



**FINANCIAL
REPORT**

2022

1 FOREWORD BY PRESIDENT AND SECRETARY GENERAL

The year 2022 was the first after two years marked by the COVID-19 pandemic, where business resumed in a way more similar to pre-pandemic times. The experiences gained during the pandemic years have nevertheless been valuable ones, resulting now in more flexibility and adaptiveness in the way the organisation operates, e.g. as regards the organisation of meetings and remote work. With an ever-expanding project portfolio, 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.

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 2022 highlights. More detailed information can be found in the related sections on our website: <https://rne.eu/>

Capacity Management / TTR

TTR and Capacity Management Developments
Most notably, two TTR phases were transformed into live processes: the Capacity Strategies, already delivered for the timetables 2025 and 2026, and the first ever Capacity Models for timetable 2025 (due in June 2023). To facilitate the ongoing gradual implementation of TTR, updates to the Capacity Strategy, Capacity Model and Temporary Capacity Restriction Handbooks were approved by the RNE General

Assembly in December 2022. In addition to the handbooks, the RNE Capacity Management High-Level Group provided for the first time a common definition of a “well-planned Temporary Capacity Restriction”, to be incorporated in all future TCR process documents. Also, a new “Advance Capacity Management Working Group” was launched as of the first quarter of 2023, to cover the ongoing processes in the so-called “Advance Planning Phase”.

As TTR emphasises the involvement of the market in the designing phase of capacity products, Capacity Needs Announcements (CNAs) were foreseen in the Capacity Model phase since the original concepts. As Capacity Models are now being created, a pilot on possibilities to implement CNAs was launched in parallel with findings due in 2023.

While the ongoing work on TTR deliverables progresses well, the RNE Capacity Management team continuously monitors the quality of running processes. In 2022, the team specifically analysed the integration of agreed timelines in Network Statements, which has improved since previous timetable periods but still requires attention.

The Commercial Conditions, an important TTR enabler, also progressed to the next level, producing as its first deliverable: a document describing harmonised applicant cancellation thresholds, which was approved by the RNE GA and will be piloted by those “first-wave TTR implementers” who actively participated in the creation of the document.

Digital Capacity Management (DCM)

The gradual implementation of TTR and the improvement of running processes are crucially supported by developments in capacity management IT, “Digital Capacity Management” (DCM). The rollout of national interfaces to the Path Coordination System (PCS) continued, and DCM Fact Sheets were produced to summarise what DCM will look like when fully deployed.

To ensure a gradual release of DCM, Minimum Viable Products (MVPs) were introduced, with DB Netz and SBB Infra cooperating to establish the provision of capacity offers at very short notice and RNE providing a central tool to combine these offers into one. This MVP “Short-Term Ad Hoc” will be finally available in 2023. The MVP will be further developed, and its basics integrated in the next evolution of PCS: The “PCS-Capacity Broker”. The project for this evolutionary step has been launched and is expected to deliver the new system in late 2024. Another MVP “Border Harmonisation Tool” was developed to facilitate the harmonisation of train paths between Infrastructure Managers. This MVP is currently in its testing phase which will lead into piloting and is scheduled for production in 2024. As a main component of the central DCM, the TCR Tool has also transitioned into production in 2022 with a common interface established. Infrastructure Managers now have the possibility to share TCR information via this one platform, with nearly 500 TCRs already published for timetable period 2025.

The European Capacity Management Tool (ECMT) was deployed as the latest addition to the central DCM. In it, new functions were created to handle Capacity Models and Capacity Needs Announcements, which are interoperable thanks to the Joint Sector Schema.

To establish the relevant exchange between these systems, the TCR Tool - ECMT interface was established with the goal of reducing redundancies in the workflow.

TTR and Capacity Management Process Implementation

With TTR being in full rollout mode, the project plan was updated and release plans checked for gaps. A complementary activity analysed the feasibility of implementing TTR components from the environmental (e.g. legal framework, DCM deployment speed) and resource (e.g. HR, funding, change management) perspective, delivering a stepwise implementation plan that preserves the ambition of TTR while keeping it realistic and feasible.

As TTR is largely in the course of being implemented at national level, RNE has established a new team at the Joint Office dedicated to aligning all national implementation efforts, resulting in better harmonised national and central project plans, better incorporation of stakeholder needs and an adaptive approach for framework conditions not being developed within TTR projects (particularly the legal framework).

Another important activity launched in 2022 was the study

on socio-economic criteria in case of capacity shortages. This study will analyse the feasibility to use socio-economic criteria on international level to determine priorities in the planning and allocation of capacity. Results are anticipated for the first half of 2024.

Further Cooperation with Stakeholders

In 2022, the European Commission triggered and completed the Impact Assessment to determine requirements for an updated legislative framework. RNE provided technical input in the form of TTR descriptions, which contained also technical possibilities for International Leading Entities (ILEs) as supporting bodies within the complete Capacity Management process.

Beyond that, RNE has started its participation in the Europe's Rail Joint Undertaking System Pillar, with the aim of integrating the TTR, and specifically DCM approach, in the final outcomes of this ambitious project. Following the European Commission's call for Passenger Pilots to improve international passenger services, RNE will contribute with a dedicated resource supporting in matters of capacity planning and allocation. Last but not least, RNE provides technical input to many ongoing activities inspired by the Green Deal, such as the International Rail Passenger Platform (IRP) by EU Member States and has started to explore possibilities to align RNE activities with EuroLink, a platform where capacity concepts are being elaborated on long time horizons, beyond TTR.

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/>

Traffic Management & Train Performance Management

In 2022 RNE's work on the new European Traffic Management Network concept resulted in a handbook describing the processes and tools supporting the cooperation of national traffic control centres, emphasising a European view on the international train run to increase international train and infrastructure performance, including the definition of supporting tools.

Language Programme activities continued in 2022. The language tool prototype developed under the Shift2Rail Translate4Rail project was adapted and tested in a new area, supporting neighbouring regional traffic centres' communication and improved English-speaking dispatcher communication.

Using results of the Digital Train 1.0 project, RNE's train running forecasting activities continued in 2022 and provision for the whole European network was piloted in cooperation with, and using data provided by, an external IT company, supported by Artificial Intelligence technologies.

Based on the revised edition of the International Contingency Management (ICM) Handbook, further updates

on training processes and simulation were prepared, to be approved in 2023. Beyond that, RNE provided relevant support in case studies on allocation principles elaboration for the Network of Executive Board (NExBo).

One of the goals defined in the RNE TIS Data Quality strategy was fulfilled by defining data quality management processes and relevant KPIs. The project dealing with RFC train identification, assignment to the relevant corridor(s) and introducing an automatic procedure for this identification came to its last phase, with outputs expected in 2023. 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/>

IT

Following the definition of RNE's IT strategy priorities in 2021, the focus in 2022 continued to be on these three main areas: Digital Infrastructure Information, Digital Capacity Management, and Digital Train Information. RNE continued chairing the PRIME Digital Subgroup where the topics listed were discussed with the European Infrastructure Managers, and joint activities with UIC/Rail Freight Forward set up by the European Commission.

Regarding Digital Infrastructure Information, RNE has

launched the implementation of the Railway Infrastructure System – RIS. The first part of the system was developed in 2022 and RIS will merge applications dealing with reference files such as the TAF/TAP TSI Central Reference Files Database (CRD), GeoEditor, Customer Information Platform (CIP) and Rail Facilities Portal (RFP) into one powerful application by mid/end of 2023.

In Digital Capacity Management (and its three pillars: Path Coordination System (PCS), Temporary Capacity Restriction (TCR) Tool and European Capacity Management Tool (ECMT)), foundations were laid for a new major version of PCS – the PCS Capacity Broker. In a first step, the Capacity Broker as a minimum viable product will be developed until end of 2023 for the short-term path request. Further on, the system will be merged with current version of PCS to the PCS Capacity Broker by mid/end of 2024.

As regards Digital Train Information, the Train Information System (TIS) is one of the most used Business to Business applications in the railway sector. More than 4000 regular users rely on the application to track and trace trains and more than 5 Million TAF/TAP messages per day were exchanged in real time between 70 rail companies. Distance calculation on the complete train run for the planned and operational train journey was improved. This approach offers a huge variety of additional functions and reports on train, wagon, country and corridor level, enabling us to offer new services to our customers, the Railway Undertakings, and other stakeholders.

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

Legal Matters and Sales

A major part of RNE's portfolio is the development, maintenance and operation of IT applications for daily support of the international railway business in Europe. Data in RNE IT are provided by the Infrastructure Managers and integrated into Europe-wide systems. De facto, over the last 15+ years RNE has turned into the European IT and data hub of infrastructure companies in the railway domain. Each data ecosystem of such kind assumes an underlying framework on the technical, legal and commercial side. To this end, in 2022 RNE developed its own non-personal data policy, applicable as of 1 January 2023.

The policy paves the way to work with industrial data (co)-generated in railway infrastructure management transparently, effectively and efficiently ensuring that the data activities are based on a coherent and consistent organisation-wide approach. The policy document is also laying the foundation for joining the emerging European mobility data space. It will serve as RNE's business card on data for all actors from the railway sector, stakeholders from other modes of transport, flagship projects on data spaces and policymakers involved in the establishment of a common European Mobility Data Space.

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

Corridor Management

In 2022, 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 2022. The year witnessed an all-time high ratio of compliance 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 RFC KPIs focusing on dwell times in border sections as well as on the volume of train kilometres operated by the trains along the routes of the RFCs was approved by the RNE GA.

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 IMs. CIP was also designed to be among the first IT applications managed by RNE to be fully integrated into the newly developed Rail Information System (RIS) of RNE.

As a new activity in the portfolio of RNE's corridor-related activities and based on a request of the European Commission, RNE together with all RFCs launched a

dedicated project, which in 2022 resulted in a feasibility study for conducting a European Transport Market Study (TMS) focusing on freight transport and a draft of dedicated RNE guidelines for updating RFCs' TMSs. Following this project, the European Commission requested an extension of the study in 2023 to equally cover the passenger transport and a detailed implementation plan to be provided in 2024, as a part of a broader plan to conduct a complex European TMS in 2025 and beyond. The RFC Network also asked RNE to support the RFCs in conducting a joint update of their TMSs in 2023 and 2024, which was approved by the RNE GA.

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

Network Statement / Corridor Information Document / Rail Facilities Portal

Network Statements and Corridor Information Documents:

In 2022 the Network Statement Common Structure (NS CS) was updated to take into account the judgment of the European Court of Justice in case C-12/20 according to which the Corridor Information Documents (CIDs) of Rail Freight Corridors as purely informative documents and stated that it would be for the Infrastructure Managers to define in their respective national Network Statements the rules for requesting capacity on an RFC. The NS & CID WG jointly with the LM WG assessed different options for reflecting the judgment at the level of the NS CS. A dedicated Annex to

the Network Statements was prepared which includes the relevant rules previously included in the CIDs.

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

Information on the Network and Corridor Information System (NCI) can be found here: <https://rne.eu/it/rne-applications/nci/>

Rail Facilities Portal (RFP): By the end of 2022 over 19.000 service facilities across Europe were listed in the Rail Facilities Portal on a scalable and clickable map. Sixteen 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.

In 2022, RNE also conducted a market study on the RFP, concluding that RNE's strategy to integrate the RFP into the Railway Infrastructure System (RIS), i.e. an integrated environment for all RNE applications, is the most suitable way for further development of the Portal both from an IT and financial perspective.

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

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, The Agency, 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.

Financially, the budget commitments in 2022 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, who took up this role as of the beginning of 2023 and who we would like to warmly welcome, and Alfred Lutschinger, who has been serving as internal auditor for many years. We would like to thank both very much for their efforts. This thanks also extends to Carmen Theler, who said her farewell as internal auditor as of December 2022, for her valuable contributions and input over the past years. 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.



PAUL MAZATAUD
RNE PRESIDENT

Paul Mazataud



JOACHIM KROLL
SECRETARY GENERAL

Joachim Kroll

② FINANCIALS

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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	B. Provisions		
	238,502.45	51,984.88	Other provisions	179,523.57	218,258.00
	2,945,543.83	2,110,711.77		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
C. Accruals	51,164.70	51,963.73	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
				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 and 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 2022

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 800.00) 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 p.17 'Schedule of 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 regarding 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 and quicker than browsing them one by one on many 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), and in reducing 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 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, 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 and 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

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

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

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 2022 Managing Board Members were

- Paul Mazataud (ongoing)
- Stefano Castro (ongoing)
- Augustinus de Mol (ongoing)
- Michel Geubelle (ongoing)
- Mirosław Kanclerz (ongoing)
- Robert Prinz (until 07 September 2022)
- Péter Rónai (ongoing)
- Stephan Schenk (ongoing)
- Manfred Eberhard Oliver Sellnick (ongoing)
- Linda Thulin (ongoing)

Employees of the company

In the financial year 2022 RailNetEurope had 47 employees on average, thereof 4 seconded by Members of RailNetEurope and 43 directly employed by RailNetEurope (thereof 7 part-time employees: one with 88%, one with 80%, one with 75%, one with 70%, one with 60%, one with 52% and one with 50% of the normal working time).

Vienna, 31 May 2023



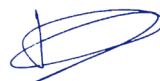
Paul Mazataud



Stefano Castro



Augustinus de Mol



Michel Geubelle



Mirosław Kanclerz



Péter Rónai



Stephan Schenk



Oliver Sellnick



Linda Thulin

Members of the Managing Board

Schedule of development of non-current assets

	Purchase / Production costs		Accumulated depreciations			Net asset value
	2022-01-01 2022-12-31 €	Additions Disposals €	2022-01-01 2022-12-31 €	Depreciations Write-ups €	Disposals €	2022-01-01 2022-12-31 €
Non-Current Assets						
Intangible Assets						
Concessions and industrial property rights and similar rights	5,188,885.33	2,048,567.22	3,130,158.44	1,351,416.17	579,183.94	2,058,726.89
	6,609,432.05	628,020.50	3,902,390.67	0.00		2,707,041.38
Tangible Assets						
Structural investment in third-party buildings	33,181.56	97,375.73	23,644.91	9,198.25	25,659.84	9,536.65
	97,375.73	33,181.56	7,183.32	0.00		90,192.41
thereof fixtures in foreign buildings	33,181.56	97,375.73	23,644.91	9,198.25	25,659.84	9,536.65
	97,375.73	33,181.56	7,183.32	0.00		90,192.41
Other equipment, furnitures and fixtures	129,587.83	180,964.50	87,139.60	63,887.36	61,783.53	42,448.23
	237,553.47	72,998.86	89,243.43	0.00		148,310.04
	162,769.39	278,340.23	110,784.51	73,085.61	87,443.37	51,984.88
	334,929.20	106,180.42	96,426.75	0.00		238,502.45
Total assets analysis	5,351,654.72	2,326,907.45	3,240,942.95	1,424,501.78	666,627.31	2,110,711.77
	6,944,361.25	734,200.92	3,998,817.42	0.00		2,945,543.83

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, 2022, 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 December 31, 2022 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 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 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, 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 General 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 General 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, 31 May 2023



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 2022. 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, 31 May 2023

Andreas Gaberthüel
Schweizerische
Trassenvergabestelle



A blue ink signature of Andreas Gaberthüel, written in a cursive style.

Alfred Lutschinger
Österreichische
Bundesbahn



A blue ink signature of Alfred Lutschinger, written in a cursive style.

3 IMPRINT

This report is published by

RAILNETEUROPE, JOINT OFFICE

Jakov-Lind-Strasse 5, AT – 1020 Vienna

Phone +43 1 907 62 72 00

Fax +43 1 907 62 72 90

E-mail: mailbox@rne.eu

www.rne.eu

Image credits

Stephan Doleschal, www.fotoweinwurm.at & others

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