



InfraGO

IBS

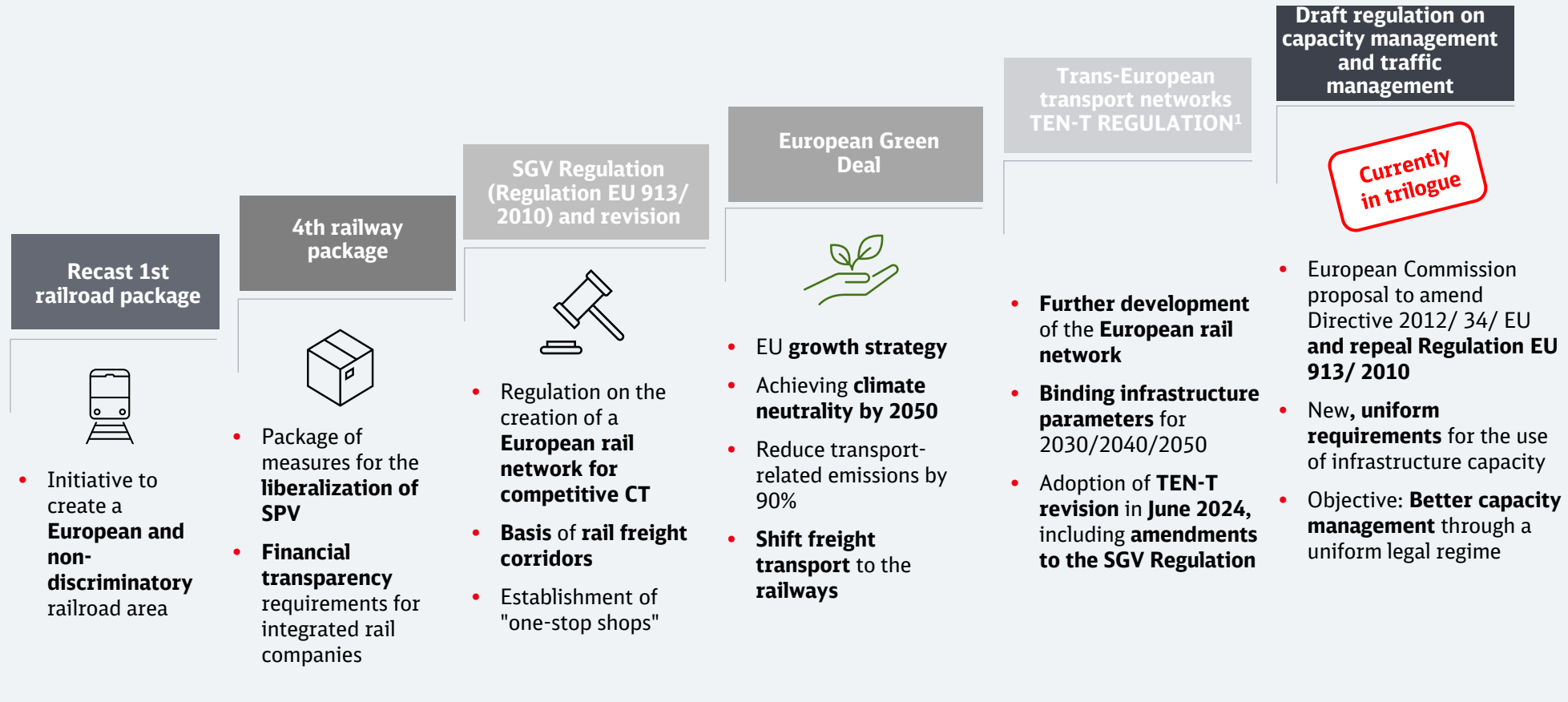


From RFCs to ETCs, and further on to ENIM

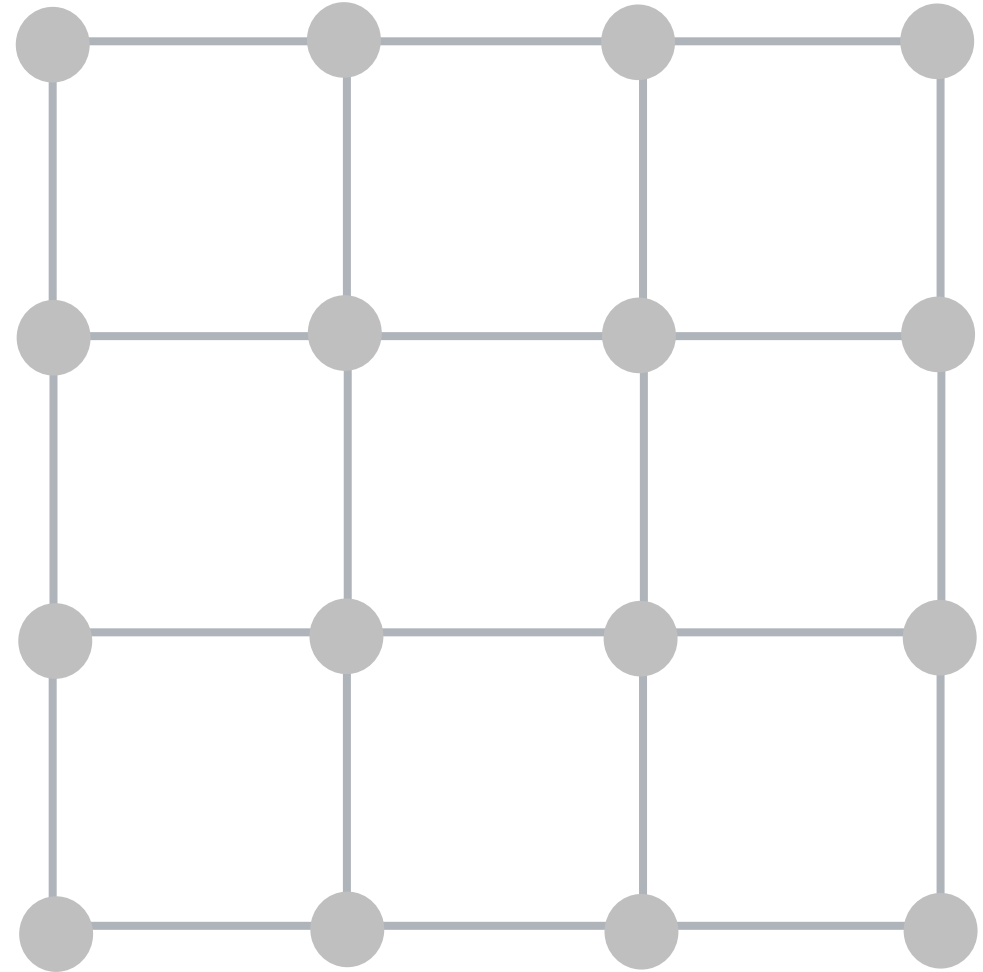
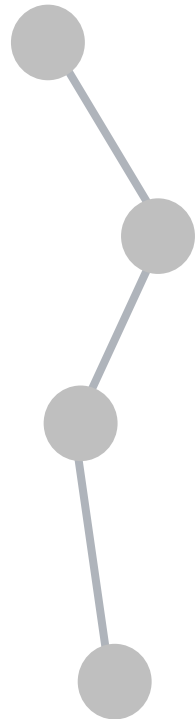
DB InfraGO | I.BE | October 24th 2025 | IBS Conference

Step-by-step the EU is creating a Single European Railway Area

The EU is pushing for the liberalization of free competition, pursuing the standardization of technical access, specifying requirements for the design of capacity planning and allocation, providing for the establishment of supranational and central structures for capacity and operation and establishing a common European network with consistent standards



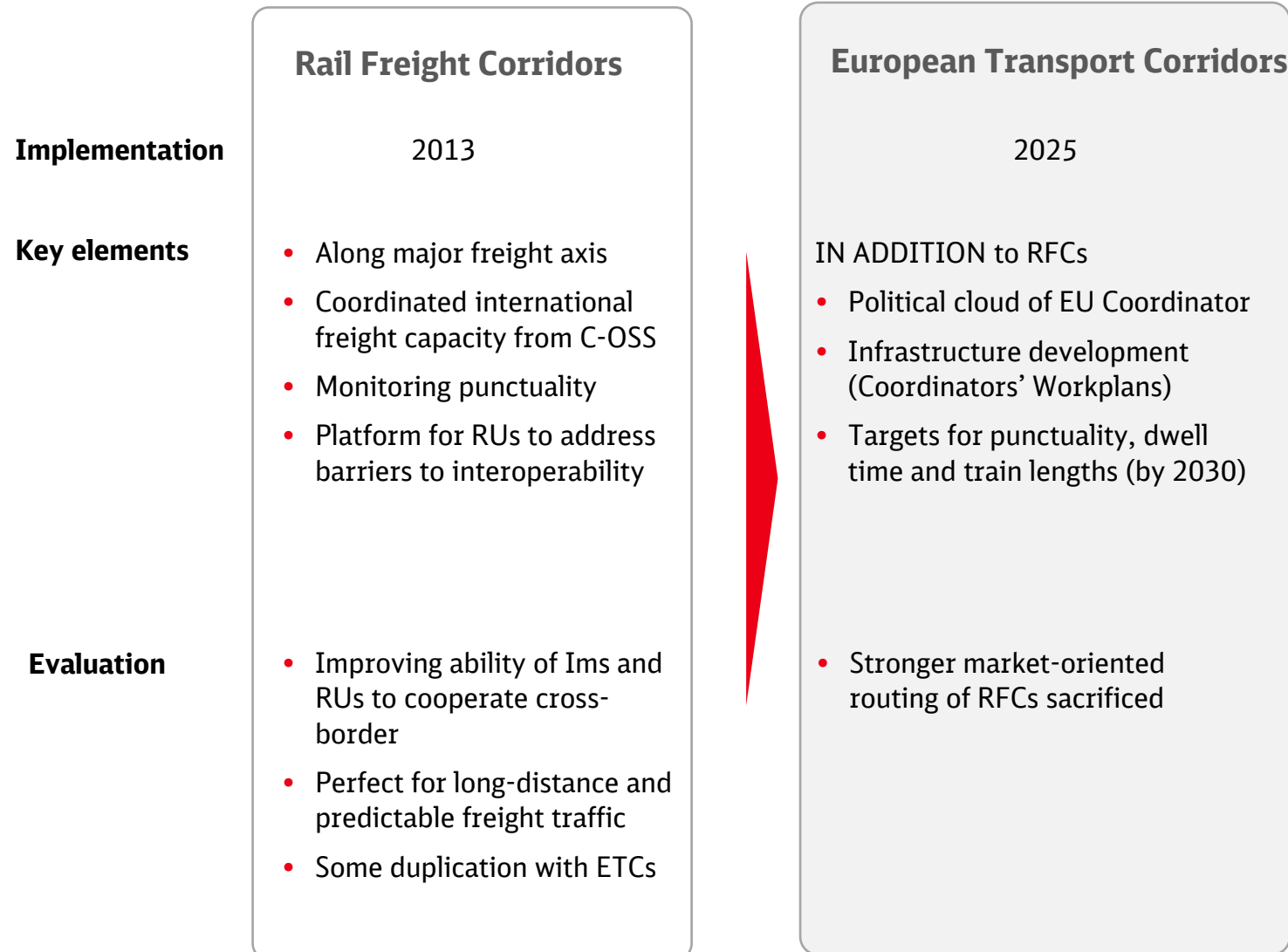
Different models of geographical cooperation



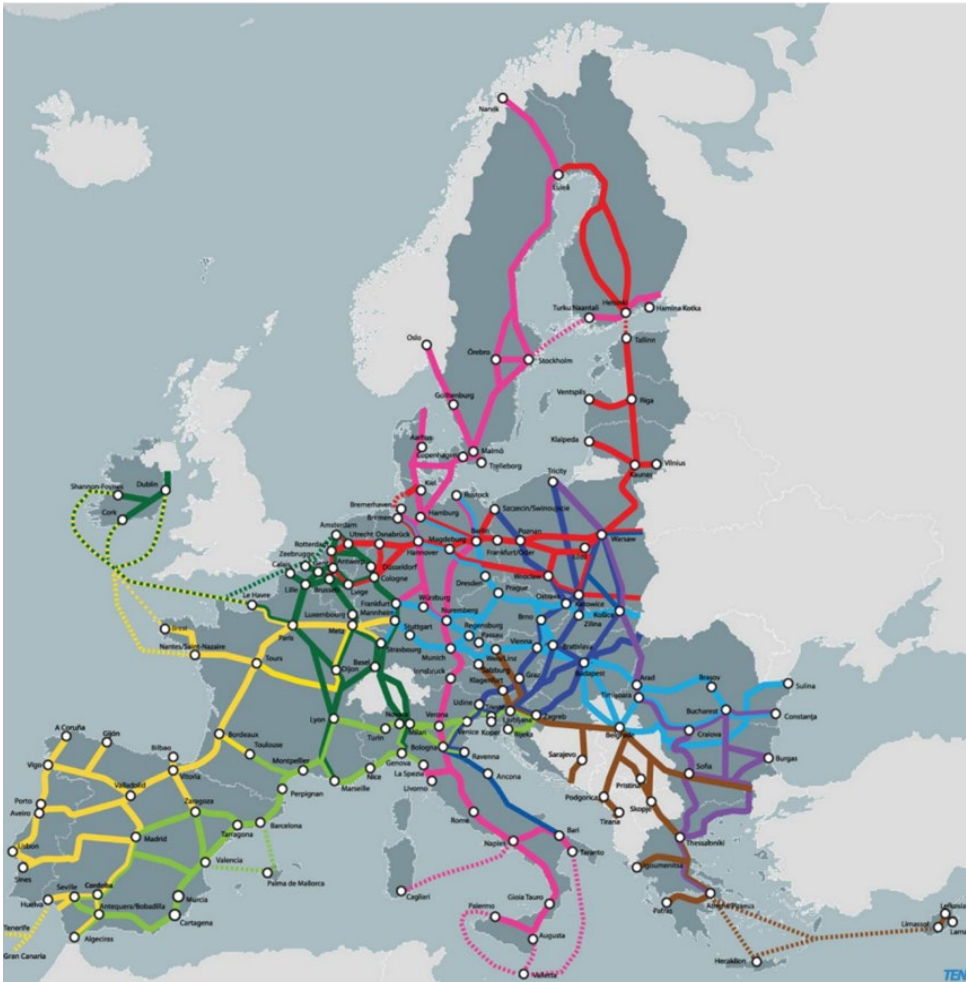
Genesis of cross-border cooperation of rail infrastructure managers in Europe

	Rail Freight Corridors
Implementation	2013
Key elements	• Along major freight axis • Coordinated international freight capacity from C-OSS • Monitoring punctuality • Platform for RUs to address barriers to interoperability
Evaluation	• Improving ability of Ims and RUs to cooperate cross-border • Perfect for long-distance and predictable freight traffic • Some duplication with ETCs

Genesis of cross-border cooperation of rail infrastructure managers in Europe

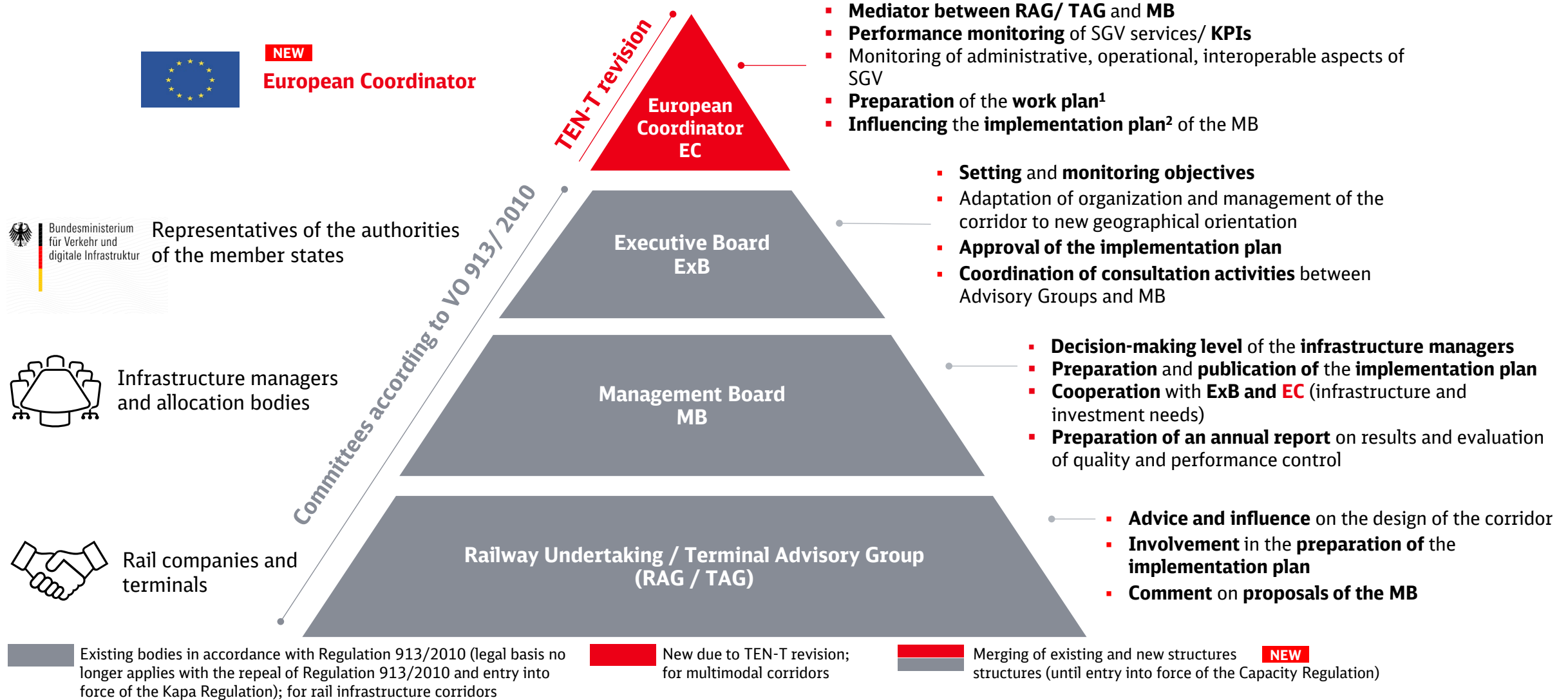


Consolidation of 9 TEN-T and 11 Rail Freight Corridors into 9 European Transport Corridors (ETCs)



Former RFC rail freight corridors (SGV)	Former trans-European transport corridors	New European Transport Corridors (ETC)	Affected rail infrastructure Germany
Atlantic			X
Mediterranean			
North Sea - Baltic			X
Scandinavian - Mediterranean			X
Baltic - Adriatic		Baltic Sea - Adriatic Sea	
North Sea - Mediterranean		North Sea - Rhine - Mediterranean	X
Rhine - Alpine			
Orient/East - Med			
Rhine - Danube		Rhine - Danube	X
Alpine - Western Balkans		Western Balkans - Eastern Mediterranean	
Amber		Baltic Sea - Black Sea - Aegean Sea	

Hybrid governance of RFCs in ETCs



New in TEN-T revision: Operational targets for punctuality and dwell time of international rail freight transport on ETCs



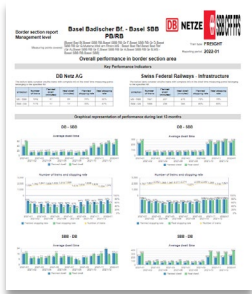
TEN-V Revision

New in TEN-T revision for international SGV trains until 2030 (Article 19, Para. 1):

- a) Dwell time (border standing time) in the border area of no more than 25 minutes per train on average
- a) Arrival punctuality at 75% (<30 min delay)

Relevance of border standstill times is increasingly into focus

The management bodies of the freight corridors should ensure that these targets are achieved ("shall make all possible efforts").



RNE Border Performance Reports

Initiative at RNE to measure border standstill times and punctuality, map them in reports (Border Performance Reports) and make them transparent.



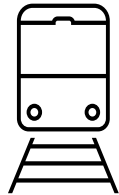
Quality Circle Operation (QCO)



DB InfraGO was the first RU in Europe to include border standing time as a key performance indicator - KPI 358 in the I.IB Performance Board

Improvement of border standstill times, especially via the QCO program, initiative of DB InfraGO in cooperation with rail companies and neighboring RIUs to reduce standstill times at the borders and improve punctuality

Article 19 (2) - Train path feasibility 740 m train paths¹



"Member States shall make every effort to ensure that by December 31, **2030**, on the freight lines of the core network, by December 31, **2040**, on the freight lines of the extended core network and by December 31, **2050**, on the freight lines of the comprehensive network ... the following conditions apply:

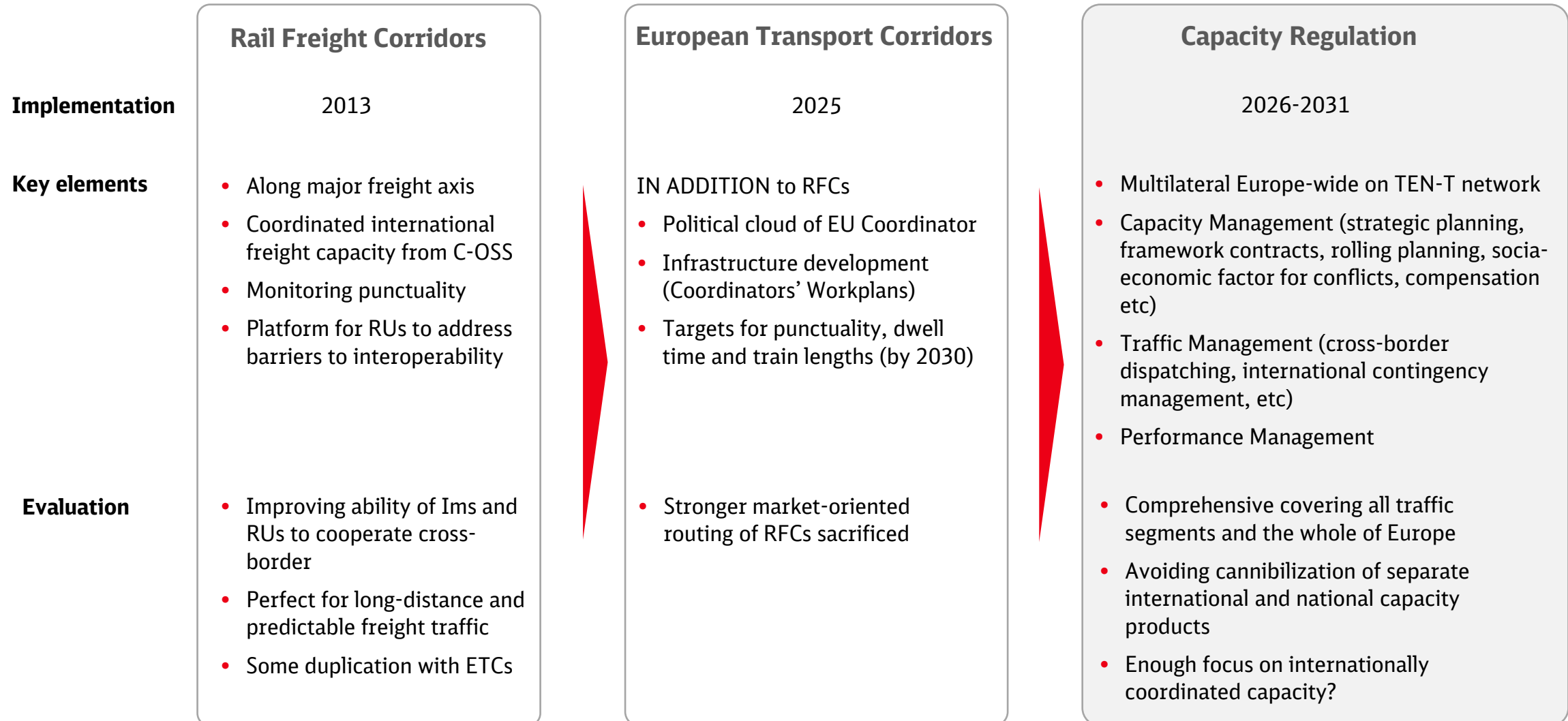
- (a) on **double-track lines**, at least **two train paths per hour** and direction may be allocated to freight trains with a length of at least 740 m (...); and
- b) on **single-track lines**, at least **one train path** per direction may be allocated every two hours and for freight trains of at least 740 m in length."

”

”

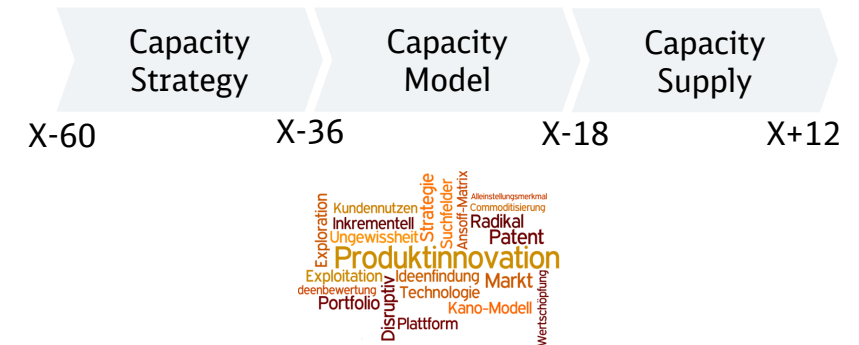
(1) Article 16(2) also requires Member States to ensure this for 2040. At the same time, it specifies "without derogation" (2) Source: I.IBF 2

Genesis of cross-border cooperation of rail infrastructure managers in Europe



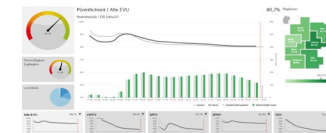
Key points: EU Regulation on capacity and traffic management

- a. **Binding Europe-wide standards** for capacity and traffic management/incident/crisis and performance management
- b. Specification by IMs in "**European frameworks**" (EF)
- c. Establishment of **EU-wide coordination structures** for this purpose: PRIME->ENIM, RNE->Network Coordinator, which also operate the central IT system
- d. Introduction of **strategic capacity planning** based on the TTR sector project supplemented by **strategic guidance** from the ministries. This enables **binding timetable specifications**
- e. Introduction of **socio-economic** criteria for capacity conflicts
- f. **Product innovations** Timetable such as "rolling planning" (regular train paths can be ordered during the year), framework agreements and joint allocation of train paths and SEs
- g. **Traffic control, incident and crisis management** especially for international traffic - use of ETMN and ICM sector concepts
- h. **Performance review** based on Europe-wide KPIs, EU Commission installs **Performance Advisory Board** for monitoring



European Traffic Management Network

International Contingency Management





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