



**FINANCIAL
REPORT**
2020

1 FOREWORD BY PRESIDENT AND SECRETARY GENERAL

The year 2020 has unprecedentedly been affected by the global crisis of the COVID-19 pandemic. Despite this challenging year, it has again been a busy period for RailNetEurope (RNE) and its Members. Ongoing activities and new developments within the international business of Infrastructure Managers (IMs), Allocation Bodies (ABs) and Rail Freight Corridors (RFCs) that make up RNE have again brought new challenges and major progress in all our business areas.

Since in past years the information and updates on our work included in Annual Reports have always become outdated rather quickly, RNE is now for a second time publishing a Financial Report only, in line with our legal obligations and to ensure transparency. To nevertheless provide insights into our past and ongoing work, we would like to draw your attention to some of the 2020 highlights in each business area below. More detailed information can be found in the related sections on our website: <https://ttr.rne.eu/>

Sales & Capacity Management / TTR

With the COVID-19 pandemic, 2020 was a very challenging year for the path allocation process. With combined efforts, RNE and its Members were able to provide most of the path offers in a reasonable time, albeit with some delays. The RNE conference **Technical Meeting** was successfully switched to become an online meeting in June 2020.

Also in 2020, the **Timetable and Capacity Management Redesign (TTR)** has reached a very important milestone on its way to providing a Europe-wide Smart Capacity Management approach: Many countries have launched **projects to implement TTR** within their national processes. Common implementation plans were created, pilots were conducted in parallel, and by the end of the year, RNE has agreed to intensify the efforts with the **TTR Migration concept**. This concept foresees an increase of resources for the TTR implementation, work with first-wave implementers to already facilitate first TTR components earlier and to streamline the organisation to support a **dynamic implementation approach**.

The dynamic implementation approach is facilitated by the introduction of Minimum Viable Products or MVPs. This is an agile methodology focused on enabling organisations to move towards implementation by working on products that are minimal and viable. This allows for short lead times to create the first business value. Small incremental steps will finally lead to the implementation of the complete set of TTR concepts (final product). In 2021, MVPs will be defined for the different TTR components. Our first-wave implementers will be invited to define those different MVPs and participate in the implementation.

Stakeholders of the sector were given a chance to discuss **TTR matters** first-hand and directly with the responsible team members during the **TTR Day**, which was successfully held online in November 2020. The close to 300 participants

who joined online were provided with speeches and contributions from distinguished guests and panellists from the whole sector.

To further strengthen the cooperation within the sector and accelerate the implementation of TTR, a partnership between the Rail Freight Forward initiative and TTR on the subject of Digital Capacity Management (DCM) has been established.

Furthermore, activities have been launched to better identify legal challenges on national level in an obstacle roadmap. IT developments have been pushed forward, particularly with the development of the **new capacity tool ECMT**.

For a better harmonisation of **Temporary Capacity Restrictions (TCRs)**, RNE has also made an important step forward by agreeing to the interface setup of its **TCR Tool**. The next steps of the implementation of the common tool have been approved as well. Moreover, a significant step forward was taken in regards to building the bridge between **TCR and timetabling processes**, and the vision for their stronger connection and complementarity agreed under the **TCRs in TT project**.

With the next version of the **Handbook for Ad Hoc Management**, the sector made an additional leap in the direction of TTR shortening the lead times for **international path requests** on short notice and paved the way for further improvements in this important field of activity.

More information on RNE's Sales & Timetabling activities can be found here: <http://rne.eu/sales-timetabling/>. More information on TTR can be found here: <https://ttr.rne.eu/>

Traffic Management & Train Performance Management

The **Language Programme** activities continued in 2020 within five sub-working groups, covering all aspects of the IM-RU Language Tool development for pilot testing. The language tool prototype was developed and underwent laboratory testing. The testing results enabled the improvement of the overall accuracy and reliability of the language tool.

A significant milestone was achieved in the efforts towards reliable and correct **ETA (Estimated Time of Arrival)** through the implementation of an enhanced forecast provider into the TIS system. This step has established the basis for broad forecast provision in the goods transport chain, resulting in an improved customer approach.

Two years after the initial approval of the International Contingency Management handbook, a detailed revision process was started to improve the ICM processes based on the experiences gained. The new version of **ICM Handbook** is expected in May 2021.

The RNE GA has agreed on the common Data Quality strategy for reporting purposes, setting up the main goals and objectives to be achieved to ensure reliable and

automatically generated performance reports. Three follow-up projects were started in order to fulfil the objectives agreed in the data quality strategy.

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

IT

In the area of IT, the following milestones have been reached in 2020, not just in the two most important applications, the Train Information System (TIS) and Path Coordination System (PCS).

Following the **TIS2020** major release, the project was finalised successfully during 2020 and all features were introduced to the TIS community. Specifically, the linking of trains was expanded to cover special cases on various border sections based on even and odd train numbers and Train Composition information. Additionally, TIS2020 is providing a **more accurate forecast estimation** based on various external sources and historical data. Lastly, with the addition of **more terminals** connected to TIS2020, more information about first and last mile can now be provided as well.

During 2020, **PCS** had several minor releases in order to improve the usability of the tool, including the change requests received and co-financed by **Forum Train Europe**. On top of that, a **new major PCS version** was released

in **November 2020**. This new PCS version included the automatic synchronisation of locations between the **TAF-TSI Common Reference Data and PCS**. The Rail Freight Corridors received a new import sheet that makes their **PaP** publication more flexible than before. In 2020, RNE spent a lot on improving the **European Capacity Model Tool (ECMT)** in order to prepare the tool for its future role as capacity supply in the **TTR**. Apart from several usability improvements, a conflict detection algorithm was implemented that can detect overlapping among any kind of objects in the tool.

The RNE **Big Data system** has been successfully completed in 2020: CIS and PCS were fully integrated into RNE Big Data, joining the already integrated other system **Common Components System (CCS)**, **Temporary Capacity Restrictions (TCRs)**, **Customer Information Platform (CIP)** and **Train Information System (TIS)**. Thanks to the Big Data Framework Agreement and GeoEditor Membership Regulation adopted by the RNE GA, almost all RNE members actively took part in the data quality improvement process, which lead to a significant increase in data quality KPIs which positively impacted all integrated systems.

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

Legal Matters

The RNE Legal Matters team worked intensively with CIT on a proposal for a **standard contract of use of the infrastructure** that can be used as toolbox by Infrastructure Managers and Railway Undertakings when defining their contractual relations. Endorsement of the proposal by RNE and CIT is expected in 2021.

In addition, a comprehensive exercise was launched to identify potential legal obstacles for the implementation of TTR resulting from national law (“TTR Obstacles roadmap exercise”), with first results presented to representatives of DG MOVE, Member States and Regulatory Bodies with a view on supporting discussions among lawmakers on how to overcome these obstacles.

The legal experts of the RNE Joint Office also supported the RNE Management in ensuring a legally sound handling of the consequences of the outbreak of the COVID-19 pandemic throughout 2020 (home office, virtual GA meetings, etc.).

More information on RNE’s Legal Matters activities can be found here: <http://rne.eu/legal-matters/>

Corridor Management

As of 2020, **all 11 European Rail Freight Corridors** have joined RNE as its **Associate Members**. In the course of the year, the two newly established RFCs Alpine-Western Balkan and Rhine-Danube have been integrated into RNE’s portfolio of corridor-related activities.

Harmonised collection and publication of figures for the commonly applicable **RFC KPIs** continued throughout 2020. The year witnessed a first publication of punctuality reports with the 15 minutes thresholds by individual RFCs. On request of the European Commission, an extended dataset was provided to contribute to the evaluation of the Rail Freight Regulation 913/2010. New focus topics towards potential additional RFC KPIs were spelled out in 2020 and will be elaborated further in 2021.

The **Customer Information Platform (CIP)** was successfully rolled out to RFC Alpine-Western Balkan in 2020, thus covering the network of 10 out of 11 RFCs. In addition, the graphical user interface of CIP has been reviewed and enhanced in order to improve the overall user experience. By the middle of 2021, the rollout of CIP to the entire RFC Network is scheduled to be completed. Moreover, as a pilot project to be conducted in 2021, the first IMs are expected to display their entire network in CIP.

More information on RNE’s Corridor Management activities can be found here: <http://rne.eu/rail-freight-corridors/>.

Network Statement / Corridor Information Document / Rail Facilities Portal

Network Statements: In 2020, the new, fully revised Common Structure was implemented in the Members’ Network Statements for timetable 2022. The new common structure allows for a more efficient organisation of the information provided, and to better accommodate

the business needs, thus the needs of the applicants. Compliance with this structure has risen considerably to 90%, which has never been as high before. It has become a key enabler of the digitalisation of the Network Statements, which started in 2020 and is planned to be finalised soon. More information can be found in the “Network and Corridor Information” section of this report.

More information on RNE’s activities regarding the Network Statements can be found here: <https://rne.eu/organisation/network-statements/>

Corridor Information Documents (CIDs): To further increase the user-friendliness of the CIDs, a simplified version of the CID Common Texts and Structure were created and implemented by the RFCs for timetable 2022. They have become significantly shorter and are now published as one integrated document similarly to the Network Statements instead of the separate CID Books used before. Compliance with this common structure has soared up to 100%. Additionally, the CIDs will soon also be digitalised via the upcoming “Network and Corridor Information” portal.

More information on RNE’s activities regarding the CIDs can be found here: <https://rne.eu/rail-freight-corridors/corridor-information-documents/>

Rail Facilities Portal (RFP): The focus in 2020 was on taking over the portal from the European Commission and properly setting up the steering committees: “Governance Board” GB and “Technical Control Board” TCB. The GB agreed on further developments of the RFP as proposed by the TCB, which will be financed from the Grant agreements provided by the European Commission. The Grant agreements for maintenance and further development went into force on 22 December 2020.

More information on RNE’s activities regarding the RFP can be found here <https://rfp.rne.eu/>

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, FTE, IRG-Rail, PRIME, RFF, The Agency, UIC, UIRR - and we would like to thank them warmly. 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.

In 2020, RNE was also joined by two new members, the Estonian Infrastructure Manager Eesti Raudtee and the Finnish Transport Infrastructure Agency, who we would like to welcome warmly.

Financially, the budget commitments in 2020 were met in full. The accounts of the Association demonstrate sound economic and financial results, which was testified by internal and external auditors. In this context we would like to thank the European Commission for their steady support through providing funding and pushing our activities.

We hope that you will find this extended Financial Report enjoyable and informative, and we look forward to meeting future challenges together with our partners and to continue improving international rail services throughout Europe.



HARALD HOTZ
RNE PRESIDENT

A handwritten signature in blue ink, appearing to read 'Harald Hotz'.



JOACHIM KROLL
SECRETARY GENERAL

A handwritten signature in blue ink, appearing to read 'Joachim Kroll'.

② FINANCIALS

- Balance Sheet
- Profit and Loss Account
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— Balance Sheet

ASSETS			EQUITY AND LIABILITIES		
	31 December 2020	31 December 2019		31 December 2020	31 December 2019
	€	€		€	€
A. Non-current assets			A. Equity		
I. Intangible assets			I. Capital reserves		
1. Concessions and industrial property rights and similar rights	2,167,827.97	1,829,554.87	1. Not appropriated	6,546,221.74	5,359,359.73
II. Tangible assets					
1. Structural investment in third-party buildings	14,709.87	20,786.47			
<i>thereof fixtures in foreign buildings</i>	<i>14,709.87</i>	<i>20,786.47</i>			
2. Other equipment, furnitures and fixtures	27,331.60	47,238.39	B. Provisions		
	42,041.47	68,024.86	I. Provisions for taxation	261.00	0.00
	2,209,869.44	1,897,579.73	II. Other provisions	210,654.29	174,369.81
				210,915.29	174,369.81
B. Current assets			C. Liabilities		
I. Receivables and other assets			1. Advance payments received for orders	756,075.60	749,775.60
1. Trade receivables	133,993.83	143,246.89	<i>thereof with a remaining maturity of up to one year</i>	<i>756,075.60</i>	<i>749,775.60</i>
2. Other receivables	238,277.47	176,050.99	2. Vendor liabilities	935,742.84	579,799.45
	372,271.30	319,297.88	<i>thereof with a remaining maturity of up to one year</i>	<i>935,742.84</i>	<i>579,799.45</i>
II. Cash in hand, bank deposits	6,023,946.62	4,758,332.71	3. Other liabilities	199,419.84	144,855.65
	6,396,217.92	5,077,630.59	<i>thereof taxes</i>	<i>58,981.67</i>	<i>37,681.29</i>
			<i>thereof social security</i>	<i>58,812.93</i>	<i>42,637.84</i>
C. Accruals	42,287.95	32,949.92	<i>thereof with a remaining maturity of up to one year</i>	<i>199,419.84</i>	<i>144,855.65</i>
				1,891,238.28	1,474,430.70
			<i>thereof with a remaining maturity of up to one year</i>	<i>1,891,238.28</i>	<i>1,474,430.70</i>
Total assets	8,648,375.31	7,008,160.24	Total Liabilities and Owner´s Equity	8,648,375.31	7,008,160.24

— Profit and Loss Account

2020-01-01 to 2020-12-31	2020	2019
	€	€
1. Turnover		
a) Domestic turnover		
Membership fees	133,077.00	133,077.00
Membership contribution to capital reserve	-62,254.85	0.00
Others	79,074.56	62,891.36
	149,896.71	195,968.36
b) Foreign turnover		
Membership fees	2,403,979.00	2,407,765.00
Membership contribution to capital reserve	-1,124,607.16	0.00
Others	623,845.69	556,425.18
	1,903,217.53	2,964,190.18
	2,053,114.24	3,160,158.54
2. Other turnover		
a) EU funding	2,773,166.42	515,000.00
b) Others	38,522.03	8,111.03
c) Income from the disposal of fixed assets	108.33	282.34
	2,811,796.78	523,393.37
3. Cost of purchased services	736,726.40	741,727.40
4. Personnel expenses		
a) Salaries	2,230,417.83	1,845,816.34
b) Social security costs	489,319.35	387,771.58
	2,719,737.18	2,233,587.92
5. Depreciation	1,090,620.21	778,027.04

2020-01-01 to 2019-12-31	2020	2019
	€	€
6. Other expenses	318,520.78	454,688.32
7. Operating profit	-693.55	-524,478.77
8. Other interest and similar revenues	954.55	1,291.22
9. Financial profit	954.55	1,291.22
10. Earnings before taxes, Loss from operating activities	261.00	-523,187.55
11. Taxes on income	261.00	250.00
12. Earnings after taxes	0.00	-523,437.55
13. Net loss for the year	00.0	-523,437.55
14. Release of capital reserves	0.00	-523,437.55
15. Balance sheet profit	0.00	0.00

— Notes to the Financial Statements for the Financial Year 2020

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 data processing programs are being written off over 3 years.

Tangible assets

Limited life assets are **evaluated** at acquisition cost less depreciation. Low value assets (acquisition costs up to EUR 400.00) are entirely written off in the year of acquisition.

Regular depreciation fixed assets is calculated on a straight-line basis.

The period of depreciation corresponds to the expected useful life and is set as follows:

	Number of years
Office and other equipment	3 - 5
Office furniture	5
Office machines, ICT systems	3 - 5
Structural investment in third-party buildings	5 - 10

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 the Balance Sheet

Non-current assets

As regards changes in non-current assets and a breakdown of annual depreciation by individual asset items, see page 16 ‘Development of non-current assets’.

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.

Train Information System (TIS) software rights

The Train Information System (TIS), including developments in the field of operations, is a software tool for railway companies, Infrastructure Managers and terminals. 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 train management by delivering 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. At the time being it is regarded as the most advanced tracking and tracing online train information system in Europe for monitoring and steering the international logistics chains.

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.

In 2020, the CIS was technically redeveloped and the new system went live at the end of July 2020. In addition, the synchronisation between Big Data GeoEditor and the CIS was successfully implemented as well.

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 Manager and Railway Undertaking companies as well as ports and terminals, to ensure the interoperability of international traffic. It is the reference implementation of the TAF/TAP TSI standard as defined in EC regulation 1305/2014 and all other subsequent regulations up to 2021/541. 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.

Big Data

RNE generates and processes large amounts of data referred to as RNE Big Data. It is a collection of large data sets containing massive and complex data derived from a variety of sources (e.g., standardised messages like TAF/TAP TSI, locations, logins, websites' analytics, tickets, text files, etc.). This data is very large, changes very fast and it is very heterogeneous.

Despite the fact that RNE is a not-for-profit association, Big Data governance is a matter of critical importance because RNE aims to capitalise on its data assets through effective usage and relies on data to drive business value for its members, customers and partners.

The RNE General Assembly approved the Big Data governance framework for effectively managing and ensuring the availability, usability, integrity, consistency, auditability and security of RNE Big Data.

GeoEditor is a web-based IT application for the rail network topology in Europe, developed by RNE within the Big Data Framework.

GeoEditor is to be fed by the RNE Common Components System (Central Reference File Database - CRD) and the IMs. IMs should collect data relating to their network and ensure that data submitted to GeoEditor is complete, consistent, accurate and up to date. The application is meant to be the primary and only source for railway network topology for all other RNE IT systems which are connected to it, including but not limited to CCS, CIP, CIS, TIS, TCR and PCS.

GeoEditor is managed by the RNE Big Data Change Control Board and, as an owner of copyright over the GeoEditor's database, RNE has the lawful and exclusive right to operate

GeoEditor and to grant licenses to third parties to access and use the system in additional user agreements. On the other hand, the respective IM and RFC has the obligation to refrain from any actions which could enable it or third parties to copy or reproduce GeoEditor.

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 their 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.

At the moment, the CIP displays information on railway infrastructure in 26 European countries covering the network of 10 out of 11 RFCs. The remaining RFC Rhine-Danube is expected to implement the CIP in the first trimester of 2021. 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.

Temporary Capacity Restrictions (TCR)

The Temporary Capacity Restriction Tool (TCR), 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 avoid negative impact on the rail network in terms of commercial traffic, but still keep infrastructure in good condition. The relevant infrastructure data is obtained from the RNE Big Data database and visualised on the map overview, 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.

With the redevelopment of the system, the security level of the website has been improved and the synchronisation between GeoEditor and the CIS application has been implemented successfully, allowing the data to be transferred every night.

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. The T4R LT is currently being tested 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 conditions. The property rights are in ownership of the project consortium UIC-RNE.

Oracle Business Intelligence (OBI)

Oracle Business Intelligence (OBI) 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. OBI 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.

European Capacity Model Tool (ECMT)

The European Capacity Model Tool (ECMT), including developments in the field of Timetabling, is a software tool for Infrastructure Managers/Allocation Bodies, which helps them in the publication of their capacity models. The tool can be accessed publicly to check the published capacity models on the TTR pilot lines. The software was developed under the leadership of RNE in cooperation with several European railway companies. Apart from the third-party solutions used, 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 are 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.

The focus in 2020 was on taking over the portal from the European Commission and properly setting up the steering committees: “Governance Board” GB and “Technical Control Board” TCB. The GB agreed on further developments of the RFP as proposed by the TCB, which will be financed from the Grant agreements provided by the European Commission. The Grant agreements for maintenance and further development went into force on 22 December 2020.

Digitalisation of Network Statements and Corridor Information Documents

RNE started developing the Network and Corridor Information Portal (NCI) to digitalise the texts of the Network Statements and the Corridor Information Documents (CIDs) in 2020, which is going live in Q2 of 2021. It aims to further facilitate easy access to information published in the Network Statements and the CIDs.

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

- quickly search in the contents of the various NSs and CIDs facilitated by the RNE Network Statement and CID common structures,
- combine contents from various Network Statements and CIDs on one single search result page,
- create and download contents of special interest in a single file, thus, comparing the contents of the documents of the user’s interest more efficiently and more quickly than browsing in them one by one on many various websites.

As a next step, it is planned to make an analysis regarding the technical, financial and legal feasibility of digitalising the numeric data, mainly the network description parameters in the long-term as well, by using potential synergies with other existing RNE IT tools.

— Receivables and other assets

Receivables and other assets

	Total €	thereof residual term up to 1 year €
Receivables and other assets		
Trade receivables	133,993.83	133,993.83
Previous year	143,246.89	143,246.89
Other receivables	238,277.47	238,277.47
Previous year	176,050.99	176,050.99
Sum Receivables	372,271.30	372,271.30
Previous year	319,297.88	319,297.88

Provisions

Other provisions have developed as follows:

	State 2020-01-01 €	Usage €	Allocation €	State 2020-12-31 €
Other provisions				
Other provisions	79,575.00	79,575.00	110,000.000	110,000.00
Provision for accrued vacation	83,353.17	0.00	5,776.43	89,129.60
Provision for extra hours	2,441.64	0.00	83.05	2,524.69
Provision for consulting fees	9,000.00	9,000.00	9,000.00	9,000.00
	174,369.81	88,575.00	124,859.48	210,654.29

Liabilities

	Total €	thereof residual term up to 1 year €
Liabilities		
Advance payments received for orders	756,075.60	756,075.60
Previous year	749,775.60	749,775.60
Vendor liabilities	935,742.84	935,742.84
Previous year	579,799.45	579,799.45
Other liabilities	199,419.84	199,419.84
Previous year	144,855.65	144,855.65
thereof taxes	58,981.67	58,981.67
Previous year	37,681.29	37,681.29
thereof social security	58,812.93	58,812.93
Previous year	42,637.84	42,637.84
Total Liabilities	1,891,238.28	1,891,238.28
Previous year	1,474,430.70	1,474,430.70

Notes to the Profit and Loss Account

Notes to the Profit and Loss Account

The profit and loss account has been drawn up in accordance with the total-cost approach.

Managing Board Members

During the financial year 2020 Managing Board Members were

- Harald Hotz (ongoing)
- Ann Billiau (ongoing)
- Mirosław Kanclerz (ongoing)
- Paul Mazataud (ongoing)
- Augustinus de Mol (ongoing)
- Péter Rónai (ongoing)
- Stefano Castro (ongoing)
- Oliver Sellnick (since May 2020)

Employees of the company

In the financial year 2020, RailNetEurope had 31 employees on average, thereof 2 seconded by Members of RailNetEurope and 29 directly employed by RailNetEurope (thereof 6 part-time employees: two with 75%, one with 91,66%, one with 62,5%, one with 60% and one with 50% of the normal working time).

Vienna, 19 May 2021



Harald Hotz



Ann Billiau



Mirosław Kanclerz



Paul Mazataud



Augustinus de Mol



Péter Rónai



Stefano Castro



Oliver Sellnick

Members of the Managing Board

— Schedule of development of non-current assets

	Purchase / Production costs		Accumulated depreciations			Net asset value
	2020-01-01 2020-12-31 €	Additions Disposals €	2020-01-01 2020-12-31 €	Depreciations Write-ups €	Disposals €	2020-01-01 2020-12-31 €
Non-Current Assets						
Intangible Assets						
Concessions and industrial property rights and similar rights	3,796,175.28	1,396,682.84	1,966,620.41	1,057,602.97	466,551.48	1,829,554.87
	4,725,499.87	467,358.25	2,557,671.90	0.00		2,167,827.97
Tangible Assets						
Structural investment in third-party buildings	33,181.56	0.00	12,395.09	6,076.60	0.00	20,786.47
	33,181.56	0.00	18,471.69	0.00		14,709.87
<i>thereof fixtures in foreign buildings</i>	<i>33,181.56</i>	<i>0.00</i>	<i>12,395.09</i>	<i>6,076.60</i>	<i>0.00</i>	<i>20,786.47</i>
	<i>33,181.56</i>	<i>0.00</i>	<i>18,471.69</i>	<i>0.00</i>		<i>14,709.87</i>
Other equipment, furnitures and fixtures	122,249.39	11,440.00	75,011.00	31,344.79	6,694.75	47,238.39
	126,992.64	6,696.75	99,661.04	0.00		27,331.60
	155,430.95	11,440.00	87,406.09	37,421.39	6,694.75	68,024.86
	160,174.20	6,696.75	118,132.73	0.00		42,041.47
Total assets analysis	3,951,606.23	1,408,122.84	2,054,026.50	1,095,024.36	473,246.23	1,897,579.73
	4,885,674.07	474,055.00	2,675,804.63	0.00		2,209,869.44

— External Auditing Report

Report on the Financial Statements

Audit Opinion

We have audited the financial statements of

**RailNetEurope - Vereinigung zur Förderung des
internationalen Verkehrs auf der Eisenbahninfrastruktur, Wien.**

These financial statements comprise the statement of financial position as of December 31, 2020, 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 Association as of 31 December 2020 and its financial performance for the year then ended in accordance with Austrian Generally Accepted Accounting Principles.

Basis for Opinion

We conducted our audit in accordance with Austrian Standards on Auditing. These 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 Association 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 is sufficient and appropriate to provide a basis for our opinion.

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, for them to present a true and fair view of the assets, the financial position and the financial performance of the Association 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 Association’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 Association 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 Association'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 Association'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 Association 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.

We communicate with the Managing Board regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

We also provide the Managing Board with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

Vienna, 18 March 2021



 St. Veit-Gasse 50
 1040 Wien
 Austria
 Wirtschaftsprüfungsges.m.b.H.
 Mag. Sabine Studera
 (Wirtschaftsprüferin)

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 of RailNetEurope

Based on the external audit of Merkur Control we have audited the financial statements of RNE for the year 2020. 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 have to 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.

Vienna, 19 May 2021

Carmen Theler
*Schweizerische
Trassenvergabestelle*



A handwritten signature in blue ink, appearing to read 'C. Theler'.

Alfred Lutschinger
*Österreichische
Bundesbahnen*



A handwritten signature in blue ink, appearing to read 'Alfred Lutschinger'.

3 IMPRINT

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