

RNE Financial Report

Figures & Developments



Co-funded by
the European Union



WHAT DOES THE FINANCIAL REPORT INCLUDE

Content



01

— INTRODUCTION

by the President and the Secretary General of RNE

03

— FINANCIALS

all financial reporting documents

02

— BUSINESS AREAS

Overviews from each Business Area of RNE

04

— AUDIT REPORTS

External and Internal Audit Reports

INTRODUCTION BY THE PRESIDENT & SECRETARY GENERAL

A foreword to this Financial Report 2023 given by the President of RNE Paul Mazataud and the Secretary General Joachim Kroll.



IN 2023, RNE EXPERIENCED A DYNAMIC AND EVENTFUL PERIOD, CHARACTERIZED BY A MULTITUDE OF SIGNIFICANT ACTIVITIES AND MILESTONES. WITHIN THE FOLLOWING PAGES OF THIS REPORT, WE PROVIDE A DETAILED ACCOUNT OF THESE ENDEAVORS, OFFERING A COMPREHENSIVE INSIGHT INTO OUR PERFORMANCE AND ACCOMPLISHMENTS DURING THIS PERIOD.

The ongoing activities and new developments within the international business of Infrastructure Managers (IMs), Allocation Bodies (ABs) and Rail Freight Corridors (RFCs) brought again new challenges and major progress in all RNE's business areas.



PROPOSAL FOR A DRAFT REGULATION

However, the main highlight was the EU Commission's proposal for a draft Regulation on the use of railway infrastructure capacity in the Single European railway area, published on 11 July 2023, which poses potential new activities for RNE and all its business areas in the future.

We would first like to thank the European Commission for this solid proposal, which considers the sector's initiatives to improve the European infrastructure business. A special thank you goes to Kristian Schmidt, who at various occasions mentioned that the role of Network Coordinator has been drafted for RNE. The sector has been very busy discussing the proposal and will continue to do so in 2024.

We would also like to thank the Members of the European Parliament that already came up with the proposals on the amendments, and who took the time to learn about Infrastructure Managers' activities and considered them in the process.

Furthermore, we also hope to continue with the fruitful collaboration with [CER](#) and [EIM](#) in that regard.

RNE MANAGING BOARD ELECTIONS

In May 2023, the RNE Managing Board elections took place at the RNE General Assembly. All Board Members were re-elected, and Alfred Pitnik (ÖBB-Infrastruktur) joined in addition.

INTRODUCTION OF RNE WORKS COUNCIL

Moreover, the growing size of our Association led to the introduction of an RNE Works Council in the summer period. In this context, the RNE Management carried out its first HR survey on staff satisfaction, which portrayed very good results and a high rate of satisfaction.

UPDATES OF EACH BUSINESS AREA

Please find some insights into our past and ongoing work in the following business area updates, where we would like to draw your attention to some of the 2023 highlights. More detailed information can be found in the related sections on our website:

<https://rne.eu/>

COOPERATIONS

All of this has been and continues to be possible only thanks to the strong and constructive collaboration we are fortunate to enjoy with our business partners - especially [CER](#), [CIT](#), [EIM](#), [ERFA](#), [EU-Rail JU](#), [FTE](#), [IRG-Rail](#), [ALLRAIL](#), [PRIME](#), [ERA](#), [UIC](#), [UIRR](#) and [RFF](#) - for which we are most grateful.



Also, we would of course like to thank the representatives of our Members, the Infrastructure Managers (IMs), Allocation Bodies (ABs) and Rail Freight Corridors (RFCs), as well as the RNE Joint Office staff, for their continuous commitment and support on management and expert level.

FINANCIAL AUDIT

Financially, the budget commitments in 2023 were met. Despite the growing number of tasks, the accounts of the Association demonstrate sound economic and financial results. This was testified by RNE's internal Auditors, Andreas Gaberthüel and Alfred Lutschinger. We would like to thank both very much for their efforts. The internal audit was confirmed by the external auditors, Merkur Control. In the context of financing, we of course would like to express our gratitude to the European Commission for their increasing support through providing funding and thereby further pushing our activities for the benefit of the railway sector.

We hope that you will find this extended Financial Report informative, and we are excited to move forward together with our partners in continuing to facilitate international rail services throughout Europe.

Another milestone we are happy to have reached in 2024 is the 20th anniversary of RNE, which we will commemorate with articles and activities.

With all ongoing discussions and developments in the sector, we all are facing busy and challenging times which hopefully will lead to gratifying results for the benefit of the European railway sector. We at RNE, as an Association of Infrastructure Managers and Allocation Bodies, are looking forward to this chapter and are ready to contribute jointly.

Yours sincerely,

PAUL MAZATAUD

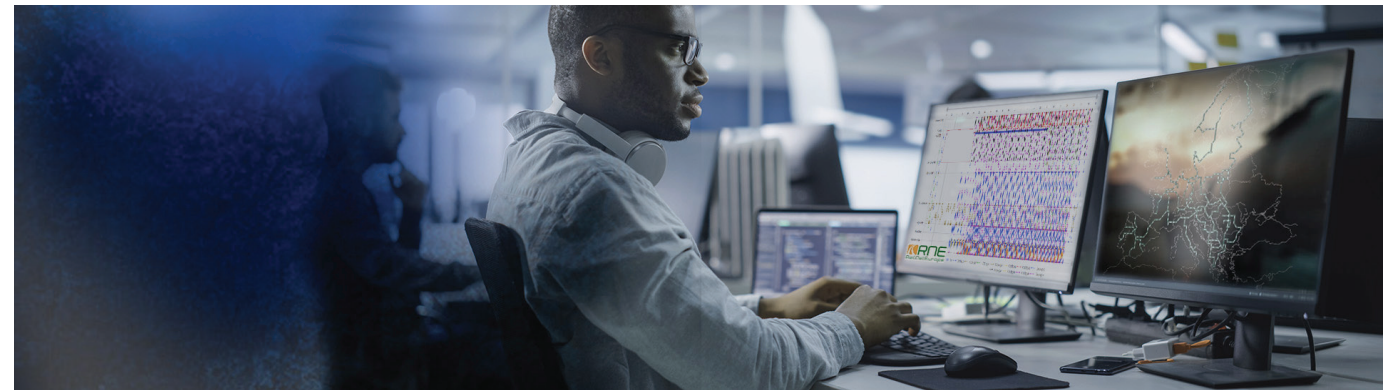
RNE PRESIDENT

JOACHIM KROLL

SECRETARY GENERAL

BUSINESS AREAS

CAPACITY MANAGEMENT & TTR



For several years, the Timetable Redesign (TTR for Smart Capacity Management) follows a stepwise implementation approach, which led to the launch of several Capacity Management processes designed within TTR. In July 2023 the European Commission published a draft Regulation, which contains large portions of the TTR processes and principles. It offers a solid legal basis for the ongoing TTR implementation whilst also adding new ideas and elements. This draft Regulation raised the implementation plans to a new level, foreshadowing the full implementation of TTR by timetable period 2030.

CAPACITY MANAGEMENT PROCESSES

RNE has continued its efforts to further detail, enhance and improve its Capacity Management processes. In 2023, this culminated in the provision of new and updated process handbooks for Path Cancellation, Path Alteration, Path Modification, Annual Allocation and Capacity Strategies. In addition, initial business requirements for Capacity Supplies - a central component of TTR - were created. Increased activities regarding monitoring of agreed implementation steps support the overarching vision of an integrated process. This includes the calculation of KPIs for the compliance with timetabling and TCR deadlines, with further indicators to measure the quality of results being currently developed.

Evidence of the shared vision can be found in the annual publication of Capacity Strategies (<https://rne.eu/capacity-management/capacity-strategies>), which is already based on a common process and was so far executed for the timetable periods 2025 to 2027, and in the conduction of the annual RNE Technical Meeting in Budapest, in which RNE Members align their path offers.

In cases of processes with high impact on stakeholders, RNE together with its partners conducts pilots to enhance the theory with practical experiences. Latest example is the question of how to integrate applicants' feedback into the designing of Capacity Models. The Capacity Needs Announcement (CNA) process was piloted accordingly (<https://rne.eu/capacity-management/ttr/implementation/pilots-and-mvp/pilot-on-capacity-needs-announcements>), with findings scheduled to be integrated into the respective process descriptions in 2024.

In other instances, it is relevant to conduct studies as basis for further developments. The draft Regulation foresees the increased use of socio-economic principles in the design of capacity and as means to resolve scheduling conflicts. Due to a lack of experience in the sector, RNE issued a study to identify if and how such criteria can be used on European level ("Feasibility Study"). Results are due by the end of 2024.

DIGITAL CAPACITY MANAGEMENT (DCM)

Digital Capacity Management has entered a new phase in 2023 with the kick-off of the development of the PCS Capacity Broker. This is the first DCM tool to be fully based on TAF/TAP TSI communication. Meanwhile, plans were made to tender the next generation of the TCR Tool and ECMT. With that, a plan for a full, TAF TAP TSI based DCM portfolio is envisioned to be fully functioning by 2026. At the same time, the existing PCS Envelope Concept saw a steady increase of requests, leading to more than 3,850 dossiers in the annual request for timetable 2025 – a plus of 35% within 3 years.

Another existing central component, the European Capacity Management Tool (ECMT), was essential in the first ever creation of Capacity Models in Europe. Originally conceived for pilots, Capacity Models for timetable 2025 were created in the tool by June 2023. The third central component of the DCM concerns the Temporary Capacity Restrictions (TCRs), which are coordinated and published via the TCR Tool. With the deployed first version of the DCM tools, RNE can conclude a successful proof of concept for DCM, with solid foundations built for further developments.

Having reached their potentials as prototype tools, RNE has started work on the next evolutionary step for the ECMT and TCR Tool. Due to the similar nature of their core structures, plans are to build the next versions with a shared core architecture. A tender is in preparation and a release of the new system is scheduled for late 2025/ early 2026.

Integral parts of the DCM are also the Minimum Viable Products (MVPS), which are usually systems built on smaller scale to be provided to the market, e.g. a tool to harmonize border times by using automated messages ("Border Harmonization Tool"), national automated path construction combined to provide only one answer ("Short Term Ad Hoc"). In 2023, all MVPs progressed to a state of maturity to be either used or tested.

DCM is also a central goal of the draft Regulation and needs to be integrated into the big picture of European IT. To ensure a seamless integration, RNE engages in several activities, like Europe's Rail Joint Undertaking, in which DCM principles are embedded as Capacity Management Systems (CMS). In 2023, RNE provided input in the CMS Concept and System Definition documents and continues to support the system description of the System Pillar.

GENERAL TTR ACTIVITIES

The complex development and implementation of TTR led to an overhaul of the complete programme plan in 2022-2023. Improvements can be found in the overall organisation, with stronger focus on the end products of the process as well as the increased alignment with stakeholders, particularly via the TTR Advisory Board and the TTR Legal Task Force.

A dedicated information event – the TTR Day – was held in Vienna on 19 September 2023, where participants from all over the sector were able to get the latest news on TTR regarding implementation status, the target picture, legal developments and DCM.

Furthermore, the RNE Joint Office team continuously engages with RNE Members individually on day-to-day subjects as well as strategic questions. For the former, a dedicated team conducts Member Visits, which serve to identify the national situations and obstacles, provide first hand exchange between experts and support the constant update of the TTR implementation plan. For strategic questions, RNE conducted a series of C-Level Meetings with high-level representatives, elaborating on issues like budget, national strategies and the impact of legal developments. These activities are contributing to the "TTR Railroad Map" (or "TTR Scoping Document"), which defines the gradual implementation steps and is updated annually.

OTHER DEVELOPMENTS IN CAPACITY MANAGEMENT

In the context of TTR, RNE has also created the first ever Guidelines to harmonize Commercial Conditions. These guidelines are planned to be piloted by several RNE Members. A project aiming at a full implementation is currently under elaboration.

RNE also supports the European Commission's Passenger Pilots with advise and support regarding Capacity Management.

More information on RNE's activities in Capacity Management can be found here:

<https://rne.eu/capacity-management>

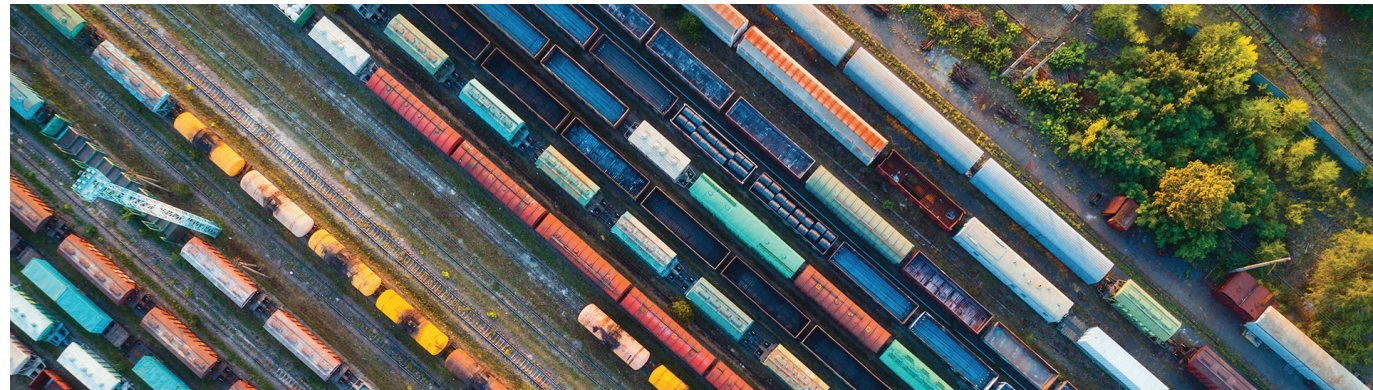
More information on TTR can be found here:

<https://rne.eu/capacity-management/ttr>



PHILIPP KOISER
HEAD OF CAPACITY MANAGEMENT
INCLUDING TTR

TRAFFIC MANAGEMENT & TRAIN PERFORMANCE MANAGEMENT



In 2023, RNE continued implementing the European Traffic Management Network concept, defining the specification of the relevant tool to support the cooperation of national traffic control centres. The new concept is built on the European perspective of train-run management to increase the overall effectiveness of a railway business with improved resource management. In addition, a Railway Collaborative Decision Making project was launched to define cooperation processes between stakeholders participating in the railway part of the logistic chain. This approach aims to transfer the successful approach from aviation to the railway business.

The Language Programme activities continued in the communication field in 2023. The language tool prototype, developed under the Shift2Rail Translate4Rail project, was tested to support the neighbouring regional traffic centres' communication using predefined messages. Based on the test results, and to support future improvement, the list of recommendations for further language tool prototype development was elaborated focusing on the usage of updated predefined messages in the communication. The improvement of the communication on the national level continued via the English-speaking dispatcher activity.

In the area of train running forecasting activities continued in 2023 setting up a public procurement to ensure a coverage of train ETA for the whole European network. The intention is to implement a forecasting module to the RNE TIS application providing each train with a train running forecast.

Taking the outcomes from performed simulations and real ICM cases, and considering the recommendations from case studies on allocation principles, the new revision of the International Contingency Management (ICM) Handbook has been launched. Beyond that, the ICM Handbook revision considered the proposals coming from the new capacity regulation legislation. These activities should contribute to better contingency management on the European railway network.

The implementation of the RNE TIS Data Quality strategy continued implementing data quality management processes and common KPIs. Permanent cooperation on a regular basis on TIS data quality was established with RNE members to improve the provided data to the RNE TIS.

The new RFC train identification, assignment to the relevant corridor(s) and introduction of an automatic procedure for this identification were implemented in the reports and IT tools. In addition, several new data quality and train performance reports were prepared and existing ones adapted to the users' needs.

More information on RNE's Traffic Management & Train Performance Management activities can be found here: <https://rne.eu/traffic-management>



PETER ŠIŠOLÁK
HEAD OF TRAFFIC MANAGEMENT



In recent years, RNE and its members have coordinated and developed a comprehensive IT strategy. This strategy was largely adopted by the PRIME Digital Subgroup in 2023 and represents an important cornerstone for the implementation of common European systems.

The strategy is based on the three main pillars:

- 1) **Digital Infrastructure Information,**
- 2) **Digital Capacity Management,** and
- 3) **Digital Train Information.**

The individual parts of the IT strategy build on each other, use the same standards (TAF/TAP TSI) and complement each other. Therefore, information used in one of the three areas can be reused by other RNE applications.

Moreover, RNE chairs the PRIME Digital Subgroup whereby the three pillars were discussed within the European Infrastructure Managers and the European Commission and has set up joint activities within EUJA, ERA and UIC/RFF.

DIGITAL INFRASTRUCTURE INFORMATION

The first level is a standard representation of the **Digital Infrastructure Information** framework. The railway sector has agreed to use TAF/TAP TSI protocol and the same reference files with location codes called PLCs (Primary Location Codes) for all types of data exchange.

These codes are now widely used within European railway sector applications (CCS CRD, CIP, TIS, CIS, PCS, TCR, ECMT) and have been smoothly integrated into the RNE Big Data Framework. Furthermore, the Railway Infrastructure System (RIS) will replace the TAF/TAP TSI Central Reference Files Database (CRD), Geo Editor, Customer Information Platform (CIP), and Rail Facilities Portal (RFP). RIS will also support railML 2.5 data exchange and be able to collect data from RINF. This unified and powerful application is expected to be completed by the 2nd Quarter of 2024.

DIGITAL CAPACITY MANAGEMENT

The **Digital Capacity Management** covers the **advance capacity planning**, including the Temporary Capacity Restriction Tool (TCR) and European Capacity Management Tool (ECMT) and all phases of the **capacity requesting/ timetabling** supported by the Path Coordination System (PCS).

The existing PCS version experienced a steady increase in usage for the respective annual timetables in 2023 and finally also in 2024. In 2023, however, intensive work was already underway on the new PCS version, the PCS Capacity Broker. This is set to replace the existing version in October 2024. The Capacity Broker is an important digital building block for the implementation of the planned capacity regulation. In parallel to the Capacity Broker, the “short-term ad-hoc path request” functionality was developed as a minimum viable product to be piloted and used from September 2024 onwards.

In **advance capacity planning**, the Temporary Capacity Restriction (TCR) Tool and European Capacity Management Tool (ECMT) were further developed to support the first versions of the Capacity Model as well as to pilot the TCR process to coordinate TCR between IMs. Both versions only provide basic functionality and were then developed for initial implementation and pilot projects.

A new tender for development and merging of the two systems was already planned for 2023. However, as this was not included in the 2023 budget, the tender had to be postponed by one year. The two systems are expected to be completed in the first quarter of 2026.

DIGITAL TRAIN INFORMATION

Regarding **Digital Train Information**, the Train Information System (TIS) is one of the most used Business to Business systems in the railway sector. Nearly 5000 regular users are using the system to track and trace the trains. Moreover, more than 5 million TAF/TAP messages were exchanged per day in real time between 75 railway companies (IMs, RUs, Terminals).

During the last years more and more functionality, listed below, were included into the system:

- For cases where the TrainID is not populated, TIS generates a unique TrainID based on the TAF/TAP TSI framework. The TrainID is visible on the user interface, and it is also distributed via the message interfaces for the benefit of the companies, which makes it easier to associate related messages into one single transport. This is an intermediate step until the TrainID concept is fully implemented in the railway sector across Europe.
- New functionality implemented in TIS to display wagon and container information through Global Positioning (GPS) or Global Navigation Satellite System (GNSS) sources. This additional information will improve areas where no telematics is available, especially from terminal and port areas or IM networks that are currently not part of TIS. Finally, TIS will offer trains with wagon and container information as part of the Digital Train Information.

- A new linking rule which considers run through times in a predefined timeframe between adjacent border points, links trains with different train numbers. This helps to improve the unique identification of an international train from origin to destination. As to date, TIS links 86% of the freight traffic and 92% of the passenger traffic based on the information received from the IMs. With ongoing optimisations, the linking percentages will increase.
- “National Users” concept developed and is fully functional. National users will be provisioned by the respective IM company administrators and will only have access to the national network they register. Additional limitations will apply to the “Train Delay Cause” and the “Train Composition information”, which will be hidden from the “Train Details”.
- Connection of Terminals to the infrastructure network is ongoing, which enables TIS to cover the entire train journey including first and last mile information.

More information on RNE's IT activities can be found here: <http://rne.eu/it>.



HARALD REISINGER
CHIEF INFORMATION OFFICER /
CHIEF FINANCIAL OFFICER

LEGAL MATTERS & SALES



In 2023, the main activities of Legal and Sales Business Area focused on

- ANALYSING THE DRAFT REGULATION ON USE OF RAILWAY INFRASTRUCTURE CAPACITY AND ITS POTENTIAL IMPACT ON RNE AND RNE MEMBERS

On 11 July 2023 the European Commission published the draft Regulation on use of railway infrastructure capacity. This proposal was expected to bring a strong legal basis for the implementation of the TTR Programme. In fact, the Commission presented a comprehensive piece of legislation (77 Articles), which does not only define capacity management processes but also covers traffic management, performance review and governance aspects. The proposal is to a large extent based on processes developed by the sector, under the umbrella of RNE, such as TTR but also ETMN, ICM, NS CS, etc.

The draft Regulation is aimed at empowering infrastructure managers to manage their networks in a way to ensure optimum effective use of available capacity. To ensure a European perspective in these activities, the Commission proposes to strengthen cooperation between infrastructure managers via two organisations: the “European Network of Infrastructure Managers” (ENIM) on the one hand, which shall be supported by a “Network Coordinator” on the other hand. While the existing Platform PRIME is envisaged to take up the functions entrusted to ENIM, according to DG MOVE the role of Network Coordinator was written for RNE. ENIM is expected to deliver, among

others, a comprehensive set of documents within one year after adoption of the Regulation, including in particular European frameworks for Capacity Management, Traffic Management and Performance review. These deliverables should be prepared by the network coordinator. Accordingly, RNE GA has agreed in December 2023 to launch a project to prepare RNE for the role of network coordinator.

Through 2023, RNE has been closely following the negotiations on the side of the European Parliament and Council. Both institutions have in principle welcomed the proposal. Yet, European Parliament had serious concerns over too many responsibilities being bundled in the hands of infrastructure managers and initially envisaged to propose shifting many of the tasks of the network coordinator to the European Railway Agency (ERA).

However, the final report adopted by the Plenary of the European Parliament is suggesting a nuanced distribution of responsibilities between ENIM, Network Coordinator, infrastructure managers and other actors such as ERA, Europe's Rail Joint undertaking, a new Performance review body and Regulatory bodies/the European Network of Rail Regulatory bodies.

This could be achieved in a joint effort between RNE, CER and EIM by explaining to Members of the European Parliament the convergence between the work RNE's Members have undertaken throughout the last years and the expectations of both European Commission and Members of the European Parliament. The Council is aiming at adopting its position at the Transport Council meeting on 18 June 2024.

Thus, the year 2024 and 2025 will also entail intense work on the side of RNE Legal experts in monitoring the negotiations and contributing – in close cooperation with CER and EIM - to arriving to a final text which is largely consistent with processes and tools developed by the sector under the umbrella of RNE. Moreover, legal experts will support the activities of RNE to be prepared to become network coordinator and deliver on the requirements of the draft Regulation.

- DRAFTING A BOILERPLATE CLAUSE ON CONFIDENTIALITY OF TRAIN RELATED INFORMATION FOR CONTRACTS OF USE OF INFRASTRUCTURE

RNE, supported by legal experts from the CIT General Secretariat, has been working in 2023 on developing standardised boilerplate clauses on confidentiality of train related information to be included in the contracts for use of railway infrastructure/track access agreements and framework agreements (FA) between infrastructure managers and applicants/railway undertakings.

Separate clauses have been drafted for train information generated by passenger and freight trains based on a business-oriented definition of the types and/or elements of train information that should no longer be considered confidential between IM and RU. The draft clauses should ensure legal certainty in all use cases of sharing train related information beyond the railway sector under legal and contractual obligations.

The proposed clauses have been endorsed by the RNE General Assembly and members are encouraged to incorporate them into their contracts by 2026. Additionally, negotiations between RNE and CIT have started to align existing confidentiality clauses (E-SCU-I/E-GTC-I) with the project's recommendations.

- REVISION OF TELEMATICS TSI

RNE has been closely monitoring the revision of the TAF and TAP TSI Regulations throughout 2023. Initial drafts published in March 2023 were subject to a major round of revision between the Commission and the Member States in summer of 2023. The Commission decided to merge the two regulations into a single piece of legislation called the Telematics TSI Regulation. These drafts of the Telematics TSI Regulation gave rise to significant concerns, with initial sector input being altered and crucial incompatibilities in the first draft of the Regulation on governance, infringement cases and penalties. RNE organised ad hoc LM WG meetings in order to provide timely feedback to the Joint Sector group, CER and EIM. RNE's input was successfully incorporated into the sector feedback. The activities will continue in 2024, as it has been decided to establish a new Telematics Expert Group (TEG) Legal to be chaired by RNE legal experts to provide additional sector input to the revision process. An adoption of the new Telematics TSI Regulation is expected by end of 2024.

- NETWORK STATEMENTS AND CORRIDOR INFORMATION DOCUMENTS

In 2023, following the agreement on the set of proposals by the RNE Network Statement and Corridor Information Documents (NS & CID WG) in March 2023 and the final approval by the RNE General Assembly on 31 May 2023, the new adjustments to the Network Statement Common Structure (NS CS) for TT 2025 were submitted. In particular, regarding the elements of the TTR, the inclusion of two new sub-chapters (4.9.3.1 Capacity Strategy; 4.9.3.4 Feasibility Studies) and the publication of harmonised thresholds for Path Cancellation for TT 2025 for TTR first wave implementers (as approved by the General Assembly in December 2022) in Chapter 4.8.4 were agreed. In addition, the insertion of TTR-related adjustments i.e. updated text, references, links and a new rule on the use of chapters outside the common structure.

More information on RNE's activities regarding the Network Statements can be found here:

<https://rne.eu/organisation/network-statements>



RNE in collaboration with Infrastructure Managers and Corridor Managers has also introduced new functions designed to facilitate customers' business activities via the NCI system (Network and Corridor Information system). Information on the Network and Corridor Information System (NCI) can be found here:

<https://rne.eu/it/rne-applications/nci/>



- RAIL FACILITIES PORTAL (RFP):

In 2023 after the cleaning of data i.e., service facilities belonging to organisation without user connection and unmanaged service facilities, over 18,000 service facilities across Europe were listed in the Rail Facilities Portal on a scalable and clickable map. Twenty-three Member States and their respective Infrastructure Managers are participating in the RFP and user statistics show a steadily growing interest in the portal from a broad range of stakeholders. RNE's strategy to integrate all functionalities of RFP into the Railway Infrastructure System (RIS), i.e. an integrated environment for all RNE applications, is ongoing and according to schedule. More information on RNE's activities regarding the RFP can be found here:

<https://rne.eu/it/rne-applications/rfp>

- ESTABLISHMENT OF RNE HELP DESK FOR DATA REQUESTS

In our commitment to facilitate seamless access to information, RNE has introduced a dedicated help desk for all data and service inquiries. This centralised point of contact supports both our existing users and potential customers in acquiring details on our portfolio of products and services. Customers may now access our assistance by reaching out to: data.services@rne.eu

Moreover, RNE recently implemented user-friendly e-forms and e-signature functionalities to expedite contractual processes and enhance transparency, thus making the process of becoming a user of RNE tools clearer and more efficient than ever before.

- RNE IT SERVICE CATALOGUE REDESIGN

Recognising the importance of accessibility and clarity, RNE has undertaken a comprehensive redesign of the RNE IT Service Catalogue. This initiative aims to present all services and associated charges in a more intelligible and user-friendly format. Building upon this foundation, our ongoing efforts include the development of an enhanced, interactive IT Service Catalogue, offering seamless engagement and functionalities, including the ability to become a user or schedule consultations with RNE sales representatives directly through the platform.

The RNE IT Service Catalogue can be found here:

https://rne.eu/wp-content/uploads/RNE-IT-Service-Catalogue-2023_v23.02.pdf

- MONETIZATION OF RAW DATA

Beyond the usual provision of raw data for EU and national institutions, bodies and agencies and their contractors, RNE expands its services to meet market demands by offering data provision for commercial purposes and projects against fair compensation while still upholding RNE Non-personal Data Policy. The generated revenue supports our operations and enables ongoing improvements to our tools and services.



ELISABETH HOCHHOLD
HEAD OF LEGAL, HR & SALES

CORRIDOR MANAGEMENT



In 2023, all 11 European Rail Freight Corridors (RFCs) counted as Associate Members of RNE and participated actively in the complete portfolio of RNE's corridor-related activities.

The harmonised collection and publication of figures for the commonly applicable **RFC Key Performance Indicators (KPIs)** continued throughout 2023. The year achieved a high compliance rate with the 'non-capacity' KPIs. Building up on the deliverables of RNE's data quality project and answering to the requirements spelled out by various stakeholders, the introduction of additional four RFC KPIs focusing on ratio of pre-booked capacity (PaPs), volume of train kilometres crossing a border along the RFC, dwell times in border sections (planned and real) as well as on the volume of train kilometres per border were published by the majority of the Rail Freight Corridors in the RNE Website.

The **Customer Information Platform (CIP)** user interface was further enhanced, in particular regarding the information on terminals along the routes of RFCs as well as the re-routing options relevant for the International Contingency Management (ICM). Moreover, the gradual extension of railways lines and their attributes mapped in CIP progressed based on a bilateral cooperation with individual Infrastructure Managers, under the umbrella of RNE Infrastructure Data Quality Working Group. During 2023, CIP has been redeveloped along with other RNE systems containing infrastructure systems into the Rail Infrastructure System (RIS). The objective for this project is to reduce costs, increase the dataset available to data consumers and connect RNE systems with other European infrastructure systems like the Agency's Register of Infrastructure (RINF). The new CIP will be available at the end of May 2024.

Transport Market Studies are an important tool to gain knowledge of the mobility market. In 2022 a dedicated project resulted in a feasibility study for conducting a **European Transport Market Study (ETMS)** (focusing on freight) and draft guidelines for updating Rail Freight Corridors' (RFC) TMSs. Consequently, in late 2022, the RFC Network requested RNE to support the RFCs in 2023 and 2024 with conducting the next update of their TMSs in a joint manner.

On top of the above, RNE was also requested by the European Commission (via the call for Technical Assistance to RNE in 2023-24) to extend the first feasibility study for conducting a European TMS of 2022 to put an equal focus also on the passenger transport in 2023 and to set up a detailed implementation plan in 2024. These deliverables are to be provided in a broader perspective of conducting a complex European TMS in 2025 (and beyond). In light of the above two requests for an ETMS, the ongoing project has been divided into one work package (WP) for each subproject, where the first is focused on extending the feasibility study and creating a detailed implementation plan and terms of reference for a future Europe-wide TMS and the second is for a

common update of the TMSs for the RFCs. Each work package has a tendered supplier, and it is expected that both assignments will have an overall duration of 18 months and be finalised at the end of 2024.

More information on RNE's Corridor Management activities can be found here: <https://rne.eu/corridor-management>



GABRIEL BUSTAD
TEAM LEADER RNE
CORRIDOR MANAGEMENT

FINANCIALS

Content of the financial report

03

— NOTES
to the Financial Statements

06

— DEVELOPMENT
of Non-Current Assets

01

— BALANCE SHEET

incl. Assets &
Equity and Liabilities

04

— RECEIVABLES
and other Assests 2023

07

— RNE EXTERNAL
Auditing Report

02

— PROFIT & LOSS ACCOUNT

Turnover, purchased services,
personnel expenses, etc.

05

— NOTES
to the Profit & Loss Account

08

— RNE INTERNAL
Auditing Report

THE FINANCE DEPARTMENT

HARALD REISINGER
CHIEF FINANCIAL OFFICER



"Despite some unexpected challenges this year, RNE has managed to maintain a strong financial position. Together with our members and strong support from the European Commission, we have managed to secure long-term funding that will make it possible to start and secure the implementation of projects such as TTR, ETM-N and the new draft Capacity Regulation. Moreover, we are also helping our members to raise the necessary funds for these projects and coordinate joint CEF Transport Calls."



EVA WEBER
TEAM LEADER FINANCE

"The team has demonstrated a steadfast commitment to upholding precision and transparency in our financial reporting endeavors. Through rigorous analysis, we have discerned areas ripe for enhancement and subsequently executed strategic measures to streamline our operations, thereby fostering heightened efficiency within our processes."



KARIN HÖTZL
SENIOR FINANCE EXPERT

"Analyzing the financial report, it's evident that RNE's prudent financial management has mitigated risks and positioned us well for future opportunities. Our commitment to fiscal discipline and strategic decision-making continues to drive sustainable growth."

BALANCE SHEET

ASSETS			EQUITY AND LIABILITIES		
	31 December 2022	31 December 2021		31 December 2022	31 December 2021
	€	€		€	€
A. Non-current assets			A. Equity		
I. Intangible assets			I. Capital reserves		
1. Concessions and industrial property rights and similar rights	2,707,041.38	2,058,726.89	1. Not appropriated	5,047,077.98	6,262,540.26
II. Tangible assets					
1. Structural investment in third-party buildings	90,192.41	9,536.65			
thereof fixtures in foreign buildings	90,192.41	9,536.65			
	238,502.45	51,984.88	B. Provisions		
	2,945,543.83	2,110,711.77	Other provisions	179,523.57	218,258.00
				218,258.00	218,258.00
B. Current assets			C. Liabilities		
I. Receivables and other assets			1. Advance payments received for orders	1,773,750.00	0.00
1. Trade receivables	208,668.98	99,785.83	thereof with a remaining maturity of up to one year	1,773,750.00	0.00
2. Other receivables	235,612.04	1,258,570.35	2. Vendor liabilities	1,399,001.05	531,394.61
	444,281.02	1,385,356.18	thereof with a remaining maturity of up to one year	531,394.61	531,394.61
II. Cash in hand, bank deposits	35,518,053.34	3,702,406.46	3. Other liabilities	30,559,690.29	211,245.27
	35,962,334.36	5,060,762.64	thereof taxes	126,078.41	75,615.54
			thereof social security	101,294.06	73,041.52
			thereof with a remaining maturity of up to one year	30,559,690.29	211,245.27
C. Accruals	51,164.70	51,963.73		33,732,441.34	742,639.88
			thereof with a remaining maturity of up to one year	33,732,441.34	742,639.88
Total assets	38,959,042.89	7,223,438.14	Total Liabilities and Owner's Equity	38,959,042.89	7,223,438.14

PROFIT & LOSS ACCOUNT

2022-01-01 to 2022-12-31	2022	2021
	€	€
1. Turnover		
a) Domestic turnover		
Membership fees	133,077.00	133,078.00
Others	93,189.95	118,952.81
	<u>226,266.95</u>	<u>252,030.81</u>
b) Foreign turnover		
Membership fees	2,485,376.00	2,485,376.00
Membership contribution to capital reserve	0.00	0.00
Others	827,924.44	647,945.67
	<u>3,313,300.44</u>	<u>3,133,321.67</u>
	3,539,567.39	3,385,352.48
2. Other turnover		
a) EU funding	3,131,806.69	2,533,343.88
b) Others	17,757.54	12,913.51
c) Income from the disposal of fixed assets	915.79	40.67
	<u>3,150,480.02</u>	<u>2,546,298.06</u>
3. Cost of purchased services	1,517,817.71	1,338,512.20
4. Personnel expenses		
a) Salaries	3,445,402.70	2,545,047.91
b) Social security costs	804,289.42	595,157.68
	<u>4,249,692.12</u>	<u>3,140,205.59</u>
5. Depreciation	1,308,187.20	1,308,187.20

2022-01-01 to 2022-12-31	2022	2021
	€	€
6. Other expenses	747,992.15	429,639.85
7. Operating profit	-1,216,770.54	-284,894.30
8. Other interest and similar revenues	1,308.26	1,055.82
9. Financial profit	1,308.26	1,055.82
10. Earnings before taxes, Loss from operating activities	-1,215,462.28	-283,838.48
11. Taxes on income	0.00	-157.00
12. Earnings after taxes	-1,215,462.28	-283,681.48
13. Net loss for the year	-1,215,462.28	-283,681.48
14. Release of capital reserves	-1,215,462.28	-283,681.48
15. Balance sheet profit	0.00	0.00

NOTES TO THE FINANCIAL STATEMENTS FOR THE FINANCIAL YEAR 2023

ACCOUNTING AND VALUATION METHODS

GENERAL PRINCIPLES

The financial statements have been prepared in accordance with **Generally Accepted Accounting Principles** and the **general provision** that the financial statements have to present a true and fair view of the financial and assets position and results of operations.

The principle of **completeness** was used during the preparation of the financial statements.

All assets and liabilities were **measured individually** and the **going concern** assumption was used.

The **prudence principle** was applied. Only realised gains were recognised; however, provision was made for all known and probable losses, irrespective of whether realised or not.

NON CURRENT ASSETS

INTANGIBLE ASSETS

The costs for the data processing programs are being amortized over a period of 3 years.

TANGIBLE ASSETS

Limited life assets are **evaluated** at acquisition cost less depreciation.
Low value assets (acquisition costs up to EUR 800.00) are entirely written off in the year of acquisition. Regular depreciation of fixed assets is calculated on a straight-line basis. The period of depreciation corresponds to the expected useful life and is set as follows:

Item	Years		
	3	5	10
Office and other equipment	■		
Office furniture		■	
Office machines, ICT systems	■		
Structural investment in third-party buildings		■	

RECEIVABLES AND OTHER ASSETS

Receivables and other assets are valued at their **nominal value** as far as no recognizable individual risk has been assessed resulting in a lower value. The maturity of receivables is taken into consideration by discounting.

PROVISIONS

OTHER PROVISIONS

Under the prudence principle provisions are considered for all risks and probable losses, assuming the resulting loss may be reasonably estimated.

LIABILITIES

All liabilities are recorded at the amount payable considering the principle of prudence.

CURRENCY CONVERSION

Foreign currency receivables and liabilities are converted at the ECB-fixing exchange rate prevailing at the balance sheet date.

CHANGES OF THE ACCOUNTING AND VALUATION PRINCIPLES

The accounting and valuation principles applied so far have remained unchanged during the drawing up of these financial statements.

NOTES TO THE BALANCE SHEET AND THE PROFIT AND LOSS ACCOUNT

NOTES TO BALANCE SHEET

NON-CURRENT ASSETS

As regards changes in non-current assets and a breakdown of annual depreciation by individual asset items, see p.38-39 'Development of non-current assets'.

RNE IT SYSTEMS FOR DIGITAL INFRASTRUCTURE INFORMATION

RAILWAY INFRASTRUCTURE SYSTEM (RIS)

The **RIS** application aims to provide the railway sector with a detailed and up-to-date railway topology network by merging several currently existing systems that contain different parts of the currently available digital infrastructure data such as the **Central Reference File Database (CRD CCS)**, **Geo Editor**, **Customer Information Platform (CIP)** and **Rail Facilities Portal (RFP)** into one single system.

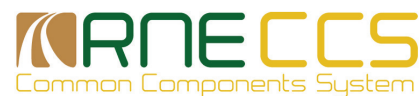
The RIS application will comply with each of the regulations covered by the existing applications, including **TAF TAP TSI**.

Besides merging the data and functionality of the existing systems, the RIS will provide a mesoscopic representation (track information and related properties) of the railway network while improving the existing ones as regards the provision and exchange of data with other sector applications. A connection with RINF as a data source will prevent double provision of the same data by the IMs and represents a first step towards a single data space for railway infrastructure information.

COMMON COMPONENTS SYSTEM (CCS)

The **Common Components System (CCS)** comprises the **Central Reference Files Database (CRD)** and **Common Interface (CI)** as well as the **central Certification Authority**.

The CCS is used by various actors in the railway sector, including but not limited to, Infrastructure Managers and Railway Undertaking companies, to ensure the interoperability of international traffic. It is the reference implementation of the TAF TSI standard as defined in EC regulation 1305/2014. After it was transferred from the UIC CCG to RNE, the full rights of utilisation have been in complete ownership of RNE since 1 January 2015.



CUSTOMER INFORMATION PLATFORM (CIP)

The **Customer Information Platform (CIP)** is an interactive, internet-based information tool. By means of a Graphical User Interface (GUI), the CIP provides precise information on routing, terminals, specific track properties and infrastructure investment projects, as well as ICM lines and re-routing options of the participating Rail Freight Corridors (RFCs).

At the request of several RFCs, RNE took over the ownership, hosting, and maintenance of the CIP from the RFC Rhine-Alpine, thereby enabling it to evolve into a multi-corridor tool providing harmonised information and communication processes. RNE shall further develop the CIP according to the decisions of the CIP Change Control Board and following the approval, if necessary, of the RNE General Assembly.

Now, the CIP displays information on railway infrastructure in 26 European countries covering the complete network of all 11 RFCs. As of 2021, several Infrastructure Managers decided to have their entire railway network covered in CIP. The full rights of utilisation are in complete ownership of RNE.

RAIL FACILITY PORTAL (RFP)

The **RFP**, a common European web portal, was designed to provide a platform for service facility operators - such as freight terminals, marshalling yards, etc. - to publish information about their facilities in compliance with the relevant EU regulations and to promote their facilities and services. At the same time, for shippers, Railway Undertakings, CT operators and other logistics service providers using rail, the portal is meant to be a single source of information allowing them to identify relevant facilities for the planning of their services and the optimisation of their transport and logistics chains.

The operation / portal management of the RFP will be carried out jointly by RNE and UIRR (International Union for Road-Rail Combined Transport), the industry association for the combined transport sector in Europe.

The full rights of utilisation are in complete ownership of RNE.



NETWORK AND CORRIDOR INFORMATION PORTAL (NCI)

The Network and Corridor Information portal (**NCI**) aims to further facilitate easy access to information published in Network Statements and Corridor Information Documents (CIDs). It was created jointly by Infrastructure Managers/Allocation Bodies and Rail Freight Corridors under the RNE umbrella.

The NCI is an easy-to-use tool enabling the user to quickly,

- search in the contents of the various Network Statements and CIDs facilitated by the RNE Network Statement and CID common structures;
- combine contents from various Network Statements and CIDs into one single PDF file;
- create and download contents of special interest in a single PDF file, thus, comparing the contents of the documents of the user's interest more efficiently than browsing in them individually on various websites.

The full rights of utilisation are in complete ownership of RNE.

RNE IT SYSTEMS FOR DIGITAL CAPACITY MANAGEMENT

PATH COORDINATION SYSTEM (PCS) SOFTWARE RIGHTS

The **Path Coordination System** (PCS - including developments in the field of Timetabling) is a software tool for railway companies that was developed under the leadership of RNE in cooperation with several European railway companies. The full rights of utilisation are in complete ownership of RNE. Forum Train Europe (FTE) has co-ownership on RU functions that were implemented according to Sub-Activity 3.6 of the CEF Transport Call 2018.

The Path Coordination System (PCS) is an international path request coordination system for Path Applicants, e.g. Railway Undertakings (RUs), Infrastructure Managers (IMs), Allocation Bodies (ABs) and Rail Freight Corridors (RFCs).

The internet-based application optimises international path coordination by ensuring that path requests and offers are harmonised by all involved parties. Input for international path requests needs to be placed only once into one system - either into the domestic application or directly into the PCS.



TEMPORARY CAPACITY RESTRICTION TOOL (TCR TOOL)

The Temporary Capacity Restriction Tool (**TCR Tool**) - including developments in the field of Timetabling) is a software tool for railway companies which aids in the coordination and publication of Temporary Capacity Restrictions (TCRs), to reduce negative impact on the rail network in terms of commercial traffic whilst keeping infrastructure in a good condition. The relevant infrastructure data is obtained from the RNE Big Data database and visualised on the map and Gantt overviews, together with the created TCRs. The software was developed under the leadership of RNE in cooperation with several European railway companies. The full rights of utilisation are in complete ownership of RNE.

SIMPLE COMMUNICATION TOOL FOR TIMETABLING (TTCOM)

Simple Communication Tool for Timetabling (TTCom) is a web-based tool for Infrastructure Managers (IMs) which facilitates, improves, and simplifies the communication between capacity management experts. The main features are the IM individual process-specific address book, pre-defined message structure and full localisation. The tool has been developed under the leadership of RNE together with several Infrastructure Managers. The full rights of utilisation are in complete ownership of RNE.

INTERNATIONAL TRAIN NUMBERING DATABASE (ITNDB)

The International Train Numbering Database (ITNDB) is a software tool for Infrastructure Managers designed to handle the uniqueness of train numbers for European international freight traffic. It has been developed under the leadership of RNE together with several European railway companies. The full rights of utilisation are in complete ownership of RNE.

EUROPEAN CAPACITY MANAGEMENT TOOL (ECMT)

The European Capacity Management Tool (**ECMT** - including developments in the field of Timetabling) - is a software tool for Infrastructure Managers (IMs)/Allocation Bodies (ABs) and Applicants, which helps IMs in the coordination and publication of their capacity models and capacity supplies, and aids Applicants in the publication of capacity needs announcements.

The tool is publicly accessible to check and visualise the published positive (bands, catalogue paths, paths) and negative (TCRs) capacity. The software was developed under the leadership of RNE in cooperation with several European railway companies. It was first used in a TTR pilot and is now further developed for full roll-out. Apart from the third-party solutions used, the full rights of utilisation are in complete ownership of RNE.



RNE IT SYSTEMS FOR DIGITAL TRAIN INFORMATION

TRAIN INFORMATION SYSTEM (TIS) SOFTWARE RIGHTS

The Train Information System (**TIS** - including developments in the field of Operations) is a software tool for all stakeholders as defined in the TAF TSI regulation. It was developed under the leadership of RNE in cooperation with several European railway companies and Infrastructure Managers. The full rights of utilisation are in complete ownership of RNE.

The Train Information System (TIS) is a web-based application that supports international elivering real-time train data concerning international passenger and freight trains and to some extent national freight trains as well. The relevant data is obtained directly from the Infrastructure Managers' systems, Railway Undertakings and Terminal Operators.

At the time being it is regarded as the most advanced tracking and tracing online train information system for monitoring and steering the international logistics chains in Europe. Several statistical overviews of the train run and forecasts are also offered to the user.

Besides the functionalities, TIS has also implemented the Incident Management Tool supporting users in dealing with contingencies on the railway network.

LANGUAGE TOOL (LT)

The **Language Tool** (LT) is a prototype software application developed under the common RNE and UIC project **Translate4Rail** (T4R), financed by Shift2Rail. The T4R LT application can be run on an Android device. It was successfully tested in pilots and offers a set of pre-defined messages, organised in specific operational clusters, which can be used in the train drivers' and traffic controllers' operational communication, if the train driver does not fulfil the required level of language competency.

The T4R LT, currently installed on tablets, presents the first phase of the Language Tool development and is available to any IMs (RNE members) and RUs (UIC members) interested in the T4R LT testing in a specific test environment and under certain conditions.

The property rights are in ownership of the project consortium UIC-RNE.



OTHER RNE IT SYSTEMS FOR COMMON IT SERVICES

CHARGING INFORMATION SYSTEM (CIS) SOFTWARE RIGHTS

The Charging Information System (**CIS**) is a software tool for Applicants, Infrastructure Managers (IMs) and Allocation Bodies (ABs).

It provides fast information on charges related to the use of European rail infrastructure and estimates the price for the use of international train paths. It is an umbrella application for the various national rail infrastructure charging systems.

The full rights of utilisation are in complete ownership of RNE.

RNE REPORTING SYSTEM - ORACLE ANALYTICS SERVER (OAS)

Oracle Analytics Server (OAS) is a reporting tool combining strategy and technology, used by RNE for gathering, analysing, and interpreting data from various RNE applications, with the result of providing information about the past, present and future status of the subject of interest.

OAS is used to provide pre-defined and customisable business reports to the Data Quality and Performance Managers of each participating IM (Infrastructure Manager), RFC (Rail Freight Corridor), Train Performance Management (TPM) leaders responsible for Key Performance Indicator (KPI) calculation and to RUs (Railway Undertakings).

The full rights of utilisation are in complete ownership of RNE.



RECEIVABLES & OTHER ASSETS

RECEIVABLES AND OTHER ASSETS

	Total €	thereof residual term up to 1 year €
Receivables and other assets		
Trade receivables	208,668.98	208,668.98
Previous year	99,785.83	99,785.83
Other receivables	235,612.04	235,612.04
Previous year	1,258,570.35	1,258,570.35
Sum Receivables	444,281.02	444,281.02
Previous year	1,358,356.18	1,358,356.18

PROVISIONS

OTHER PROVISIONS HAVE DEVELOPED AS FOLLOWS:

	State 2022-01-01 €	Usage €	Cancellation €	Allocation €	State 2022-12-31 €
Other provisions					
Provision for accrued vacation	92,553.82	0.00	0.00	21,600.70	114,154.52
Provisions for consulting fees	15,200.00	15,200.00	0.00	34,500.00	34,500.00
Provision for accrued salaries_boni	0.00	0.00	0.00	26,267.10	26,267.10
Provision for extra hours	6,944.18	0.00	4,342.23	0.00	2,601.95
Other provisions	103,560.00	103,560.00	0.00	2,000.00	2,000.00
	218,258.00	118,760.00	4,342.23	84,367.80	179,523.57

LIABILITIES

	Total €	thereof residual term up to 1 year €
Liabilities		
Advance payments received for orders	1,773,750.00	1,773,750.00
Previous year	0.00	0.00
Vendor liabilities	1,399,001.05	1,399,001.05
Previous year	531,394.61	531,394.61
Other liabilities	30,559,690.29	30,559,690.29
Previous year	211,245.27	211,245.27
thereof taxes	126,078.41	126,078.41
Previous year	75,615.54	75,615.54
thereof social security	101,294.06	101,294.06
Previous year	73,014.52	73,014.52
Total Liabilities	33,732,441.34	33,732,441.34
Previous year	742,639.88	742,639.88

NOTES TO THE PROFIT & LOSS ACCOUNT

THE PROFIT AND LOSS ACCOUNT HAS BEEN DRAWN UP IN ACCORDANCE WITH THE TOTAL-COST APPROACH.

EMPLOYEES OF THE COMPANY

In the financial year 2023 RailNetEurope had **59 employees** on average, thereof 3 seconded by Members of RailNetEurope and 56 directly employed by RailNetEurope (thereof 8 part-time employees: one with 88%, one with 80%, one with 74%, one with 71%, one with 60%, one with 53% and one with 50% of the normal working time).



Photo from left to right: Stefano Castro, Michel Geubelle, Harald Reisinger (CIO/CFO), Guus de Mol, Paul Mazataud, Péter Rónai, Linda Thulin, Mirosław Kanclerz, Alfred Pitnik, Stephan Schenk, Joachim Kroll (Secretary General), Oliver Sellnick

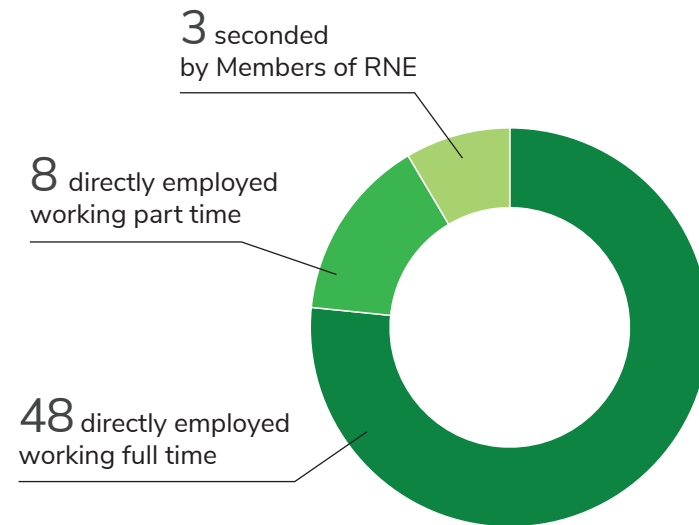
MANAGING BOARD MEMBERS

DURING THE FINANCIAL YEAR 2023 MANAGING BOARD MEMBERS WERE:

The RNE Managing Board:

- Paul Mazataud
- Stefano Castro
- Michel Geubelle
- Mirosław Kanclerz
- Augustinus de Mol
- Alfred Pitnik*
- Péter Rónai
- Stephan Schenk
- Manfred Eberhard
- Oliver Sellnick
- Linda Thulin

(all ongoing)
*since 31 May 2023



Members of the Managing Board Vienna, 16 May 2024

SCHEDULE OF DEVELOPMENT OF NON-CURRENT ASSETS

	Purchase / historical costs		Accumulated depreciations			Carrying value
	2023-01-01 2023-12-31 €	Additions Disposals €	2023-01-01 2023-12-31 €	Depreciations Write-ups €	Disposals €	2023-01-01 2023-12-31 €
Non-Current Assets						
Intangible Assets						
Concessions and industrial property rights and similar rights	6,609,432.05	2,526,319.32	3,902,390.67	1,610,738.81	1,991,087.27	2,707,041.38
	7,144,586.10	1,991,165.27	3,522,042.21	0.00		3,622,543.89
Tangible Assets						
Structural investment in third-party buildings	97,375.73	0.00	7,183.32	19,475.15	0.00	90,192.41
	97,375.73	0.00	26,658.47	0.00		70,717.26
thereof fixtures In foreign buildings	97,375.73	0.00	7,183.32	19,475.15	0.00	90,192.41
	97,375.73	0.00	26,658.47	0.00		70,717.26
Other equipment, furnitures and fixtures	237,553.47	48,190.66	89,243.43	68,137.48	43,533.17	148,310.04
	241,613.36	44,130.77	113,847.74	0.00		127,765.62
	334,929.20	48,190.66	96,426.75	87,612.63	43,533.17	238,502.45
	338,989.09	44,130.77	140,506.21	0.00		198,482.88
Total fixed asset schedule	6,944,361.25	2,574,509.98	3,998,817.42	1,698,351.44	2,034,620.44	2,945,543.83
	7,483,575.19	2,035,296.04	3,662,548.42	0.00		3,821,026.77

EXTERNAL AUDITING REPORT

External Audit

REPORT ON THE FINANCIAL STATEMENTS

AUDIT OPINION

We have audited the financial statements of

RailNetEurope
Association For Facilitating Traffic On European Rail Infrastructure,
Vienna.

These financial statements comprise the statement of financial position as of 31 December 2023, the income statement for the fiscal year then ended and the notes.

Based on our audit the accompanying financial statements were prepared in accordance with the legal regulations and present fairly, in all material respects, the assets and the financial position of the Company as of 31 December 2023 and its financial performance for the year then ended in accordance with Austrian Generally Accepted Accounting Principles (and other, legal or regulatory requirements).

BASIS FOR OPINION

We conducted our audit in accordance with Austrian Standards on Auditing. Those standards require that we comply with International Standards on Auditing (ISAs). Our responsibilities under those regulations and standards are further described in the "**Auditor's Responsibilities for the Audit of the Financial Statements**" section of our report. We are independent of the Company in accordance with the Austrian General Accepted Accounting Principles and professional requirements and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained until the date of this auditor's report is sufficient and appropriate to provide a basis for our opinion by this date.

RESPONSIBILITIES OF MANAGEMENT FOR THE FINANCIAL STATEMENTS

Management is responsible for the preparation of the financial statements in accordance with Austrian Generally Accepted Accounting Principles (and other legal or regulatory requirements), for them to present a true and fair view of the assets, the financial position and the financial performance of the Company and for such internal controls as management determines are necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Company or to cease operations, or has no realistic alternative but to do so.

AUDITOR'S RESPONSIBILITIES FOR THE AUDIT OF THE FINANCIAL STATEMENTS

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with International Standards on Auditing will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with Austrian Standards on Auditing, which require the application of ISAs, we exercise professional judgment and maintain professional scepticism throughout the audit.

We also:

- identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control.
- evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company to cease to continue as a going concern.
- evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

Vienna, 16 May 2024



This report is a translation of the original report in German, which is solely valid. Publication or sharing with third parties of the financial statements together with our auditor's opinion is only allowed if the financial statements and the management report are identical with the German audited version. This audit opinion is only applicable to the German and complete financial statements with the management report. Section 281 paragraph 2 UGB (Austrian Company Code) applies to alternated versions.

INTERNAL AUDITING REPORT TO THE GENERAL ASSEMBLY

Internal Audit



ANDREAS GABERTHÜEL



ALFRED LUTSCHINGER



To the General Assembly of RailNetEurope



Based on the external audit of Merkur Control, we have audited the financial statements of RNE for the year 2023. Our responsibility is to express an opinion on these financial statements based on our audit. We have performed the audit to obtain reasonable assurance that the financial statements are free of material misstatement. The audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. We believe that our audit provides a reasonable basis for our opinion set out below.

The annual accounts have been prepared in accordance with generally accepted accounting principles and the general provision that the financial statements must present a true and fair view of the financial and assets position and the results of operations. We recommend to the General Assembly that the financial statement be adopted and the Board discharged.

Riga, 16 May 2024,

Andreas Gaberthüel & Alfred Lutschinger

IMPRINT

This report is published by



RAILNETEUROPE

JAKOV-LIND-STRASSE 5, 1020 VIENNA, AUSTRIA

PHONE +43 1 907 62 72 00

www.rne.eu
mailbox@rne.eu

Image credits

Marcel Lehner, <https://www.studiolehner.com> & others

Design

RNE Communications

All information: status May 2024