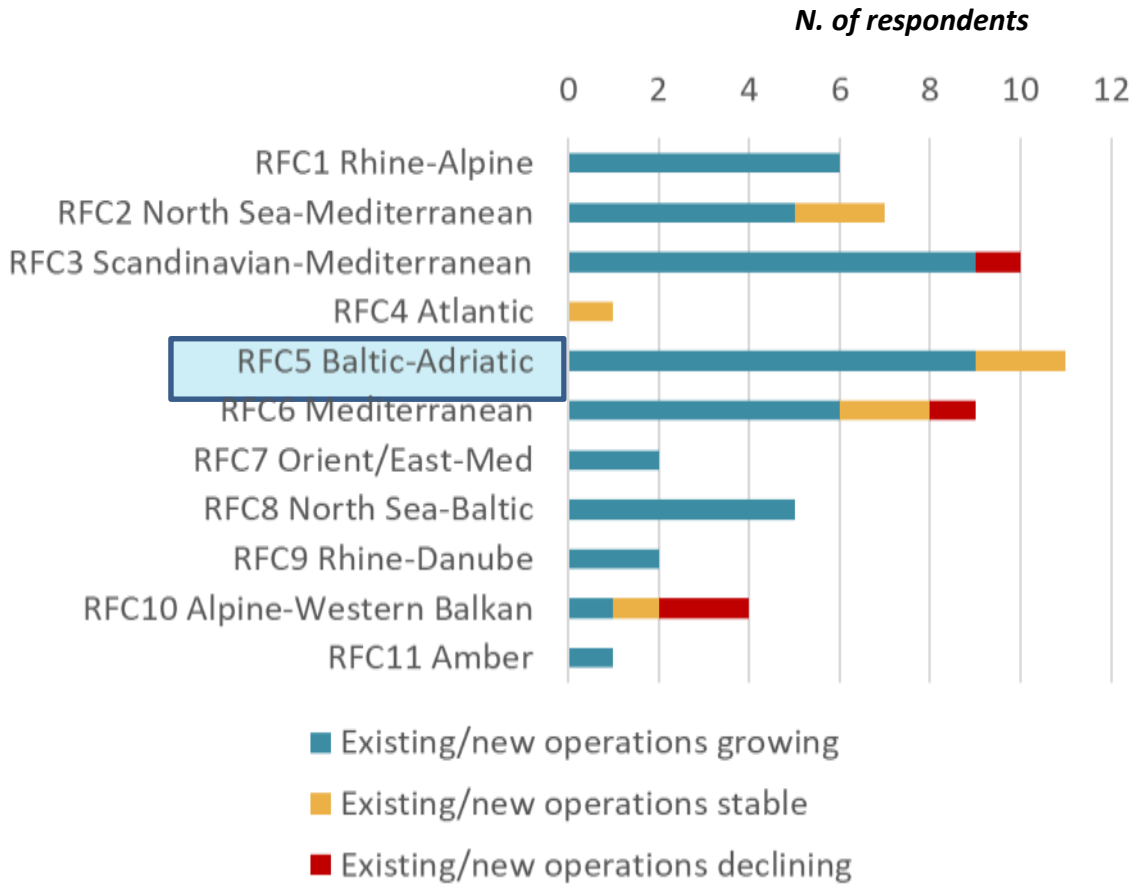
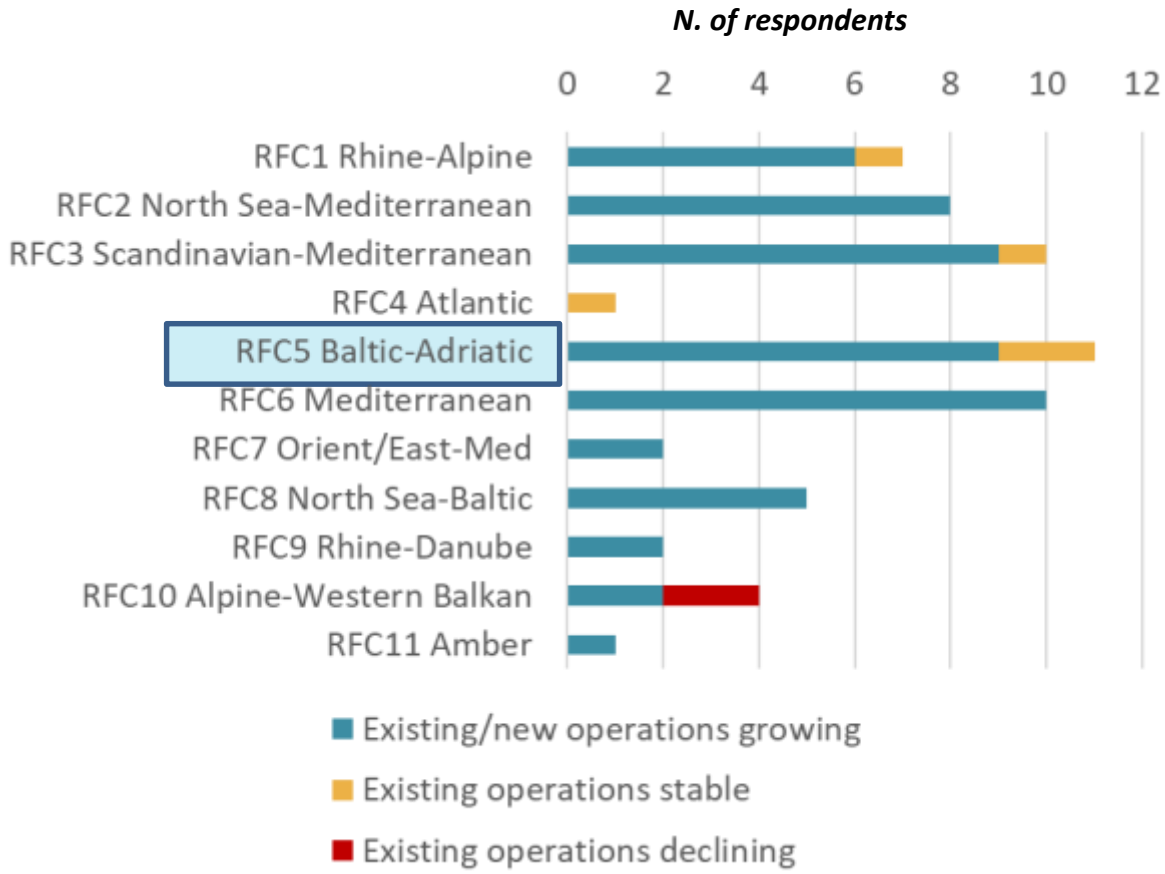


- Expected variation until 2030



Source: Tplan&Panteia

RFC BA Transport Market Study

Quantitative forecasts at 2030 – preliminary findings

- **EU reference scenario 2020-2050*:** the GDP figures are used to make forecasts for *international rail transport* → Under assessment
- **Rail Projects scenario:** it considers also the impact of main** projects with expected roll-out by 2030 → Under assessment
- **Sensitivity scenario:** it considers also:
  - ✓ 740m everywhere
  - ✓ ERTMS everywhere
  - ✓ UIC gauge in Spain
  - ✓ P400 , 22.5t axle load

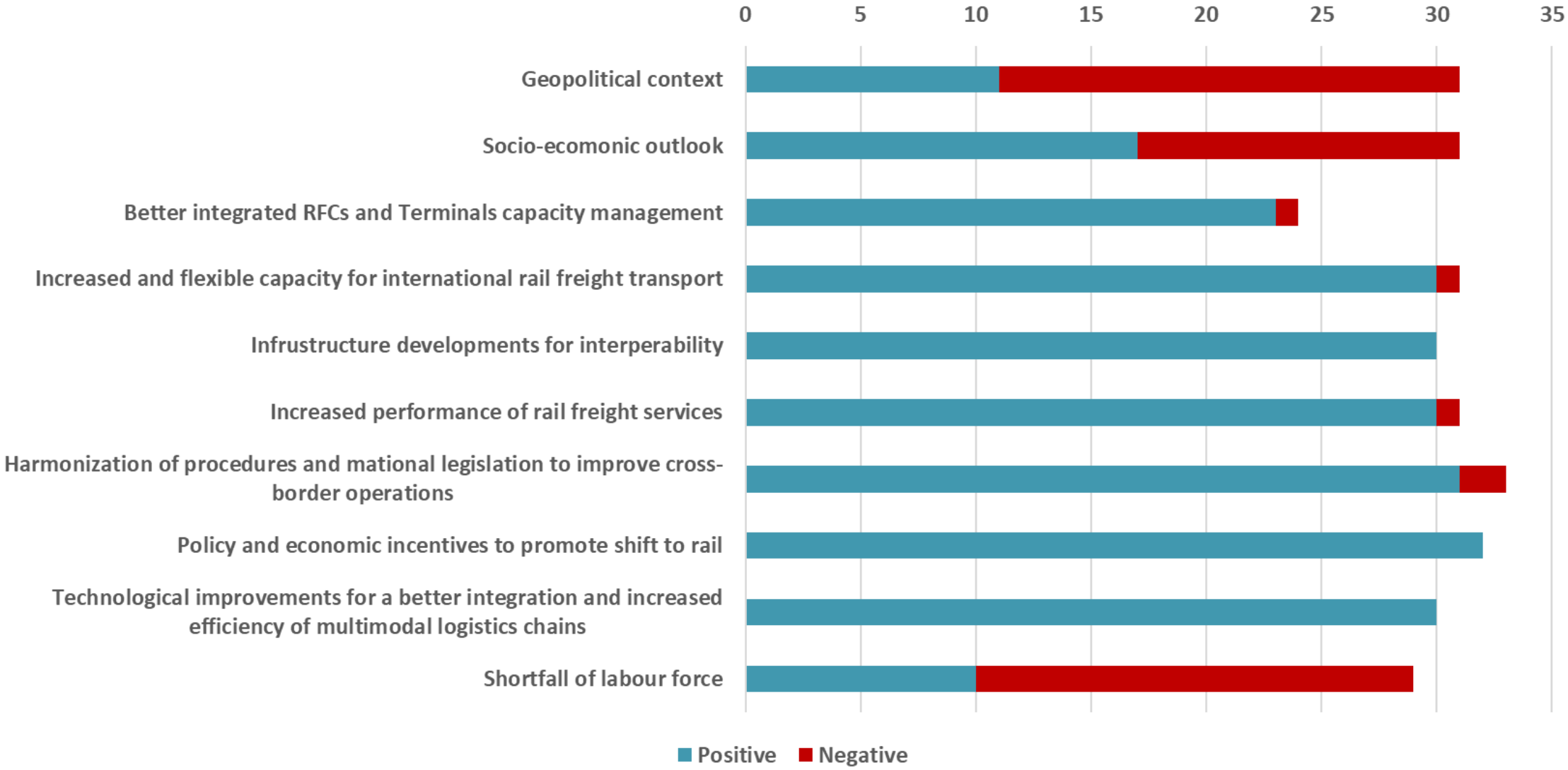
  →
  - +3% speed from ERTMS
  - +15% longer trains = -5% costs
  - 4h less dwell times at Spanish borders
  - Not quantified

*EU Reference Scenario 2020 : energy, transport and GHG emissions : trends to 2050, Publications Office, 2021, https://data.europa.eu/doi/10.2833/35750

** with a clear impact on costs & travel times reduction

Source: Tplan&Panteia

RFCs TMS Survey 2024 - Potential effect of the following market drivers for the evolution of international rail freight transport until 2030 – RUs opinion



Source: Tplan&Panteia

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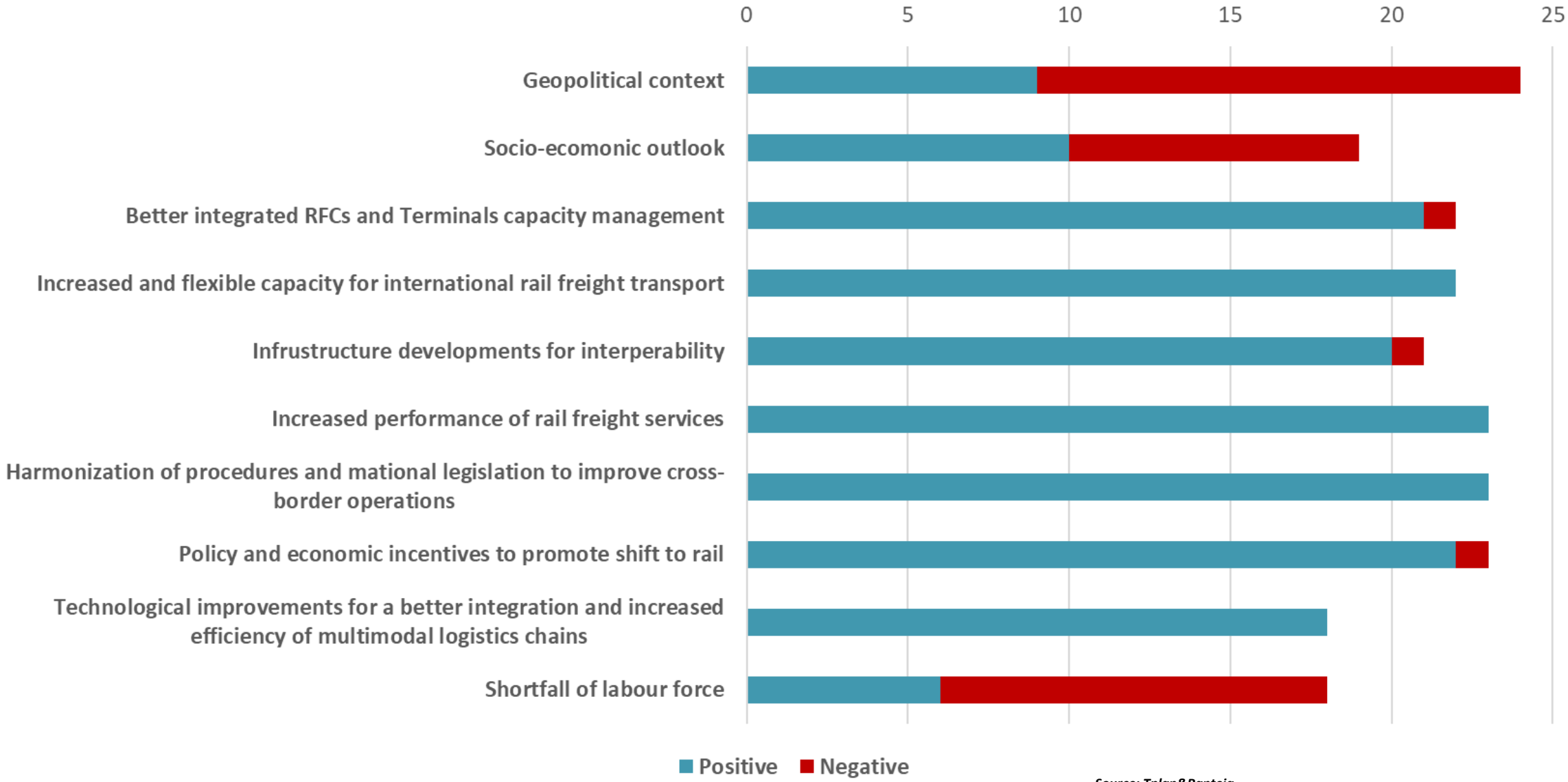
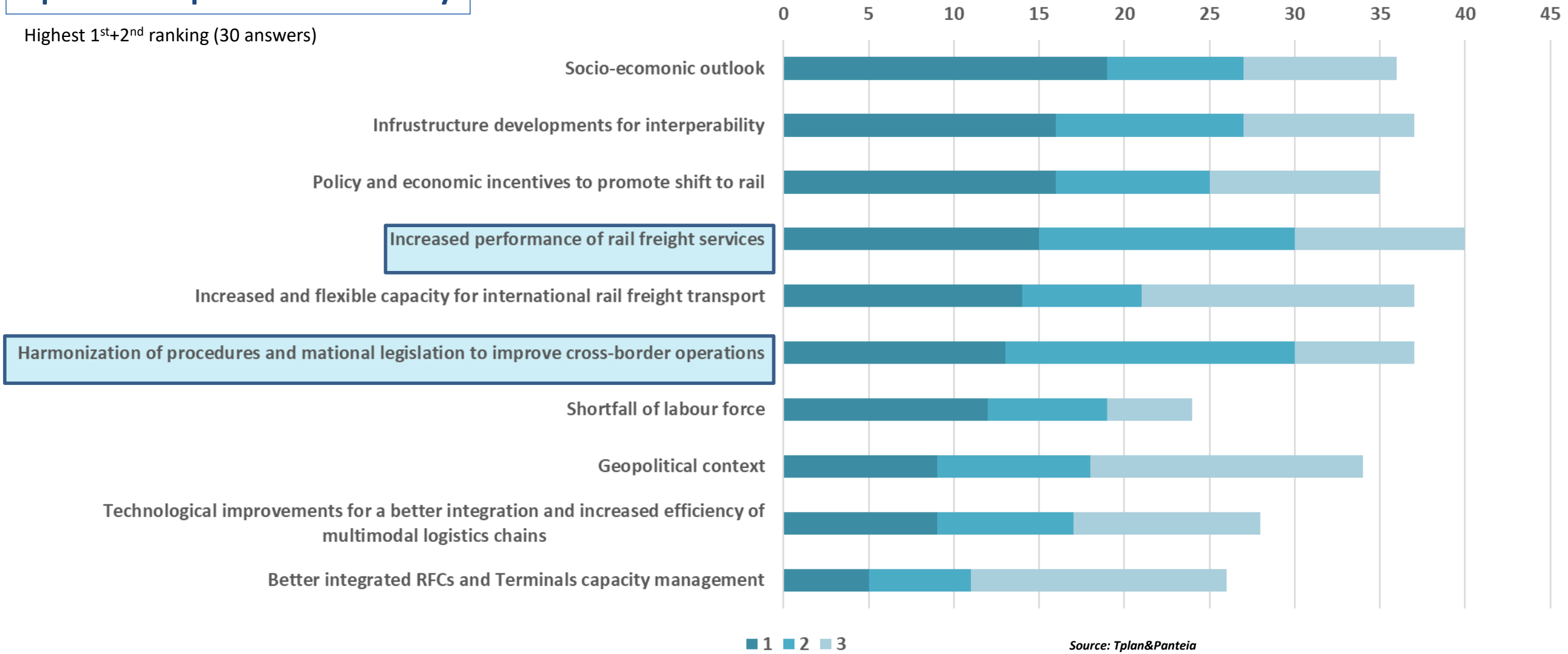


Source: Tplan&Panteia

RFCs TMS Survey 2024 - Ranking of the most relevant short-term (till 2030) market drivers according to RUs and Terminals

Operational performance is key

Highest 1st+2nd ranking (30 answers)



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Cooperation with CNC Baltic-Adriatic: roadmap towards the ETC

- **Spring: meeting to monitor infrastructure developments**
  - 2nd Dialogue with EU Coordinator on Rail Critical Cross-Border Sections, Missing Links and Koper-Divača, held in Zilina, March 2024
- **Fall: RAG/TAG+WG Ports&Rail-Road Terminals**
  - EU Coordinator attended RAG/TAG meeting held in October 2023
- **Fora in Brussels:**
  - Took part at the discussion panel during the launch of the ETC BA in April 5th 2024
  - Next forum planned Fall 2024

New Ten-t Regulation (expected 2Q 2024)

New alignment of ETC rail freight lines vs current RFC BA alignment

(the dotted lines represent the extensions)

Source: tentec

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ICM

- A simulation with RUs should be planned in Q4 this year
- Ongoing update of ICM handbook:
  - KPIs for RFCs introduced

RNE RailNetEurope		Assessed period
ICM Handbook implementation monitoring		Weight
1	**Re-routing scenarios**	0.4
	Document published on CIP/RIS & Re-routing options visulaised in RNE IT application	1
	Document & Re-routing options published on RFC web (only)	0.5
	Not available	0
2	**Performing of simulations or managing the real case**	0.3
	Yes, every year	1
	Yes, but not regularly	0.8
	No	0
3	**Contact list provided**	0.3
	Yes, contacts provided, including Back-up organisation	1
	Yes, contacts provided, but Back-up organisation information missing	0.8
	No	0
TOT WEIGHTED		
FINAL SCORE		

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Operational bottlenecks

Q4 2023 update

BOTTLENECK	WHERE	SOLUTION/MEASURES	WHO	STATUS	NEXT STEPS & ACTIONS
Communication between TCCs in case of big disturbances	ALL	1. Implementation of handbook ICM 2. RNE language programme. 3. Use two languages predefined messages (TIS Incident Management tool) 4. For the future it would benefit to have English staff 24/7 in the national traffic control centres	IMs	1.ICM handbook reviewed. 2.Ongoing IM-IM communication pilot with translation tool. The IM-RU pilot „T4R II“ has finished succesfully. Daily telcos btw SLO-AT NTCCs since Jan 8th 2020, weekly telco AT-HU since March 2022. 3.TIS Incident Management tool already installed 4.Implemented from 2019. English speakers level A2+ by end of 2019 (for PLK, SZCZ, ZSR later)	1. Follow up of ICM case studies 2. Pilot Oebb-RFI ongoing; Pilot VISE finished succesfully: a new pilot RECOMI (IM-RU) will start 3. RNE is working on better targeting addressees
Locos change at the borders.	ALL	Multi-operating locos, Faster loco change.	RUs	In Tarvisio there is a project to allow italian RUs to drive to Villach Sud. The effect is to have more infrastructure capacity. Timeline not fixed yet.	Xborder project started
Technical inspection of rolling stocks at borders.	ALL	Better trust/cooperation among RUs.	RUs	It should be investigated within issuelog2. Between SLO and AT most trains are on trust (no technical inspection at border)	For every border, to ask RAG how many % are already on trust. RUs should have more agreements for trains on trust.
~~Tail lights.~~	~~Tarvisio, Villa Op.~~	~~Test on lines Brennero-Verona-Vicenza-Treviso-Udine-Tarvisio started on 10th Dec 2017.~~	~~RUs, RFI~~	~~Since 03/21 most of RFI lines are interested by the test.~~	~~No critical issues reported. Removed from list in agreement with RAG.~~
Communication between cooperating RUs.	ALL	To order international train paths instead of two national paths (e.g. via PCS). From IMs side the task to do is to implement interfaces with PCS.	RUs, Ims	RNE collected PCS interfaces implementation plans: IMs ready by 2024. RFC5 monitors needs for double requests and foster interface development (e.g. PLK-RNE meeting)	SZ-I is beneficiary of the project and will implement by 2024 PLK ongoing process
Cross border system communication	ALL	Usage of TAF-TSI messages for data communication in planning&operations (train composition) between RUs	RUs	RAG recognize it as bottleneck. Several RUs don't use it.	Ask RAG

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TIS DQ RFC5 Border sections

Situation RFC5 (March 23)

10 active borders

- 10% reliable
- 90% unreliable

Situation RFC5 (March 24)

10 active borders

- 90% reliable
- 10% unreliable

Name	Reliability	Linking share	train count TIS	IM tools train count	delta 2023
Bernhardsthal - Břeclav os.n.	Reliable	98%	12.919	12.694	1,8%
Chałupki - Bohumín os.n.	Reliable	93%	1.795	1.828	-1,8%
Chałupki - Bohumín-Vrbice	Reliable	93%	12.799	13.794	-7,2%
Międzylesie - Lichkov	Reliable	98%	532	559	-4,8%
Mosty u Jablunkova - Čadca	Reliable	99%	12.418	12.072	2,9%
Spielfeld-Straß - Šentilj	Reliable	94%	7.910	7.924	-0,2%
Kittsee - Bratislava-Petržalka	Reliable	95%	9.266	9.571	-3,2%
Thörl-Maglern - Tarvisio Boscoverde	Reliable	88%	20.311	19.147	6,1%
Villa Opicina - Sežana	Not reliable	55%	7.897	7.940	-0,5%
Zebrzydowice - Petrovice u Karviné	Reliable	98%	9.408	10273	-8,4%
Marchegg - Devínska Nová Ves	very few trains	0%	103	133	-22,6%

Source: TIS