

ANNUAL REPORT

RFC AMBER
2024

TIMELINE 2024

8 January	Publication of PaP Catalogue for TT 2025
8 January	Publication of CID Books for TT 2025
20 February	Management Board meeting (33 rd) Bratislava
3-4 April	Connecting Europe Days in Brussels
22 May	Management Board meeting (34 th) Sopron
23 May	Joint meeting with the RFC Amber and RFC Baltic-Adriatic Railway and Terminal Advisory Groups in Sopron
2 September	Launching of the User Satisfaction Survey
5 September	Hungarian RFC Customer Day hosted by RFC Amber
3 October	Joint meeting with the RFC Amber and RFC Baltic-Adriatic Railway and Terminal Advisory Groups in Krakow
10 October	Management Board meeting (35 th) online
14 October	Publication of Reserve Capacity Catalogue for TT 2025
28 October	Publication of the RFC Amber Annual Report for 2023
17 December	Management Board meeting (36 th) Ljubljana

MISSION

Working together for improving the conditions for growing, efficient, competitive, sustainable and reliable rail freight.



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DEAR READER,

We can hardly believe, that you are now holding the sixth edition of our Annual Report in your hands. It is the sixth, and also the last, as a long story has come to an end, as 2024 was RFC Amber's last full year of operation.

In the framework of the revised TEN-T regulation (EU 1679/2024) that entered into force in the summer of 2024, there is a foreseen merger of the eleven Rail Freight Corridors (RFCs) and Core Network Corridors (CNCs) into the new nine European Transport Corridors (ETCs), having a major impact on the Rail Freight Corridors in general and RFC Amber in particular. The alignments of RFC Amber and RFC Baltic-Adriatic will jointly form the backbone of one of the new European Transport Corridors (ETCs) and include an extension to Croatia.

RFC Amber kept on developing its cooperation with RFC Baltic-Adriatic already since 2022 with a view on a future merger of both corridors. This cooperation resulted in a first joint Railway and Terminal Advisory Group meeting in autumn 2022 in Prague, followed by several others, as well as joint sessions of the Management Board respectively General Assembly of both RFCs.

The year of 2024 meant another milestone for RFC Amber as this was the year in which the deliverables of the Technical Assistance were fully submitted, including a new Transport Market Study, which was prepared in continuous cooperation with RailNetEurope and the co-beneficiaries, as well as the Ministries and Railway Undertakings.

2024 was a very active year. We would like to thank all former and current colleagues of RFC Amber for their continuous and excellent cooperation and all the activities that has made RFC Amber greater. This commitment and valuable experience provided us with a good basis for using the acquired knowledge, now within the RFC Baltic-Adriatic, and for the benefits of a competitive European rail freight transport as a whole.



Dr. Gerhard Troche
Managing Director



Igor Prinčič
For the Executive Board



Andrea Mosóczy
Chair of the Management Board

DEAR COLLEAGUES,

The competitive pressure on railways as a transport mode is still high – and while the increasing demand of rail freight traffic is definitely welcome, it highlights again the importance of sufficient capacity of good and stable quality for freight trains, if we want to see this positive development to continue in the future – which must be our common goal. The most crucial features of the competitive rail freight system must be the capability to handle longer freight trains, as well as the punctuality or at least a reliably predictable traffic to the ports, terminals or any kind of final destinations.

The intensifying cooperation between RFC Amber and RFC Baltic-Adriatic paves the way for the future network of European Transport Corridors (ETCs), in which rail and rail freight must play an important role. We as RAG-TAG-Members are looking at the continued exchange with the corridor members also within the future ETCs with high confidence and remain available to contribute with our views and expertise also further on.



András Nyíri
RAG-TAG Spokesperson

ABOUT US

Rail Freight Corridor Amber is a cooperation of the five railway Infrastructure Managers SŽ-I (Slovenia), GYSEV and MÁV (Hungary), ŽSR (Slovakia) and PLK (Poland) and the Hungarian Rail Capacity Allocation Office VPE (as of 1 October 2024 the Hungarian Institute for Transport Sciences and Logistics Nonprofit Ltd., KTI). These six partners are jointly managing and developing the Rail Freight Corridor in line with EU-Regulation 913/2010 concerning a European rail network for competitive freight and Commission Implementing Decision 2017/177 with a view on meeting growing customer expectations and improving the conditions for efficient, competitive, sustainable and reliable rail freight.

RFC Amber connects the heart of Europe, a prosperous region in Central Europe comprising the dynamically and fast-growing economies of Poland, Slovakia, Hungary and Slovenia. End-to-end the corridor has an extension of ca. 1.400 km, including different routes. The total length of principal lines is therefore almost the double and including all diversionary and connecting lines the length of the network covered by RFC Amber is more than 3.300 km.

- 2853 km of principal lines
- 299 km of diversionary lines
- 206 km of connecting lines
- Connecting with 53 service facilities (terminals, sea ports, marshalling yards)

RFC Amber wants to improve business opportunities and strengthen the logistical competitiveness of its customers and the countries and regions it serves. For this purpose, the countries and railway infrastructure managers are continuously investing into the infrastructure of the corridor. A new rail access to the seaport of Koper is under construction and further improvements are on the way. RFC Amber provides an attractive and flat North-South route East of the Alps ideal for freight trains. Fully electrified from end to end it forms a basis for environmentally friendly green transport and sustainable low emission supply chains. Cooperation with other freight corridors ensures access to all major destinations in Europe.



Republic of Poland



Slovak Republic



Hungary



Republic of Slovenia

The Amber Rail Freight Corridor (RFC I I) is defined by Commission Implementing Decision (EU) 2017/177 with the following Principal Route: Koper – Ljubljana –/– Zalaszentiván – Sopron/Csorna –/– (Hungarian-Serbian border) – Kelebia – Budapest –/– Komárom – Leopoldov/Rajka – Bratislava – Žilina – Katowice/Kraków – Warszawa/Łuków – Terespol – (Polish-Belarusian border).

TECHNICAL ASSISTANCE (TA)

RFC Amber is a beneficiary of the **Technical Assistance (TA)** of the **Connecting Europe Facility (CEF)** under the project name “Promoting an effective implementation of Regulation (EU) 913/2010 by Rail Freight Corridor Amber”, project acronym CEF-TA-Amber.

The Project Management activity is undertaken by GYSEV, as the Coordinator mandated by the Management Board for the conclusion and management of the Grant Agreement. The consortium consists of six cooperating Parties (Beneficiaries), which are the Members of the corridor. **The action ran from 1 October 2021 until 31 December 2024.** In the Grant Agreement a list of deliverables with criteria is laid down, forming the basis for the EU-funding. The deliverables prepared and submitted by RFC Amber in 2024 (which was followed by the closure of the action) are listed in the next chapter.

DELIVERABLES 2024

- D1.2 – Transport Market Study [Art 9(3)] – lead beneficiary: GYSEV
- D1.5 – Documents on infrastructure works [Art 12] – lead beneficiary: PKP-PLK
- D1.8 – Documentation on capacity needs & capacity provided/requested [Art 13 and 14] – lead beneficiary: PKP-PLK
- D1.11 – Register of capacity requests [Art 15] – lead beneficiary: PKP-PLK
- D1.14 – Corridor information document [Art 18] – lead beneficiary: VPE
- D1.17 - Document on performance monitoring & user satisfaction – lead beneficiary: VPE/GYSEV

Most of the Deliverables have been produced annually while the Transport Market Study have been elaborated once during the duration of the action, with continuous coordination among the members and consultants.

CORRIDOR GOVERNANCE

The Regulation (EU) No 913/2010 defines the corridor governance structure on two levels. The establishment of the Amber RFC organizational structure was a crucial measure for creating the corridor:

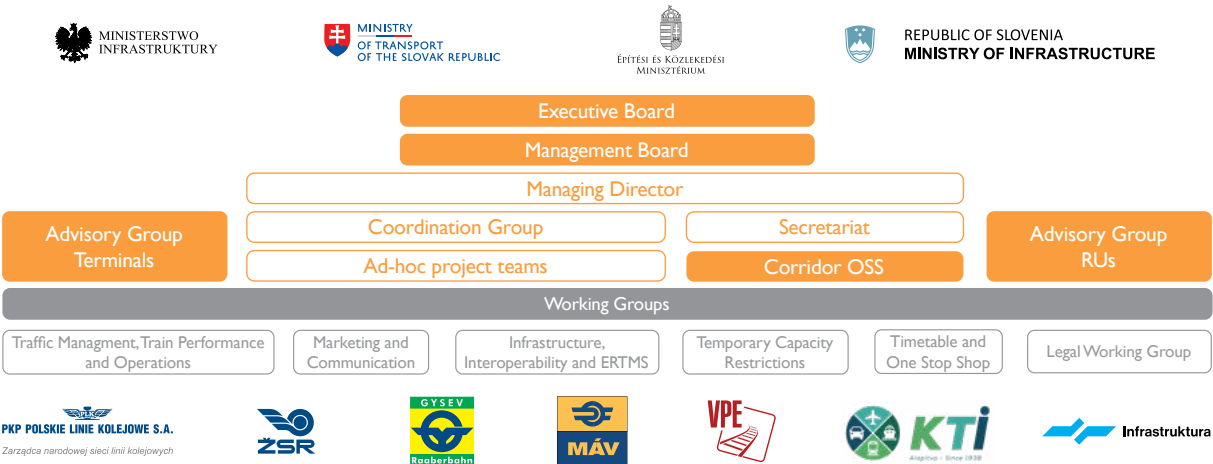
- The **Executive Board (EB)**, which is the highest-level body assigned to the corridor, is composed of representatives from the Ministries.
- The **Management Board (MB)**, which is the main body in charge of operation of RFC Amber and having the responsibility for managing and developing the corridor.

The MB held four meetings in 2024, three of them took place physically, in Bratislava, Sopron and Ljubljana and one of them was held online.

The Coordination Group is still focusing on the coordination of major activities and tasks not belonging to one sole Working Group (WG), but rather requiring a more complex coordination, e.g. define the budget of the corridor or project planning. The Managing Director leads these meetings and elaborates the project proposals as well as is charge of the recruitment of foreign Partners for the project proposals. Regular project planning workshops were held in order to have a continuous coordination regarding the deliverables to be submitted as it is laid down in the TA requirements.

The working groups met also mostly online. Most of the WGs usually meet two times per year, the **TT&OSS WG** held two meetings. In case of the **Infrastructure, Interoperability and ERTMS WG**, the **Temporary Capacity Restrictions WG** and the **Legal WG** (this WG was formerly called Legal Task Force) the work is mostly done in written form via email.

Organizational units of the Amber RFC are illustrated in the following schematic graphic:



CORRIDOR ONE-STOP-SHOP (C-OSS)

The Corridor-One Stop Shop (C-OSS) facilitates train path management for international rail freight along RFC Amber. It is a single contact point to receive information about the use of the corridor and allowing customers to request and receive answers regarding infrastructure capacity for international freight trains along the corridor. For RFC Amber PLK acts as C-OSS and since 2018 Mr Roman Stańczak holds the position of C-OSS Manager of RFC Amber.

All Infrastructure Managers and one Allocation Body along RFC Amber is following a joint process for the provision of dedicated capacity in form of Pre-arranged Paths (PaPs) and Reserve Capacity (RC), based on the already existing and harmonized international rules and using the harmonised documents elaborated by RailNetEurope (RNE).

The C-OSS of RFC Amber works in continuous cooperation with a team of experts (forming the Timetabling and One Stop Shop Working Group) appointed by each Member of the Corridor and is also in closely cooperating with the C-OSSs of other corridors (C-OSS Community).

The main topics dealt with by the C-OSS in 2024 were:

- Consulting RUs for preparation of Annual PaP offer (so-called Capacity Wish List)
- Constructing and harmonizing offers for Annual Requests, Late Path Requests and Reserve Capacity Requests
- Elaborating the chapter 4 of the CID with the support of all contributing IMs and AB
- Coordinating and supporting RUs and IMs during the paths ordering phase
- Collecting and analysing customers' international capacity wishes and needs for the annual timetable 2025
- Capacity management during the transition period of the merging of RFC Baltic -Adriatic and RFC Amber

The role of the C-OSS is also to follow and contribute to RNE projects related to capacity on the freight corridors:

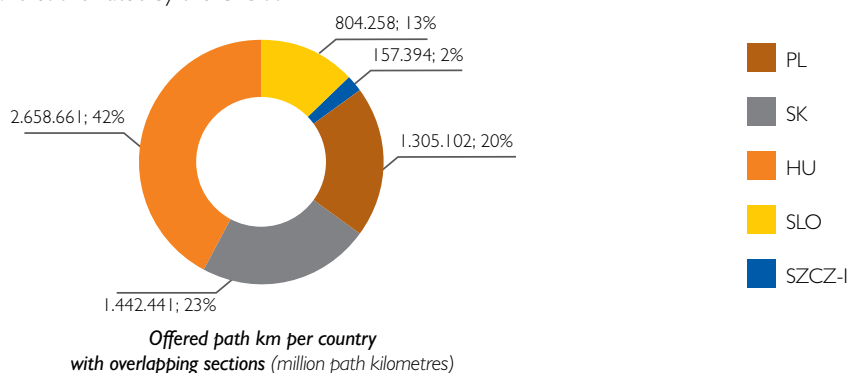
- Path Coordination System (PCS) Development
- Review of International Timetabling Process (TTR)
- Participating in the "C-OSS community" meetings gathering all C-OSS of all corridors aiming at finding common solutions and processes for all corridors

In order to intensify the close cooperation with applicants and improve the capacity offer, the C-OSS participated in the:

- PCS Trainings
- Forum Train Europe Conference (FTE B)

CAPACITY OFFER

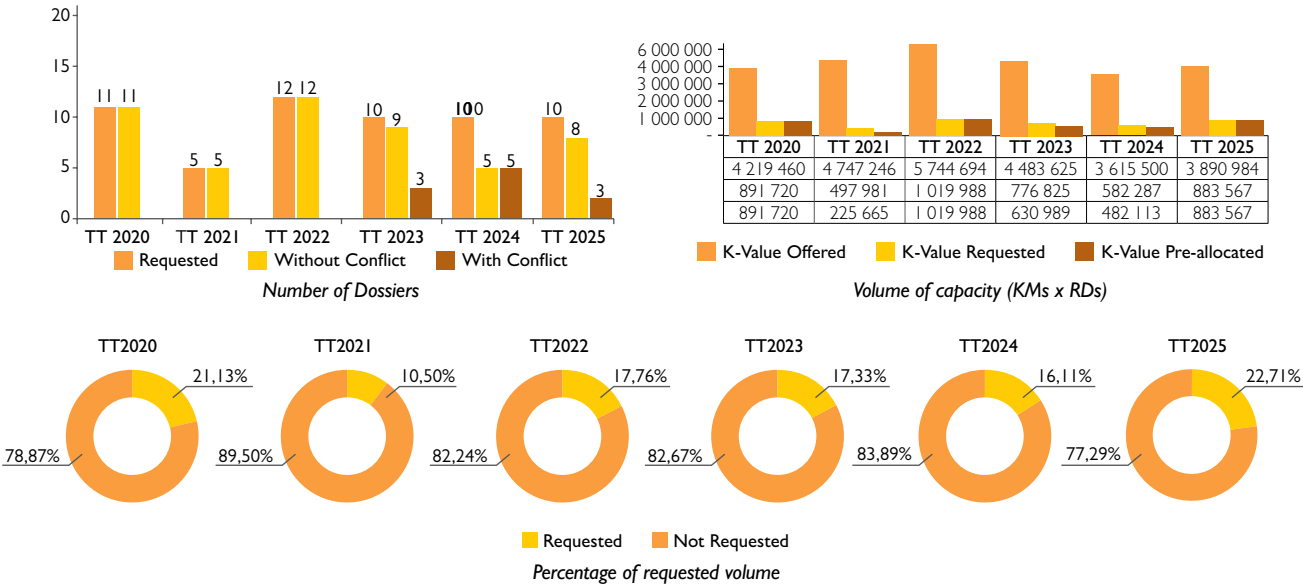
The 2025 timetable catalogue of **Pre-arranged Paths** was published on the **8 January 2024** offering customers around 3.9 million path kilometres for international traffic coordinated among IMs and AB, and 6.4 million path kilometers including overlapping. This dedicated capacity was offered and coordinated by the C-OSS.



Until **8 April 2024**, which was the deadline for placing international path requests for TT2025, the C-OSS Manager of RFC Amber had received ten requests, the same as in the previous year. Volume of requested PaP capacity rose 51.7% compared to TT2024 and was 0.88 million path km. In total 22.7% of the published capacity was requested. Two requests were in conflicts. All conflicts were solved and dossiers were released to Path Elaboration in PCS. C-OSS of RFC I I pre-booked 0.88 million path km in TT2025 versus 0.48 million path km in TT2024, an 83.81% increase.

VOLUME OF CAPACITY REQUESTS & OFFERS

The graphs below show the comparison of the volume of capacity offered, of capacity requested and of pre-allocated capacity respectively the number of requested dossiers.



The Draft Offer was not published in time for any dossier due to several interface issues. The Final offer was provided with a slight delay (later than 19 August 2024) for 2 dossiers as of 27 August 2024, for 2 dossiers as of August 28, for 1 dossier as of September 5 and for 2 dossiers as of September 18. All of them reached Active Timetable. 2 dossiers remain in Path Elaboration.

After the pre-allocation phase, the evaluation started with the goal to identify improvements to be implemented for TT2026. RFC Amber circulated together with all other RFCs in May 2024 a harmonized list for expression of capacity needs ("capacity wish-list") among all potential applicants, with a deadline to fill in the list by **16 August 2024**.

On the basis of the experiences obtained from the previous years, and from the information provided in the expression of capacity needs and the analysis of the requests submitted for TT 2025, the elaboration of the offer for TT 2026 started in September 2024.

The offer for TT 2026 will include among others:

- In cooperation with RFC B-A the PaPs for extra long trains of 660 m from Czechowice Dziedzice to Žilina and to Bratislava are offered in TT2024. The standard maximum allowed train length on section Czechowice Dz. – Zwardoń is 360 m.
- The offer also includes a route for a 700 m train from Bratislava to Szombathely

Applicants have the possibility to request adjustment of the running times of the published PaP according to their individual needs within a certain bandwidth. The PaP construction was completed on time in December 2024 for publication as a PaP catalogue (DigCat) for TT 2026 in the PCS.

RESERVE CAPACITY

On 14 October 2024 RFC Amber published Reserve Capacity (RC) for TT 2025 through its C-OSS, offering customers 4.5 million path-kilometres of ad hoc paths. The offer was published in PCS and also as an overview of the available capacity on the corridor website. Reserve Capacity on RFC Amber was offered as a guaranteed contingent of "capacity slots" and international freight paths per day and section (flexible RC approach), which applicants may request up to 30 days before a train run.

[More information about the C-OSS: rfc-ambereu/contents/read/about_the_c_oss](https://rfc-ambereu/contents/read/about_the_c_oss)

TRAFFIC MANAGEMENT & TRAIN PERFORMANCE MONITORING

The activity of the Working Group was fairly intense also in 2024. Beside the analysis and evaluation of the newly introduced KPIs, a deep investigation of the dwell time was carried out.

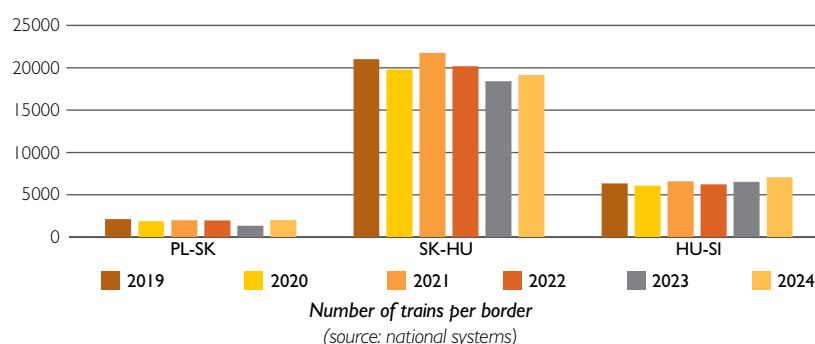
A thorough dwell time examination was carried out, keeping in mind the practical implications of the different calculation methodologies. As these indicators are published by listing each border crossing (BC) point, a stronger interaction of each individual IM (responsible for the handover station) was needed. Therefore, each concerned IM was addressed to confirm the validity of the dwell time values stemming from TIS, with giving the possibility to use their own figures based on the national systems.

COMMONLY APPLICABLE KPIs' MONITORING

The continuous measuring and monitoring of the operations and market development KPIs is also a regular task of the working group. The **punctuality** was 30% at departure (RFC entry) and 32% at destination (RFC exit), calculated by 30 minutes threshold. It is a welcome fact that the punctuality at destination has increased, measured with both 15 and 30 minutes threshold, compared to the previous year.

The KPI **“number of trains crossing a border along the RFC”** as a single value shows the total number of international train runs on selected pairs of border points. International freight trains crossing a border of an RFC are considered as RFC trains in the calculation. The report management tool of RNE indicated a value of **18 958** trains in the report of 2024.

Concerning the border figures, the only possibility right now to do thorough investigations is still using the data available in the national systems, but these systems cannot provide the RFCs with reports that cover the whole corridor. Border section figures called **“number of trains per border”** are still stemming from national systems, calculated for calendar year.

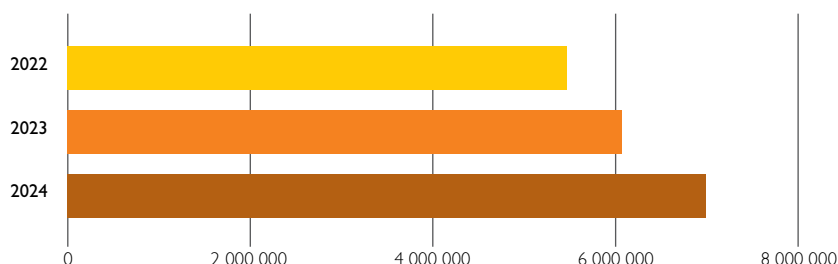


The rail freight traffic volume (“number of trains per border”) on the RFC Amber at the border sections shows a quite balanced picture in the past years.

The **“train kilometers of trains crossing a border along the RFC”** is calculated as the sum of real distances between origin and destination of all trains crossing a border along the RFC. Based on the analysis of the results, RFC Amber decided to publish this value compared to previous year’s one as well. The calculation of this KPI is based on data in RNE’s 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.

Continuous monitoring of the different types of **dwell times** and their calculation methods at the border sections took also place, however, the exact definition is still under elaboration. Till that time, IMs used partly their own national systems and partly the TIS for the determination of the dwelling times.

MAIN ACTIVITIES



Train kilometers of trains crossing a border along the RFC

(source: TIS)

The different types of **delay codes** were also continuously monitored during 2024 and their impact on various types of performance indicators was also measured.

COORDINATION OF TEMPORARY CAPACITY RESTRICTIONS

The coordination and publication of **Temporary Capacity Restrictions (TCRs)** in RFC Amber is delegated to the TCR Working Group, headed by PLK. The plan of TCRs is built on a yearly basis including the works foreseen by each of the RFC Amber Infrastructure Managers. The aim is to reduce the impact of works to a minimum and to find alternative train path or an alternative route in case of planned line closures or capacity restrictions so that freight traffic can keep moving. The TCR Working Group coordinates TCRs along the corridor and exchanges experiences and best practice in the field of TCRs between its Members.

The **objective to provide more up-to-date information through increased frequency of publication**, or the so-called **“rolling publication”** was also applied in 2024, meaning a publication “at any time”, i.e. as soon as an IM has information about a TCR.

[Learn more about the TCRs under rfc-Amber.eu/contents/read/capacity_restrictions](https://rfc-Amber.eu/contents/read/capacity_restrictions)

INCIDENT MANAGEMENT

On **23 January 2024**, a freight train headed for the branch line in the direction of Gáň derailed at the switch in Galanta station. The tracks and switches were seriously damaged and the incident required the immediate total closure of both tracks between Galanta and Gáň stations. International freight trains on this corridor could either use the Rusovce–Rajka crossing border or use the rerouting line from Leopodov via Bratislava to Galanta, in both directions.

The first track was put into operation, although freight trains in the affected section could run on the second track in a limited time, so the impact was low that (less than 25% of trains needed an operational treatment). The second track was put into operation on 5 February 2024 at 16:45. ICM related measures have been carried out, customers have been kept updated regularly.

CIP DEVELOPMENTS

The **Customer Information Platform (CIP)** is an interactive, internet-based information tool utilised by internal users such as Rail Freight Corridors, Infrastructure Managers, as well as public users. It provides essential information on routing, terminals, track properties, infrastructure investment projects, and more.

The new CIP is a part of the **Railway Infrastructure System (RIS)**, where data and functionalities of other infrastructure-based sector registers, including ERA's **Registers of Infrastructure (RINF)**, are merged to create an even more comprehensive and complete tool. In 2024, i. a. already available CIP functionalities in the RIS test environment have been tested, text modules in RIS have been created for all corridors where Reserve Capacity Offer for TT 2025 can be published and measures have been taken also **for the updating the CIP with the new ETC alignment**.

RFC Amber is regularly represented in the CIP Development Group and CIP Change Control Board, coordinated by RailNetEurope.

[CIP is available at cip.rne.eu website.](https://cip.rne.eu)

TRANSPORT MARKET STUDY

At the beginning of 2024, the activities focused mainly on the validation and exchange between the contractor and the RFCs, as well as the first main deliverable for all RFCs to be available, a Project dossier for a corridor description. Furthermore, the final outcome of the concluded RAG/TAG survey as well as an update of the current project status will be provided.

For the analysis of the future transport market, a **RAG-TAG survey** was conducted. The survey was originally planned to be managed between September and October 2023, but was firstly prolonged until the end of October to give participants of the survey more time to respond. The survey was later even further extended for RFCs to be able to ask important RFC stakeholders or missing entities for their contribution, which could represent a particular RFC in a meaningful perspective.

RFC Amber launched the **final draft report** to the Management Board on **21 June 2024** to give comments and inputs which were provided with the contractor on **3 July 2024**.

The final versions of the individual Transport Market Studies for each RFC started to be distributed in August 2024 for some fine-tuning as requested by corridors before the TMS could be concluded as a TA deliverable. This version was circulated also by the members of the Executive Board. After the final approval of each concerned party, the **final report was submitted among the other deliverables to CINEA** at the end of December 2024.

PROMOTING COMPATIBILITY BETWEEN THE PERFORMANCE SCHEMES

Art. 19 of the RFC-Regulation (913/2010/EU) refers a task for rail freight corridors regarding performance schemes. Based on the first point of this article, the management board of the freight corridor shall promote compatibility between the performance schemes along the freight corridor, as referred to in Article 11 of Directive 2001/14/EC. This was also a requirement of the current CEF TA project. Compatibility between performance schemes (or the lack thereof) has not been ranking high as an explicit aspect in the RFC User Satisfaction Surveys, however, certain comments given by RUs during RAG-TAG-Meeting have been implicitly touching upon the aspect.

Among the activities of RFC Amber, the following activities have been carried out:

- Analysis of performance schemes and setting up a comparison table (concluded in December 2023)
- Discussion of problems in specific cases during RAG-TAG-Meetings
- Promotion of potential new models for coordination between railway infrastructure and terminals (e.g. innovative approach from the Budapest-Bilk terminal, as presented by RAG-TAG Spokesperson)

RFC Amber has identified the following next steps:

- Addressing performance scheme issues at upcoming RAG-TAG-meetings
- Assessment of use cases for innovative approach to coordination between railway infrastructure and terminals
- Improving quality in delay coding and addressing methodological challenges
- Analysing impact of new capacity regulation on performance schemes
- Feeding experiences/knowledge elaborated in RFC Amber into future merged RFC Amber and RFC Baltic-Adriatic

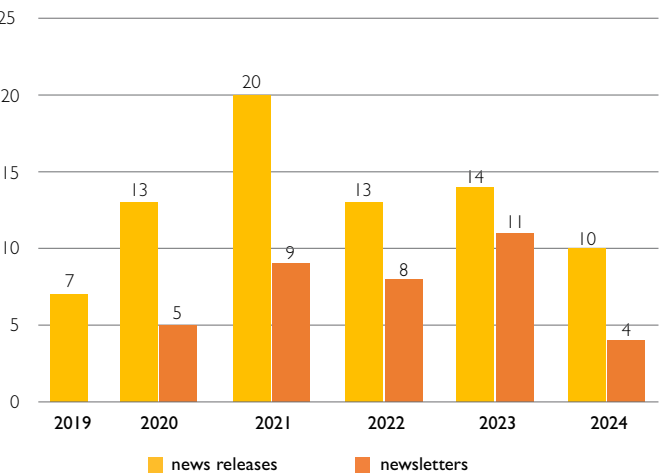
Performance scheme to be applied for corridor trains might be a potential step for further harmonization.

MARKETING & COMMUNICATION

In 2024 the corridor prepared also its fifth Annual Report under the lead of the Marketing WG. Issuing of electronic **newsletters** was also carried out regularly, informing customers and stakeholders about important achievements. In 2024 altogether four e-Newsletters have been dispatched to Customers, all RAG-TAG members, Executive and Management Board Members and further stakeholders of the corridor.

Press releases were continuously prepared in case of achievements which contribute to the successful implementation of the Action and providing information about the development of the corridor.

The electronic news channel was most active in 2021, but unlike the pandemic and its consequences, **personal connections** have once again gained greater emphasis in the corridor.



Number of launched newsletters and news releases

PUBLICITY

The **Connecting Europe Days 2024**, Europe's mobility flagship event, took place on **2-5 April 2024** in Brussels. The conference brought together more than 3,200 participants from over 80 countries. Participants included Ministers, politicians, financial institutions, industry representatives, transport stakeholders and the European Commission and related agencies. The topics discussed included concrete measures and exchange good practices on creating a sustainable, smart and resilient, transport and mobility network in Europe. It will take stock of the ambitious goals set out in the EU



RFC Amber was present at the Connecting Europe Days in a joint stand of RailNetEurope and the RFC Network (Brussels, 2-5 April 2024)

Green Deal and the Sustainable and Smart Mobility Strategy. RFC Amber team was also present at the event, consisting of the Managing Director, the Leader of the Marketing Working Group, and the Secretariat, used the occasion to exchange with stakeholders of the corridor, with policy decision makers and with colleagues from connecting freight corridors.

On **23 May 2024** RFC Amber and RFC Baltic-Adriatic held their third joint meeting with the Railway and Terminal Advisory Groups of both corridors in Sopron in Hungary. The meeting was well-attended, gathering more than 40 participants from all countries of the two corridors. Mr. Csaba Tibor Várkonyi from the Hungarian Ministry of Transport and Construction held the keynote speech for the event. The event was opened by Mr Márk Háy, acting Chair of the Management Board of RFC Amber, who also welcomed the participants in the name of GYSEV as host of the meeting. Dr. Gerhard Troche, Managing Director of RFC Amber and Mr. Alessandro Turconi, Executive Director of RFC Baltic-Adriatic, who jointly moderated the meeting, informed the participants about activities and developments on the corridors in 2023 and 2024, followed by the C-OSS-Managers of both corridors, Mr. Roman Stańczak and Mrs. Sandra Ferrari, who presented the capacity offer for the timetable period 2025.

On **5 September 2024** the traditional Hungarian **RFC Customer Day** took place in Budapest. The event, gathering customers of all four freight corridors, which Hungary participates in, was this year hosted by RFC Amber. The discussion evolved around two main topics: The new European capacity regulation and its impact on capacity allocation processes in general and freight corridors in particular and secondly the new TEN-T Regulation establishing the European Transport Corridors (ETCs) and leading to the geographical alignments of the RFCs becoming adapted and giving the RFCs certain new roles.

On **3 October 2024** RFC Amber and RFC Baltic-Adriatic held their fourth **joint meeting with the Railway and Terminal Advisory Groups of both corridors** in Krakow. The well-attended meeting brought together many participants from all countries of the two corridors. Weronika Karbowskiak, chairwoman of RFC BA, welcomed the participants and opened the meeting. The EU-Coordinator for the Baltic-Adriatic Core Network Corridor, Ms. Anne E. Jensen, held the already traditional opening speech. Implementation of the ETC BA was one of the major topics, which was followed by the discussion about the customers' views on RFC market needs, barriers and activities. Many interesting and useful discussions with the participants took place, as well as exchanges between corridor stakeholders. Both RAG-TAG meetings gave valuable feedback for future development of the corridors in the framework of the new European ETCs.



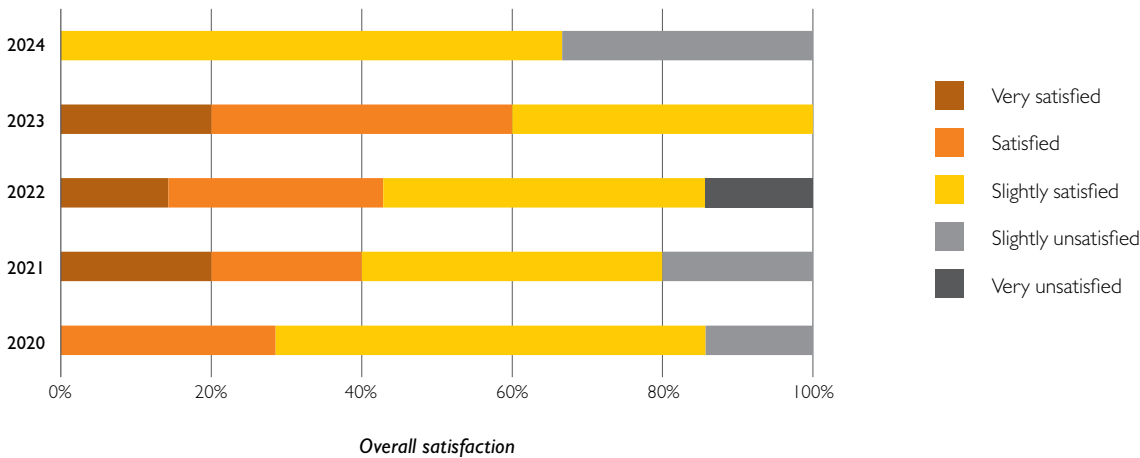
RFC Amber and RFC Baltic-Adriatic held their fourth joint meeting with the Railway and Terminal Advisory Groups of both corridor (Sopron, 23 May 2024)

SATISFACTION SURVEY

Regulation (EU) No 913/2010 requires Rail Freight Corridors' (RFC) Management Board to measure the satisfaction level of their users yearly and to publish the results of the survey. RailNeuEurope created a common platform of User Satisfaction Survey (USS) for all RFCs willing to participate, which has been launched in 2014, and redesigned more times based on the research experience.

In 2024 the hybrid version methodology was kept (online platform or personal interview), as well as clearer wording (to what extent are you satisfied with?) was applied. The interviews took place between **2 September 2024 and 16 October 2024**. Based on the results, RFC Amber's professional effort, activity plans, developments and customer-oriented approach are perceived and appreciated by the partners. This is also articulated in stronger emotions in the overall impression of RFC Amber, where the convincing majority of the respondents were satisfied.

Among the top strengths was the C-OSS and the information provided by the corridor. The overall satisfaction scores show a very favourable picture: every respondent was satisfied on some level.



More details: https://rfc-Amber.eu/downloads/grp/other_public_documents

OUTLOOK

2024 showed that as a result of the new regulatory background the cooperation can reach new levels. The establishment of the ETCs will continue to inspire us to further develop the knowledge we have gained, which will make the RFC Amber lines a valuable and well-functioning part of a new corridor.

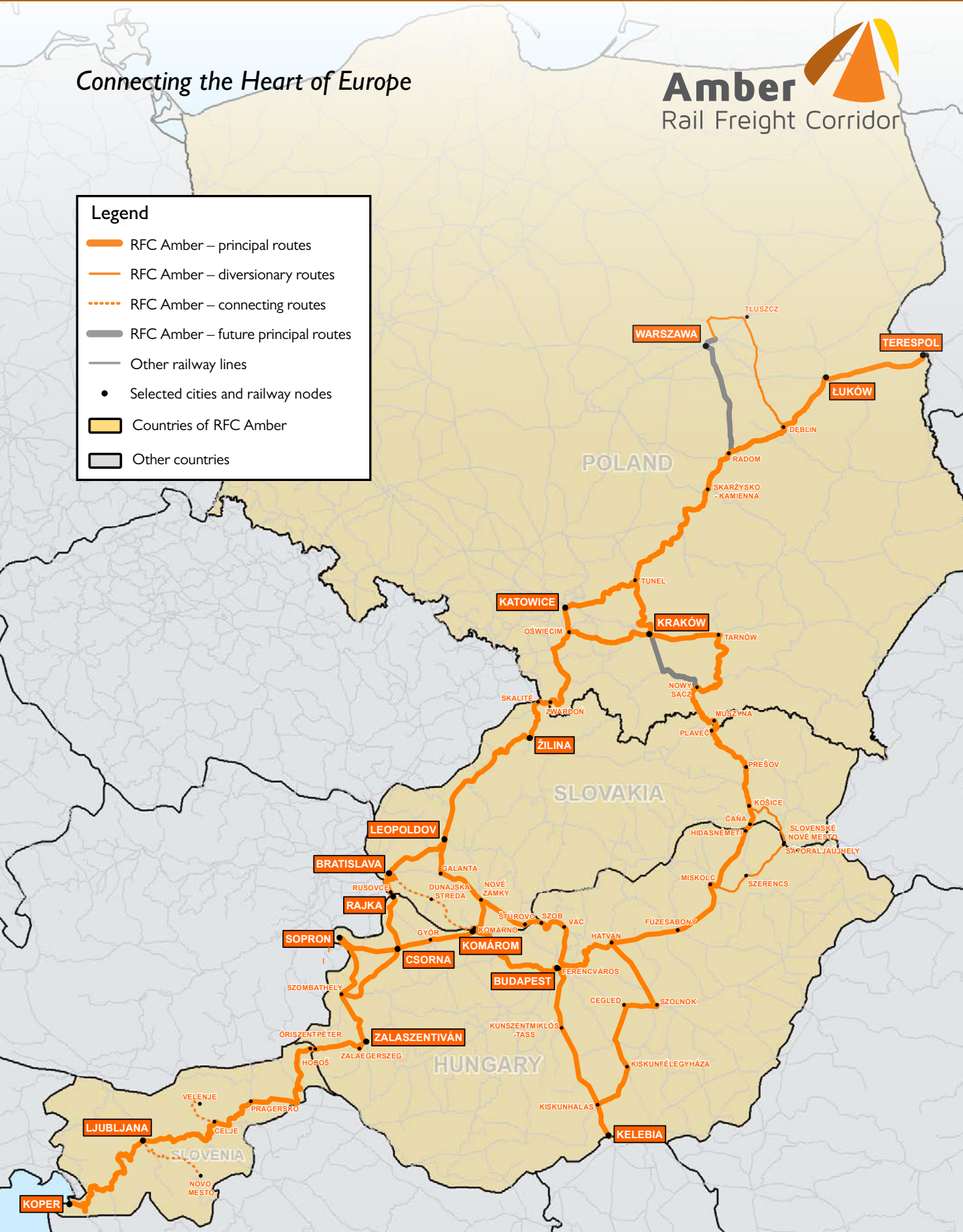
The legacy of RFC Amber can – in a nutshell – be summarized as follows:

- The RFC Amber lines closed important gaps in the network of freight corridors and provide the extended RFC Baltic-Adriatic with a second North-South route, providing more route options, additional capacity and better coverage of freight flows.
- With its relatively low gradients, the Western Hungarian North-South axis – a key section of RFC Amber – offers a flat North-South route east of the Alps ideal for freight.
- In case of disruptions, the lines of RFC Amber and Baltic-Adriatic have already in the past served as mutual rerouting lines, giving flexibility, i.e. in the context of International Contingency Management (ICM).
- With the inclusion of RFC Amber lines into RFC Baltic-Adriatic, the latter will comprise a continuous North-South route fully within NATO territory, a valuable feature in the context of military mobility in the European Union.
- Last, but not least, RFC Amber has also drawn attention to the importance of rail routes connecting the eastern regions of Poland, Slovakia and Hungary. These sections of RFC Amber will form part of the future Baltic Sea – Black Sea – Aegean Sea Corridor. The Budapest – Kelebia section of RFC Amber, important for freight traffic with South-Eastern Europe, will form part of the extended RFCs Rhine-Danube and Alpine-Western Balkan.

We look forward to continuing our cooperation, however, in a new format, and remain committed to making progress through the joint efforts of the future European Transport Corridors and also to all our stakeholders, in order to reach valuable results which may ease and support international rail freight transport.

Legend

- RFC Amber – principal routes
- - - RFC Amber – diversionary routes
- · · · · RFC Amber – connecting routes
- RFC Amber – future principal routes
- Other railway lines
- Selected cities and railway nodes
- Countries of RFC Amber
- Other countries



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