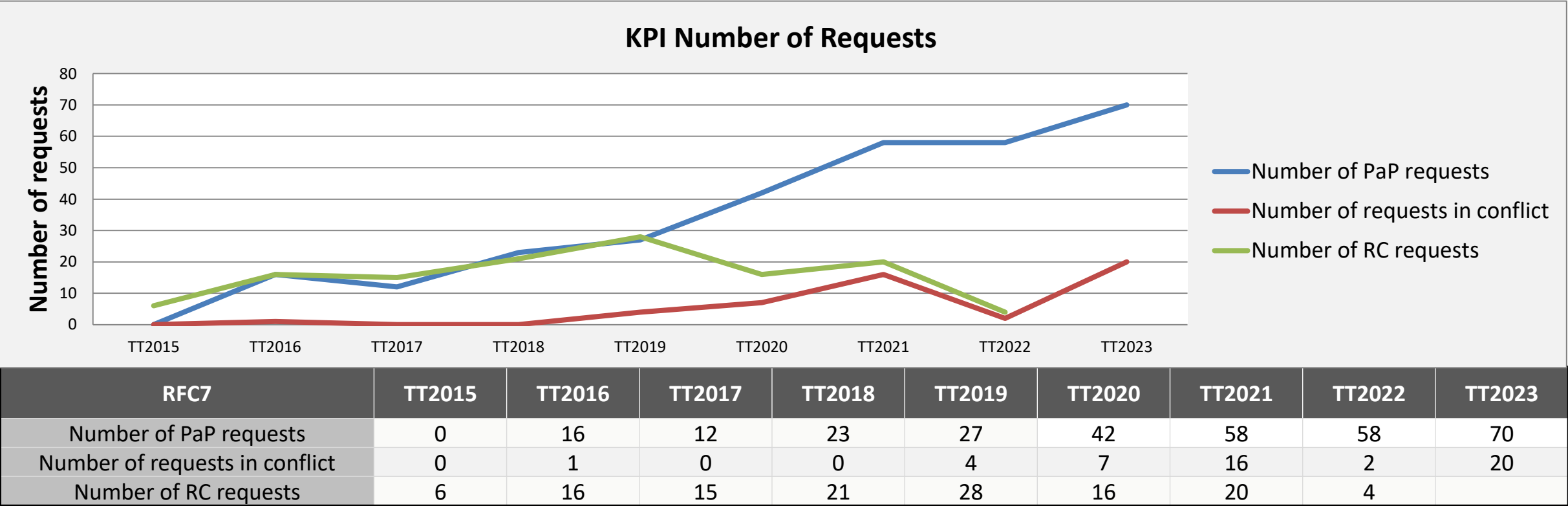
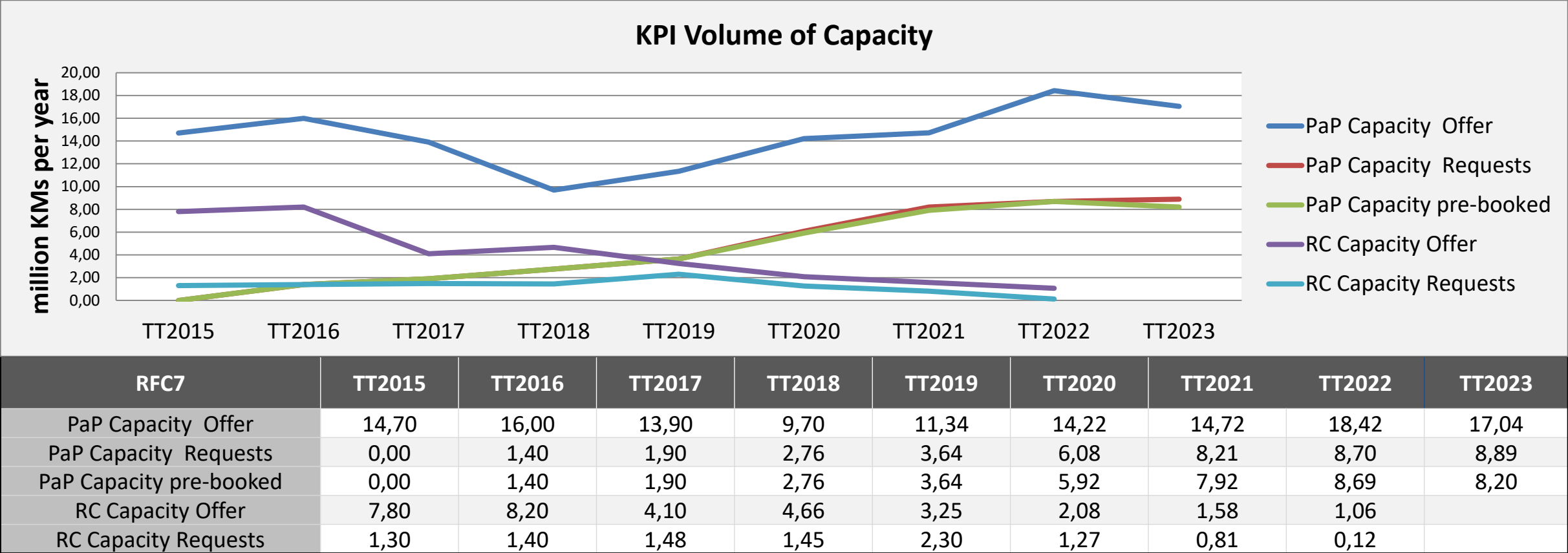




STATE OF PLAY RFC OEM CAPACITY

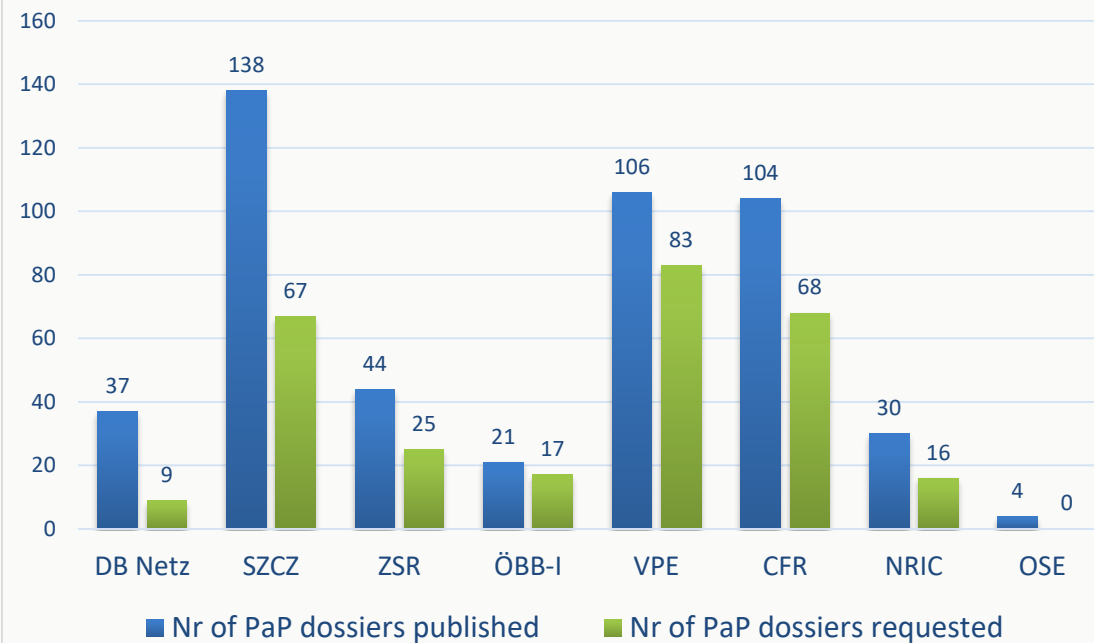
JOINT ADVISORY GROUPS MEETING

5th October 2022

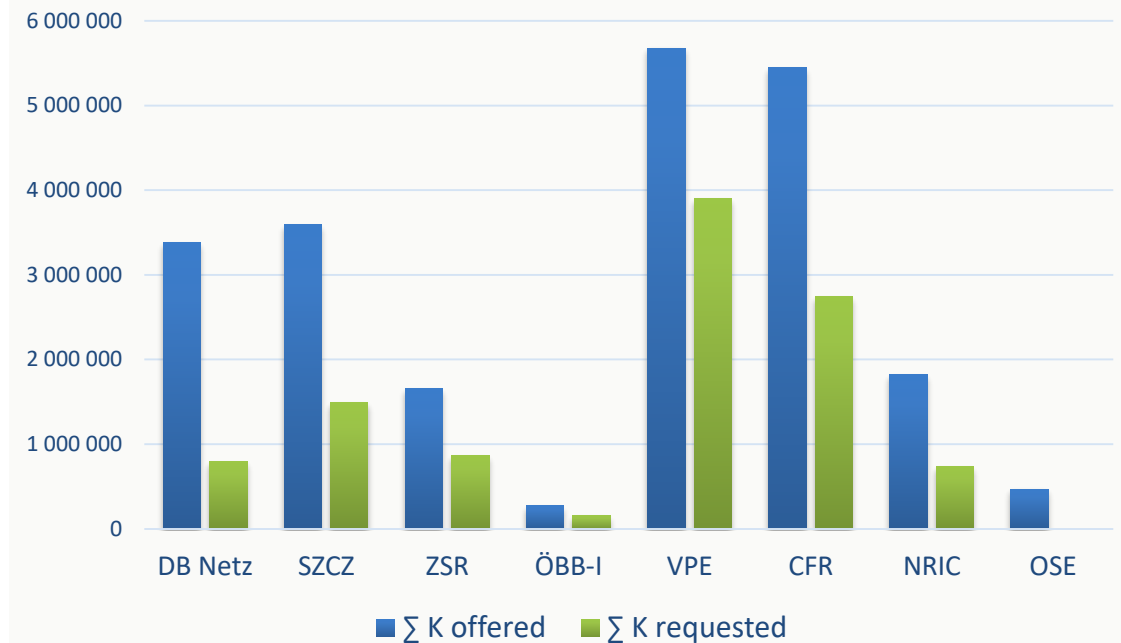


RESULTS ANNUAL PAP REQUESTS TT2023

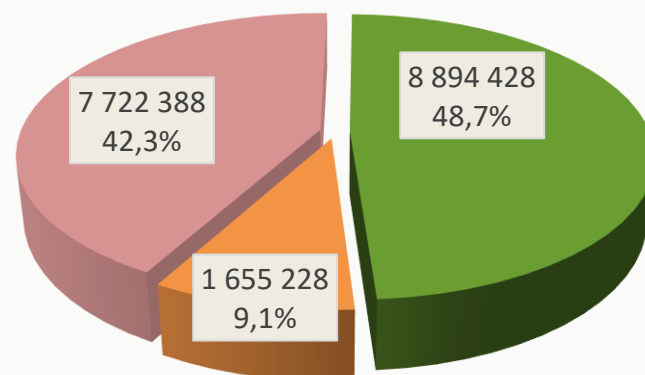
PaP dossier publication/requested ratio per IM



Offered/requested PaP capacity per IM

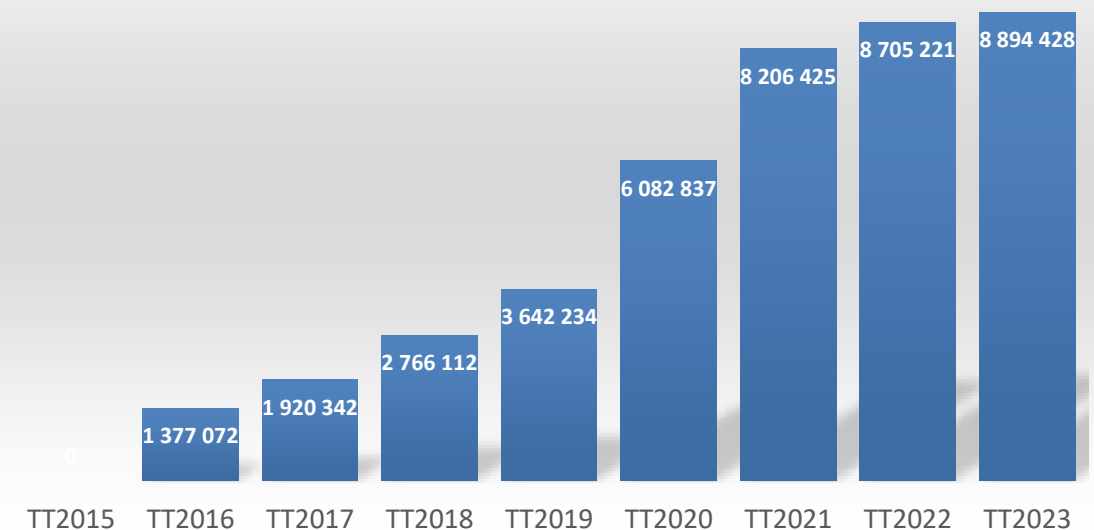


Total requested capacity TT2023



- RFC OEM responsible (PaP)
- RFC OEM involved (PaP)
- intermediate/feeder/outflow/connecting RFC

**Volume of requested PaP capacity
(C-OSS OEM responsible)**



Inputs

Customer wishes
71 wishes from 8 companies

Status quo traffic
New traffic

Planned pre-arranged routes:

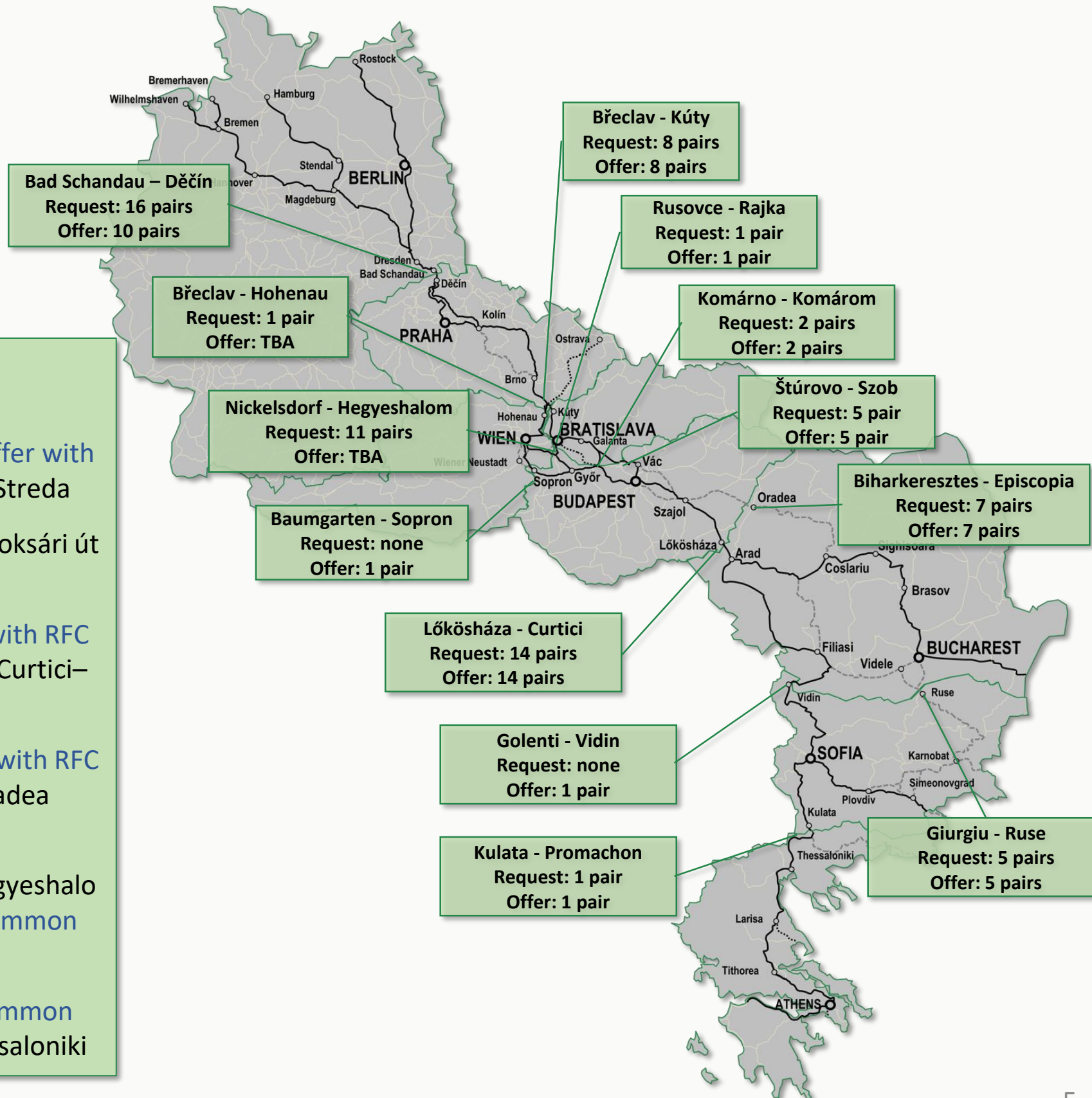
Wilhelmshaven/Bremerhaven (common offer with RFC 8)–Praha/Česká Třebová/Dunajská Streda
Česká Třebová–Brno–Dunajská Streda/Soroksári út rendező

Chalupki–Čadca/Břeclav (common offer with RFC 5)–Štúrovo (common offer with RFC 11)–Curtici–Catusa

Piacenza–Tarvisio–Wien (connecting offer with RFC 5)–Hegyeshalom –Episcopia Bihor–Oradea
(common offer with RFC 9)

Regensburg/Nürnberg/Aschaffenburg/Hegyeshalom–Craiova/Bucuresti/Constanta Port (common offer with RFC 9)

Sopron/Rajka/Hegyeshalom–Craiova (common offer with RFC 9) – Ruse–Svilengrad/Thessaloniki



Involved countries	Border section	Nr. path pairs TT2023	Product type	Responsible RFC
DE-CZ	Bad Schandau - Děčín	1	Slot *	8
CZ-SK	Břeclav - Kúty	1	Slot	7
SK-HU	Rusovce - Rajka	1	Slot	7
	Komárno - Komárom	1	Slot	7
	Štúrovo - Szob	1	Slot	7
AT-HU	Wien - Hegyeshalom	1	Slot	9
	Ebenfurth - Sopron	1	Slot	9
HU-RO	Lőkösháza - Curtici	No offer possible	Tailor-made	7
	Biharkeresztes – Episcopia	2	PaP	7
RO-BG	Golenti – Vidin tovarna	1	PaP	7
	Giurgiu - Ruse	2	PaP	7
BG-EL	Kulata - Promachon	1	PaP	7

*- One-time publication (no updates during the running timetable)

➤ **Bad Schandau – Děčín section reasons for being undersupplied:**

Container trains between Hamburg and Praha (Metrans) are not running on RFC route in Germany (route via Wittenberge – Büchen instead of Magdeburg – Uelzen).

In German territory most wishes are covered by DB Netz frame contract agreements for the upcoming two years → no PaPs shall be constructed for "framework wishes".

Current situation has a negative effect on the Czech PaP volumes.

➤ **Increasing traffic towards Rail Port Arad terminal (Curtici).**

➤ **Increasing traffic towards Constanta and Çerkezköy.**

➤ **Ongoing construction works on line Békéscsaba – Lőkösháza border.**

➤ **Increasing volumes via Biharkeresztes – Episcopia.**

The reconstruction and electrification of line 101 Püspökladány – Biharkeresztes border shall be finished by 01-09-2023 → increasing diversionary route attractiveness.

➤ **No wishes from/to Rostock for TT2024.**

Former traffic has been cancelled.

➤ **No wishes from/to Athens.**

RFC OEM main route via Vidin – Kulata is still less preferred compared to the route via Serbia – North Macedonia.