Who are we?

Co-financed by the European Union
Connecting Europe Facility

All ten Rail Freight Corridors were established according to the Regulation (EU) No 913/2010. More information available here: http://www.rne.eu/rfc-corridors.html.

A European Network…

Co-financed by the European Union
Connecting Europe Facility

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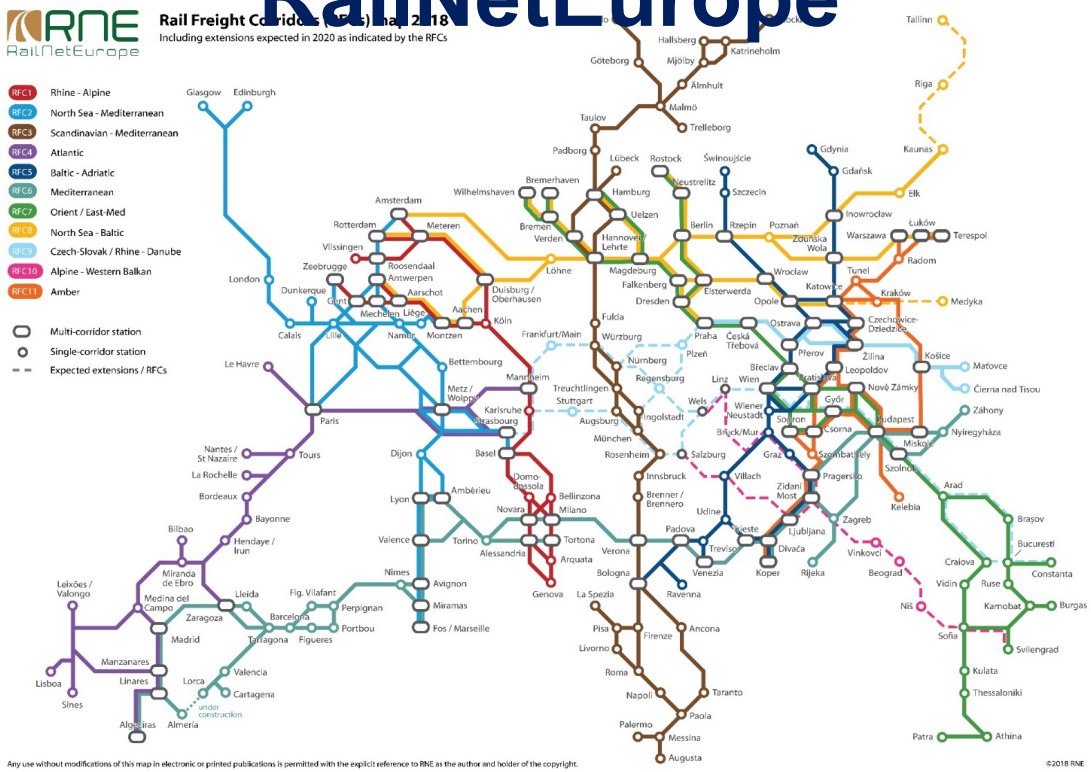
… of ten active Corridors … supported by RailNetEurope



Our added value?

- Trigger **cooperation** between **national rail networks** for **more competitive international rail freight services**
- Foster the **dialogue** with **Terminals**, **Railway Undertakings** and **End users** for **a smoother rail logistic chain**
- **Offer a single entry point** for the Customer to **facilitate access** to international rail **capacity** (“Corridor One-Stop-Shop”)
- Develop **common IT-tools** along the **customer journey** to facilitate international journey planning, capacity booking, traffic management and quality monitoring

How do we do that?

- Internationally **coordinated**, **guaranteed** paths (“Pre-arranged-paths”)
- Development of a **joint path allocation tool** (“Path Coordination System”- PCS©)
- Development of infrastructure **work coordination** (“Temporary Capacity Restrictions”- TCRs)
- Dialogue with Railway Undertakings to improve **quality**, in particular **punctuality**
- Promotion of rail freight-supportive **infrastructure investments**, in particular **train length**

What do we aim at?

Our 10 Priorities from the Rotterdam Sector Statement

- Support a more flexible, reliable and stable **international timetable** (Timetable redesign project (TTR)
- Develop new, market-oriented concepts for Corridor **capacity offer**
- Improve the coordination on **Temporary Capacity Restrictions** (TCRs)
- Develop RNE's single booking tool **Path Coordination System** (PCS)
- Improve the interoperability of **cross-border operations**
- Develop train tracking and improve **Expected Time of Arrival** (ETA)
- Monitor the harmonisation of **infrastructure parameters** ("TEN-T Parameters")
- Support roll-out of the **European Traffic Control System** (ETCS)
- Monitor quality with shared **Key Performance Indicators**
- Harmonisation of the **Corridor Information Document**

Co-financed by the European Union
Connecting Europe Facility

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The Corridor One-Stop-Shop…

Co-financed by the European Union
Connecting Europe Facility

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- …**ensures** that pre-arranged paths are well coordinated at borders
- …**allocates** pre-arranged paths to customers
- …**monitors** demand and **collects** customer feedback
- …**recommends** product developments

What do we sell?

Pre-Arranged Paths (PaPs)

- International
- Coordinated paths
- Published and allocated for a year
- One booking tool (PCS)
- One allocation body (Corridor One-Stop-Shop)

Reserve Capacity (RC)

- International
- Coordinated paths or slots
- Published every year, allocated on the short notice
- One booking tool (PCS)
- One allocation body (Corridor One-Stop-Shop)

When can I book Corridor Capacity?...

JANUARY	APRIL	JULY	AUGUST	OCTOBER	DECEMBER
Publication of PaPs for the next Timetable	Deadline for PaP-Application	Draft Timetable Offer and Collection of Customer Observations	Final Timetable offer (Collection of capacity wishes for following Timetable)	Publication of RC	Timetable change

…and where?

http://pcs.rne.eu/

Our Organisation…

…brings together decision-makers and experts of the rail logistic chain

Where can I find out more?

http://www.rne.eu/rail-freight-corridors

Our individual websites

http://info-cip.rne.eu/

Our shared Customer Information Platform

The RFCs individually

RFC 1
Rhine-Alpine

Facts and figures

General Information

- **5 Member States:**
  The Netherlands, Belgium, Germany, Switzerland, Italy
- **Established in November 2013**
- **Total corridor lines:**
  3.900 km (Principal lines: 2.400km)
- 6 Sea ports, over 100 Terminals, over 10 Inland Ports

www.corridor-rhine-alpine.eu

Contacts

Management

Managing Director
Dr. Christiane Warnecke
christiane.warnecke@deutschebahn.com

Chairman of the Management Board
Guus de Mol
guus.demol@prorail.nl

C-OSS Manager
Martin Ruiz
oss@corridor-rhine-alpine.eu

EEIG Office

Marketing & Administration
Caroline Marsch
caroline.marsch@deutschebahn.com

Programme Manager
Harald Heusner
harald.heusner@deutschebahn.com

Corridor Manager
Alessandro Fattorini
alessandro.fattorini@bls.ch

Our focus

The Memorandum of Understanding of RFC Rhine-Alpine from June 2017 defines focus topics for 2017-2018 related to the 2016 Sector Statement

International path offer	Fast paths Cologne – Gallarate via Gotthard, pre-arranged Paths tool, study to improve handling of internat. ad hoc traffic
Temporary Capacity Restrictions	Publication of international impact sheets, co-developer of TCR tool with RNE (piloting phase in RFC Rhine-Alpine 2018)
Cross-border interoperability	740m extensions in Germany and Belgium, harmonisation of breaking sheets, tail signals and study on train weight in Italy
ETCS roll-out	Gap-analysis based on European Deployment Plan (EDP), workshop with RUs for potential usage of ERTMS on the corridor
KPIs / Performance	Performance monitoring, punctuality workshops together with terminals, operators and RUs

Co-financed by the European Union
Connecting Europe Facility

Our focus

RFC Rhine-Alpine is the motor for many new developments for international rail freight on the corridor

Pilot projects in capacity management

- Timetable harmonisation quality, PaP offer
- Fast paths Cologne – Gallarate
- Tool for coordination of TCR
- Flexible path construction DE-NL

Pilot projects in operations

- Implementation of new internat. incident management
- WS for punctuality improvements with many stakeholders
- Park or Run tool pilot
- ERTMS Workshops with RUs

Studies that will be finalised in 2018

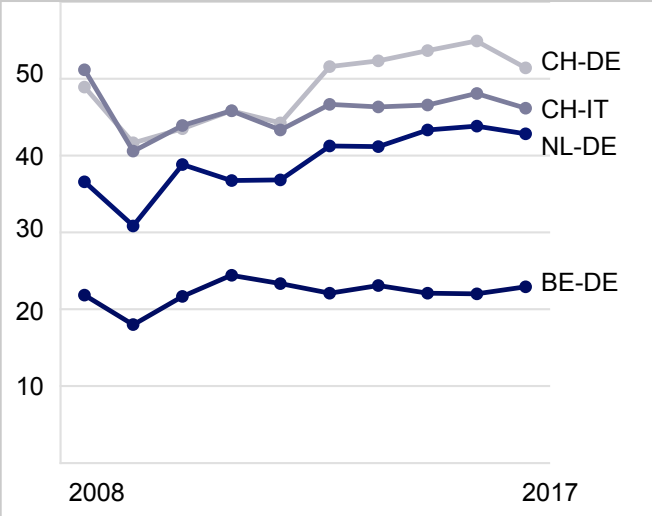
Timetable harmonisation for ad hoc traffic (expert workshops for each border section)

Transport Market Study focussing on main growth drivers (740m trains and weight, reduction of stops, improvement of punctuality/reliability)

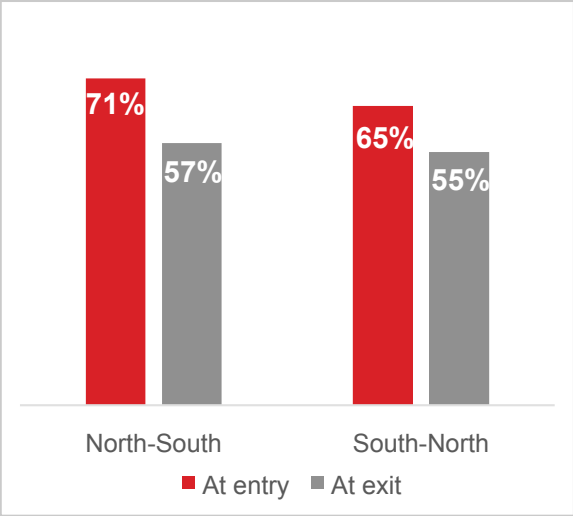
Co-financed by the European Union
Connecting Europe Facility

KPI development

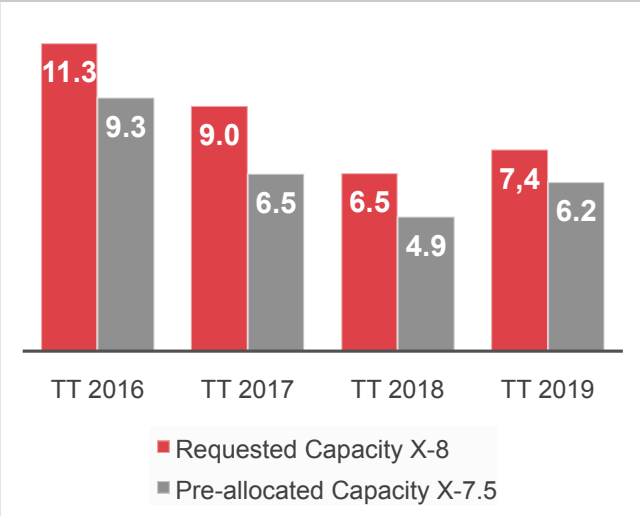
Number of freight trains at borders
[in thousand per year]



Punctuality of freight trains 2017
[in % within 30 minutes]



Pre-arranged paths (PaPs)
[in million km]



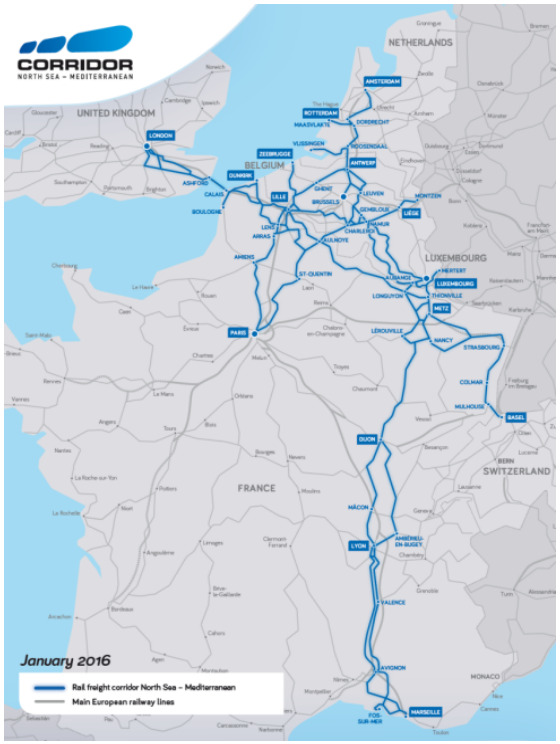
RFC 2
North Sea – Mediterranean

Facts and figures

General Information

- **Member States**:
  the Netherlands, Belgium, Luxembourg, France, Switzerland and the United Kingdom
- **Established**: 2013
- **Length**: 5.512 km
- Number of **terminals**: 123
- Number of **sea ports**: 10

www.rfc-northsea-med.eu



Contacts

Managing Director:
Guillaume Confais-Morieux
guillaume.confaismorieux@rfc2.eu

One-Stop Shop Leader, Quality and Capacity Manager:
Thomas Vanbeveren
oss@rfc2.eu
thomas.vanbeveren@rfc2.eu

Operation & Investments Manager, ERTMS Coordinator:
Mohamed Salimène
mohamed.salimene@rfc2.eu

Finance & Communication Manager, Advisory Groups Coordinator:
Matthieu Maeselle
matthieu.maeselle@rfc2.eu

Co-financed by the European Union
Connecting Europe Facility

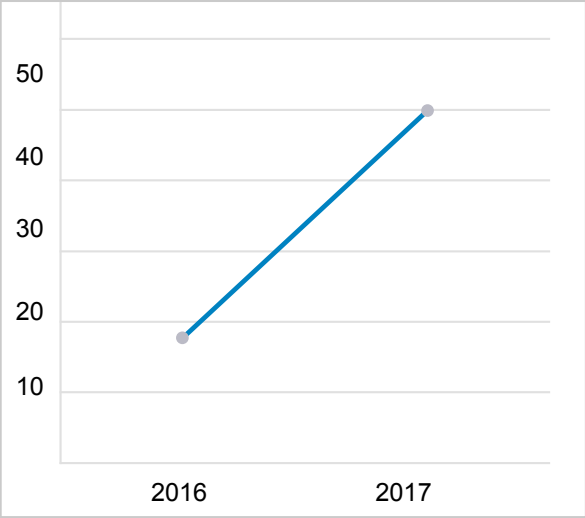
All ten Rail Freight Corridors were established according to the Regulation (EU) No 913/2010. More information available here: http://www.rne.eu/rfc-corridors.html.

Developing freight traffic within the corridor

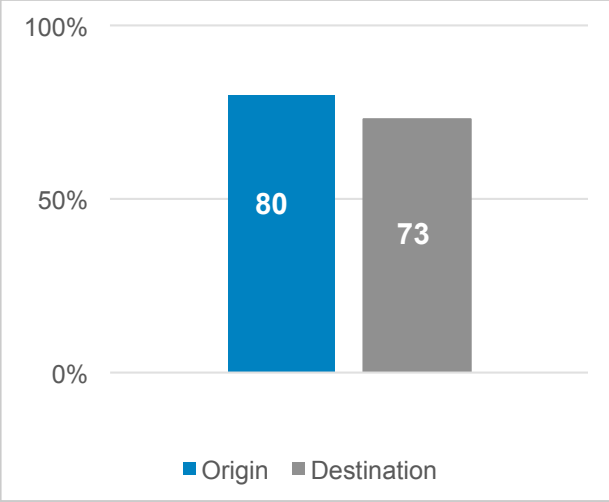
- **Easier, a single window for quality paths**
  - Single point of contact: C-OSS
  - High quality paths reserved for international freight: pre-arranged paths
  - Client Orientation
- **Faster, a high level of performance**
  - Train performance measured and analysed
  - Freight friendly traffic management
- **Safer, an optimised network**
  - High level infrastructure
  - Interoperability
  - Coordination of works

KPI Development

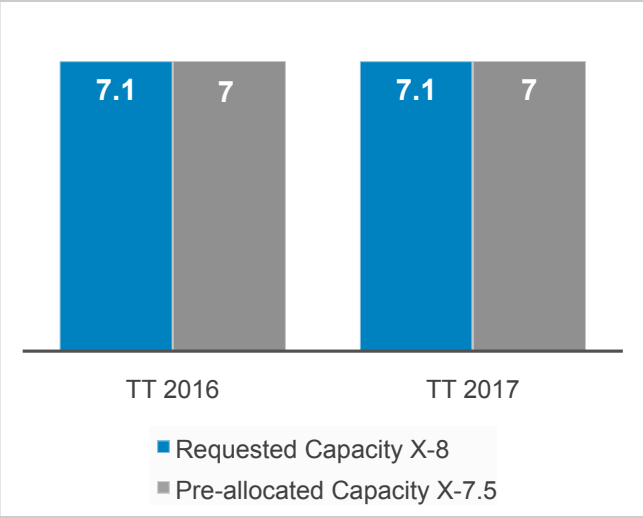
Number of freight trains at borders
[in thousand per year]



Punctuality of freight trains 2017
[in % within 30 minutes]



Pre-arranged paths (PaPs)
[in million km]



Co-financed by the European Union
Connecting Europe Facility

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ScanMed RFC
STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO

RFC 3
Scandinavian Mediterranean

Facts and figures

General Information

- **Member States:**
  Norway, Sweden, Denmark, Germany, Austria, Italy
- **Established:** 2015
- **Length: 7.527 km**
- Number of terminals: 80
- Number of sea ports: 14

www.scanmedfreight.eu

Co-financed by the European Union
Connecting Europe Facility

All ten Rail Freight Corridors were established according to the Regulation (EU) No 913/2010. More information available here: http://www.rne.eu/rfc-corridors.html.

Contacts

Chair of the Management Board:
Bjørn Kristiansen
Bjorn.kristiansen3@banenor.no

Managing Director:
Sophie Ismaier
Sophie.ismaier@scanmedfreigth.eu

One-Stop Shop Manager:
Mihaela Vetter
Mihaela.vetter@scanmedfreight.eu

Project Manager and Deputy Managing Director
Simona Di Loreto
simona.diloreto@scanmedfreigth.eu

Communication Officer
Antonia Recchia
an.recchia@rfi.it

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Connecting Europe Facility

Our focus

Comprehensiveness

- Along the logistic chain:
- Coordinated capacity offer with Terminals for the yearly Timetable
- International feasibility studies upon requests from End users
- Along a timetable:
- Capacity offer from 11 months before timetable change to a few days before train run

Stability

- „Stress-test“ of yearly offer („pre-arranged paths“) against planned works on the infrastructure
- Cooperation with customers for case-by-case analysis of heavily delayed trains (>2 hours) and quality improvement

Flexibility

- Cross-border tailor-made offer until a few days before train run for „spot traffic“ (1 train, 1 day)

Co-financed by the European Union
Connecting Europe Facility

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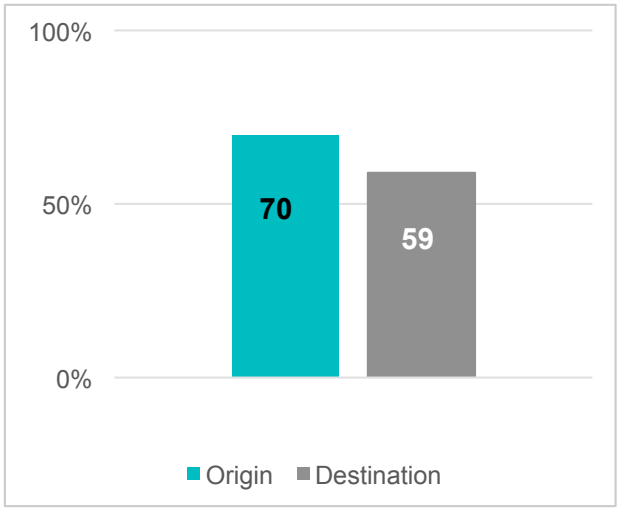
KPI development

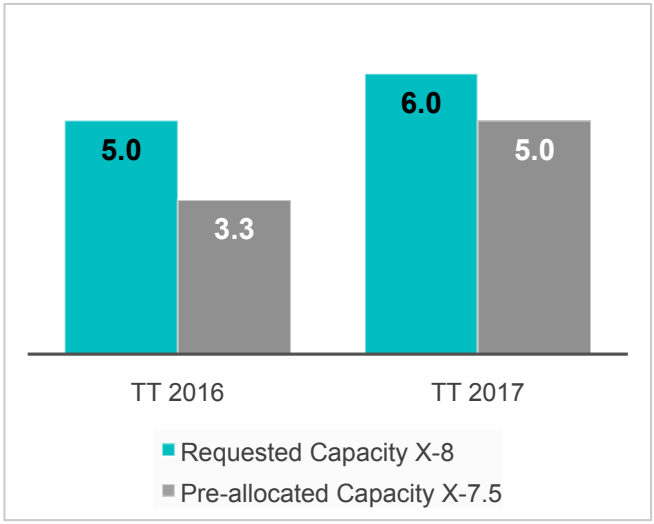
Number of freight trains at borders 2016 [in thousand per year]

69,370

Punctuality of freight trains 2016
[in % within 30 minutes]



Pre-arranged paths (PaPs)
[in million km]

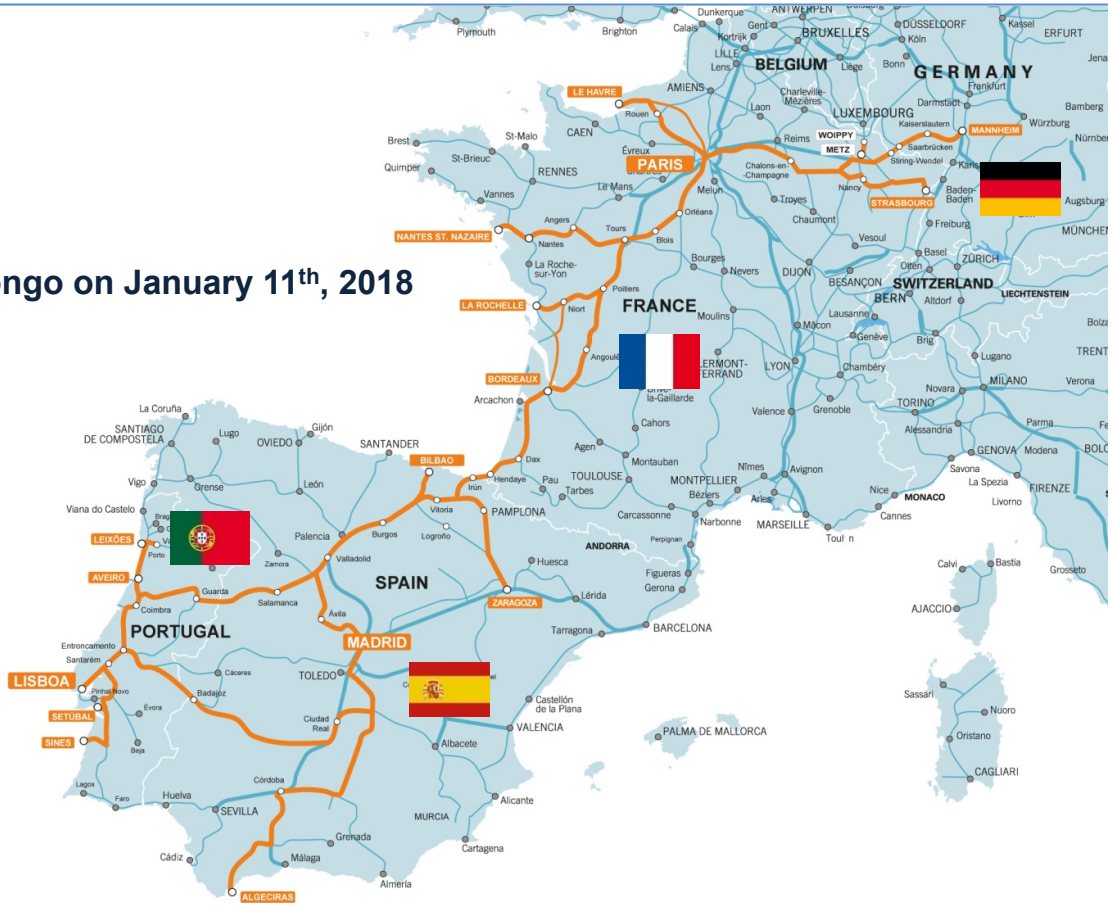


RFC 4
Atlantic

Corridor Description

Implemented on November 10th, 2013,
extended to Germany on January 1st, 2016 and
to Nantes St Nazaire, La Rochelle, Zaragoza and Valongo on January 11th, 2018

- Four Members States:
  Portugal, Spain, France and Germany
- Four IMs:
  IP, ADIF, SNCF Réseau and DB Netz
- Corridor Characteristics:
  - Around 6 200 km
  - Iberian (1668 mm) and UIC (1435 mm) track gauge
  - Electrified and partially non electrified
  - Multiple signaling system



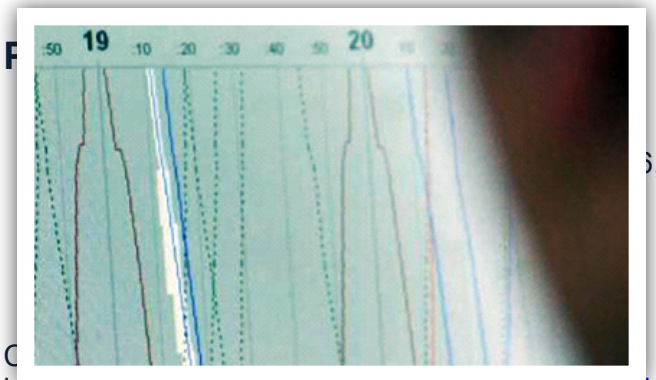
Additional information available on www.atlantic-corridor.eu

Atlantic Corridor Products

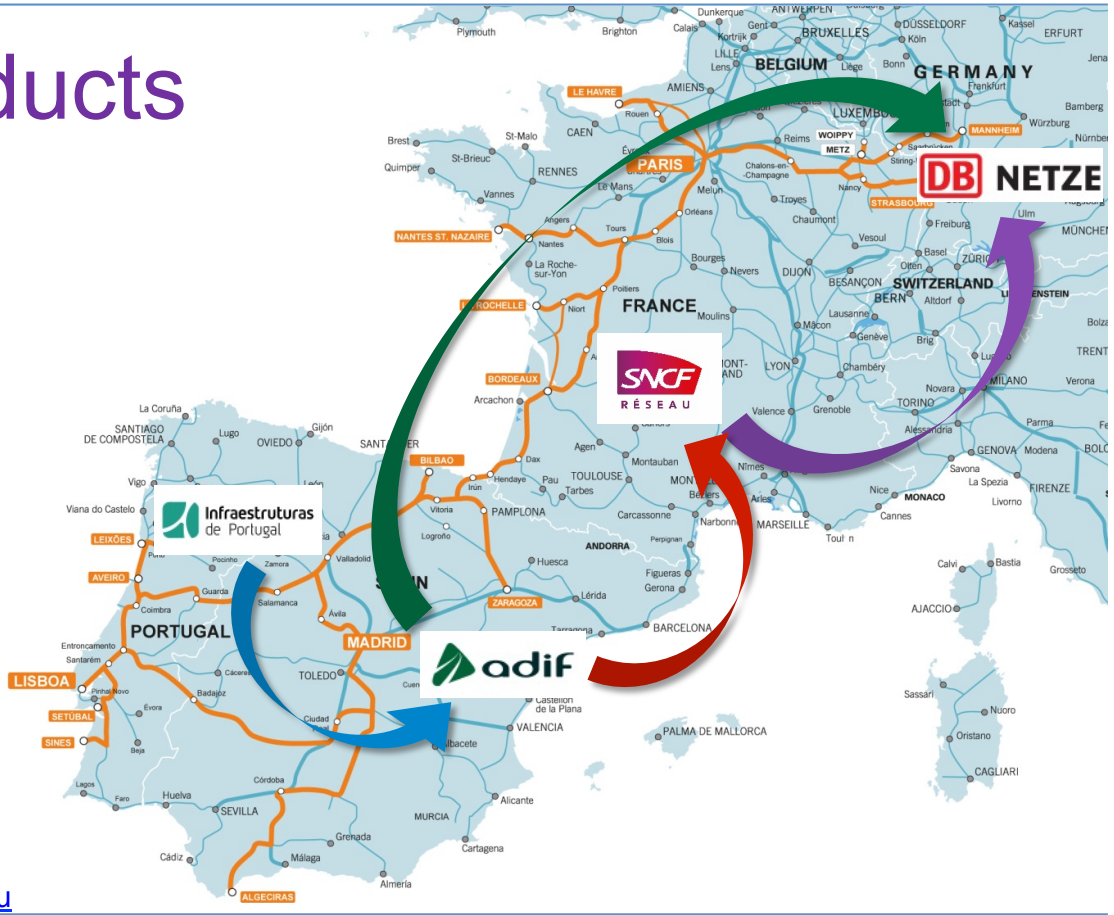
PaP OFFER 2019:

- 22 PaP in Germany,
- 41 PaP in France,
- 22 PaP in Spain,
- 12 PaP in Portugal.

available 1 to 7 days / week



by phone: +34 917 744 774 and e-mail: OSS@atlantic-corridor.eu



Atlantic Corridor Strategic Goals

INFRASTRUCTURE

- Increase the train length up to 740 m on the full corridor
- Implement a standard gauge for rail business

MARKET NEEDS

- Step by step, implement new products aligned with the market needs and the TTR Project

INTEROPERABILITY

- Implement the English language at the OCCs level
- Harmonize the Cross Border Agreements

CONTINGENCY

- Develop a Contingency management Plan,
- Coordinate the action in case of big disruption

In order to increase the competiveness of **European Rail Freight Transport** by offering

MORE CAPACITY | HIGHER PERFORMANCE | BETTER INFORMATION

Co-financed by the European Union
Connecting Europe Facility

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ATLANTIC CORRIDOR

Portugal · España · France · Deutschland

Co-financed by the European Union
Connecting Europe Facility

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RFC 5
Baltic - Adriatic

Facts and figures

General Information

- **Member States:**

  Poland, Czech Republic, Slovakia, Austria, Italy, Slovenia
- **Established: 2015**
- **Length: 4825 km**
- Number of terminals: 84
- Number of sea ports: 8

www.rfc5.eu

Contacts

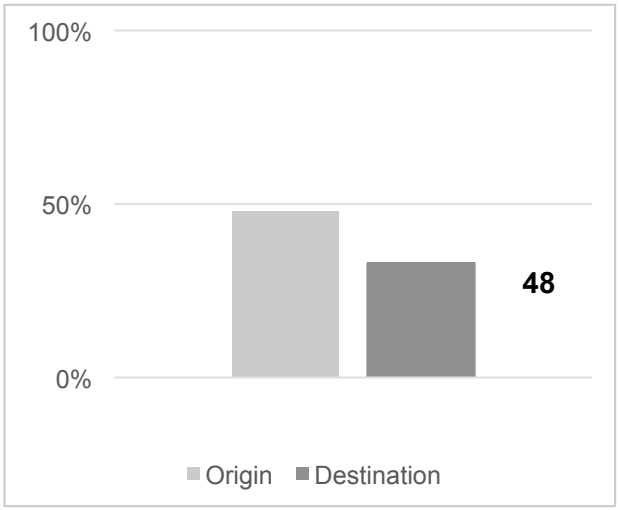
- **Director:**
  Jarosław Majchrzak,
  jaroslaw.majchrzak@plk-sa.pl

- **Infrastructure Manager:**
  Małgorzata Boczek-Kwaczyńska,
  malgorzata.boczek-kwaczynska@plk-sa.pl

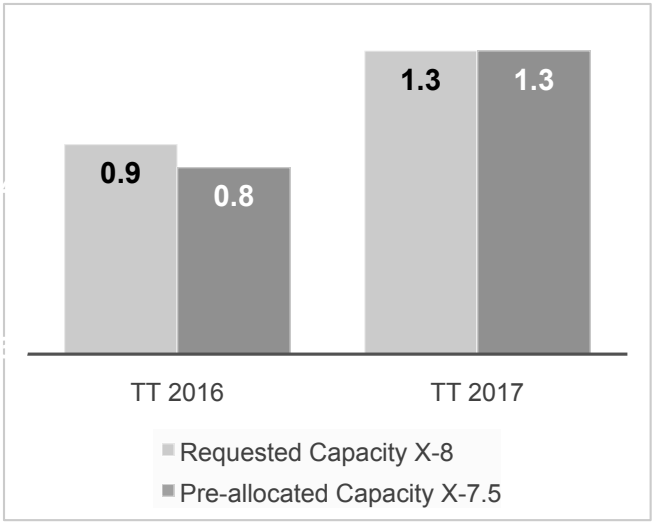
- **C-OSS Manager:**
  Alesandro Turconi
  al.turconi@rfi.it

KPI development

Punctuality of freight trains 2017
[in % within 30 minutes]



Pre-arranged paths (PaPs)
[in million km]



MEDITERRANEAN
RAIL FREIGHT CORRIDOR
Spain-France-Italy-Slovenia-Croatia-Hungary

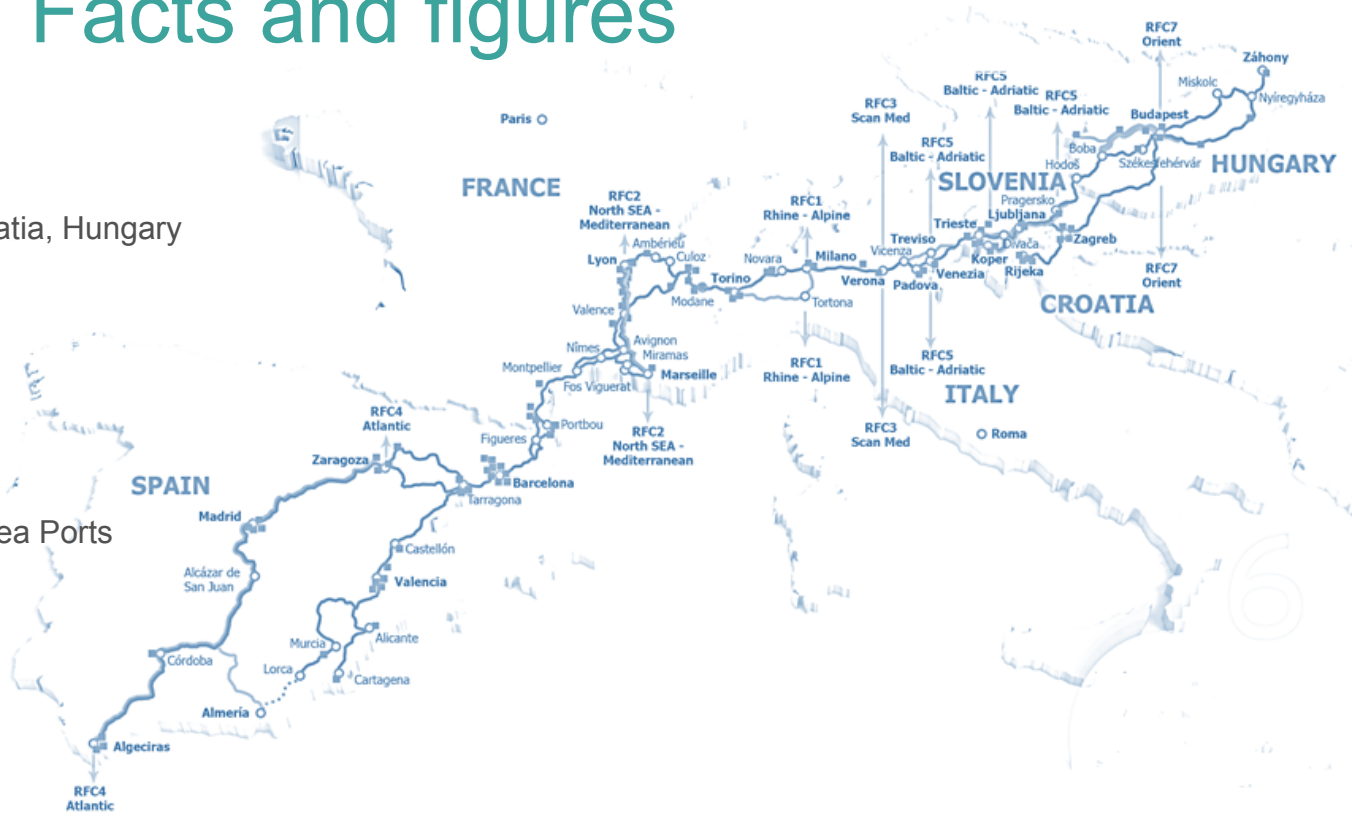
RFC 6
Mediterranean

Facts and figures

General Information

- **Member States:**
  Spain, France, Italy, Slovenia, Croatia, Hungary
- **Established: 2013**
- **Length: 7 000 km**
- Number of terminals: around 90
- Number of sea ports:
  10 + Adriatic and Mediterranean Sea Ports
  5 + Main European Sea Ports

www.railfreightcorridor6.eu



Contacts

Andrea Galluzzi
Managing Director
an.galluzzi@rfi.it

Istvan Pakozdi
Deputy Director/
Infrastructure Advisor
i.pakozdi@railfreightcorridor6.eu

Stephanie Joncour
OSS Leader
OSS@railfreightcorridor6.eu

Giulia Gargantini
Project Manager
g.gargantini@railfreightcorridor6.eu

Pamela Chiarappa
Office Assistant
p.chiarappa@railfreightcorridor6.eu

Co-financed by the European Union
Connecting Europe Facility

Our Focus

Improvement of the commercial offer provided by the Corridor	➢ **To enable** the shaping of good quality pre-constructed products; ➢ **To adapt** the quantity of PaPs to market demand, aligning the corridor commercial offer to the expression of needs received from all the customers; ➢ **To fit the** strong demand on short term capacity;
Implementation of the Temporary Capacity Restrictions (TCR) coordination process	➢ To optimise the planning and use of available infrastructure capacity; ➢ To reduce the impact on customers' traffic and allow RUs to anticipate and organise their operational business; ➢ To publish reliable information on works and possessions in advance.
Enhancement of Infrastructure standards	➢ To highlight the necessary investments which are necessary to increase rail freight traffic on the corridor in order to foster the fast and coordinated implementation of TEN-T requirements.
Train Performance Management	➢ To implement a reliable TPM process with full involvement of Railway undertakings in order to put in place a performance improvement process.
Strengthening of RFC KPI monitoring system harmonized with all the EU-Corridors	➢ To implement a set of harmonized and shared KPIs.

PROJECTS AND STUDIES

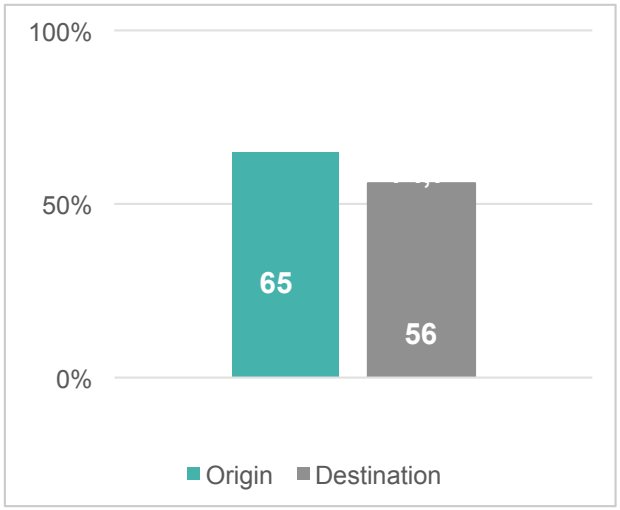
Project on going	Project to be started
LAST MILE STUDY	LONG TRAIN STUDY
SHORT TERM CAPACITY PILOT	INTEGRATED CAPACITY PILOT
PAPs WORKFLOW MONITORING	RECAST STUDY
	CIP IMPLEMENTATION

KPI development

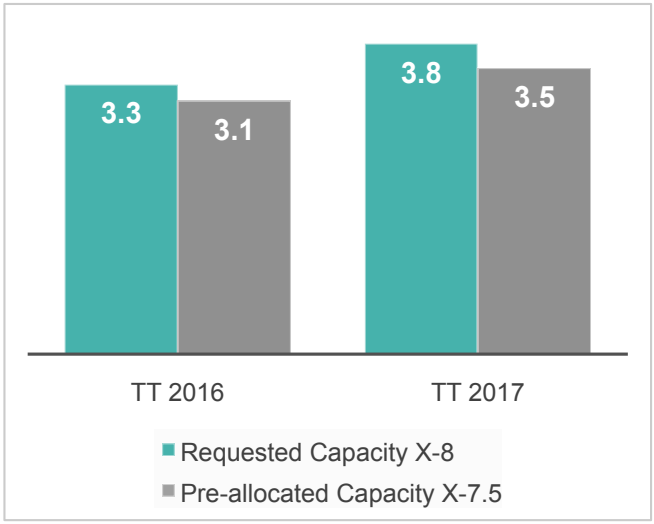
Number of freight trains at borders 2016 [in thousand per year]

32,762

Punctuality of freight trains 2016
[in % within 30 minutes]



Pre-arranged paths (PaPs)
[in million km]



RFC7
CZ – AT – SK – HU – RO – BG – GR
ORIENT CORRIDOR

RFC 7
Orient / East-Med

Facts and figures

General Information

- **Member States:**
  Germany, Czeck Republic, Austria, Slovakia, Hungary, Romania, Bulgaria, Greece
- **Established: 2013** (Extension to Germany in 2018)
- **Length: 6.500 km, 9.000 km of lines**
- Number of terminals: 33
- Number of sea ports: 7

www.rfc7.eu
www.rfc-orient-eastmed.eu

Contacts

More information:

- **secretariat@rfc7.com**
- **coss@rfc7.com**
- **www.rfc7.com**

Our focus

Further promotion of the Short term capacity pilot

Better capacity offer – continuing the consultative dialogue with the business partners

Better coordination & communications of works on the infrastructue

In line with the 10 Sector Priorities

Implementation of activities co-funded by the European Union

PCS implementation of interface connections

Implementation of a work plan for reducing the waiting time at twelve cross border points

KPI development

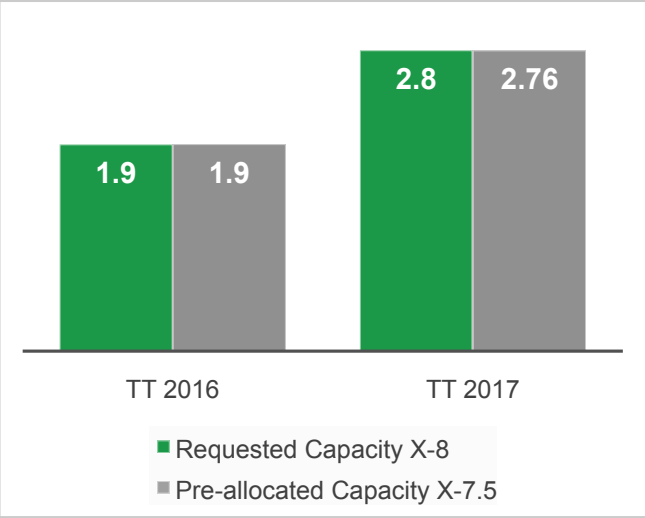
Number of freight trains at borders 2016 [in thousand per year]

77,446

Punctuality of freight trains 2016
[in % within 30 minutes]

Not published

Pre-arranged paths (PaPs)
[in million km]



Rail Freight Corridor
North Sea – Baltic

RFC 8
North Sea - Baltic

Facts and figures

General Information

- **6 Member States:**
  Belgium, The Netherlands, Germany, Czech Republic, Poland, Lithuania
- **Established: 2015 (**Extensions to Latvia, Estonia and the Polish-Ukrainian border by 2020)
- **Length:** more than **6.000 km**
- Number of terminals:
  over 160 and 6 sea ports

www.rfc-northsea-baltic.eu

Contacts

Chairman of the Management Board:
Oliver Sellnick
oliver.sellnick@deutschebahn.com

Managing Director:
Weronika Karbowiak
weronika.karbowiak@rfc8.eu

C-OSS Manager:
Felicia Riedl
coss@rfc8.eu

EEIG "NORTH SEA – BALTIC RAIL FREIGHT CORRIDOR" EZIG

Project Management Office
Targowa 74,
03-734 Warszawa
Poland
+48 22 473 23 20
info@rfc8.eu

Our focus

Implementation of 10 Sector Priorities defined in 2016 Sector Statement with special focus on:

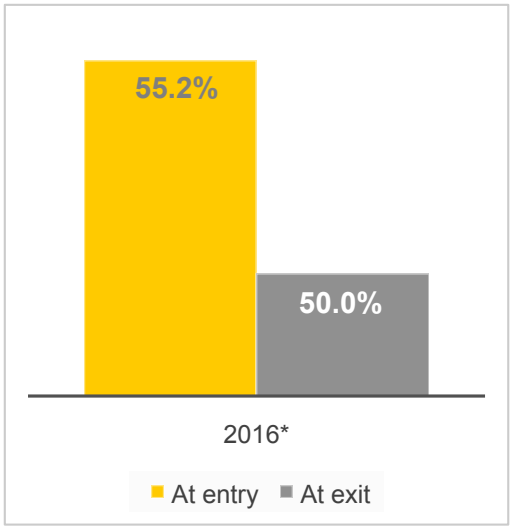
Planning	**Capacity Improvement**	▪ improved PaP concept introduced for part of the corridor for TT 2019; ▪ further improvement of corridor products;
	TCR Coordination	▪ regular publication of coordinated TCRs overview with the impact sheets; ▪ discussed with customers during the TCR Workshop organized in September 2017;
Operations	**Cross-Border Interoperability**	▪ pilot project with RUs under the leadership of NL MoT to identify and solve cross border issues on the border crossing Oldenzaal-Bad Bentheim (NL – DE);
Infrastructure Investments	**Rollout of the TEN-T requirements on RFC**	▪ study for the capacity improvement with the focus on 740 m trains and possibly other parameters;
Governance	**Key Performance Indicators**	▪ common RFC KPIs are being published; ▪ performance KPIs and other measures to be analysed in the TPM WG with customers;
	Corridor Information Document Harmonization	▪ Books 1, 2 and 4 harmonized, simplification of Book 5 ongoing;

KPI development

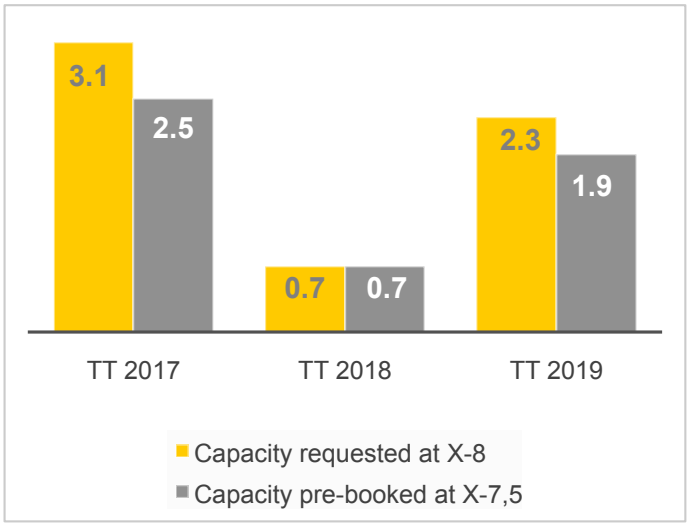
Number of freight trains at borders 2016 [in thousand per year]

103,047

Punctuality of freight trains 2016
[in % within 30 minutes]



Pre-arranged Paths (PaPs)
[in million km]



All ten Rail Freight Corridors were established according to the Regulation (EU) No 913/2010. More information available here: http://www.rne.eu/rfc-corridors.html.

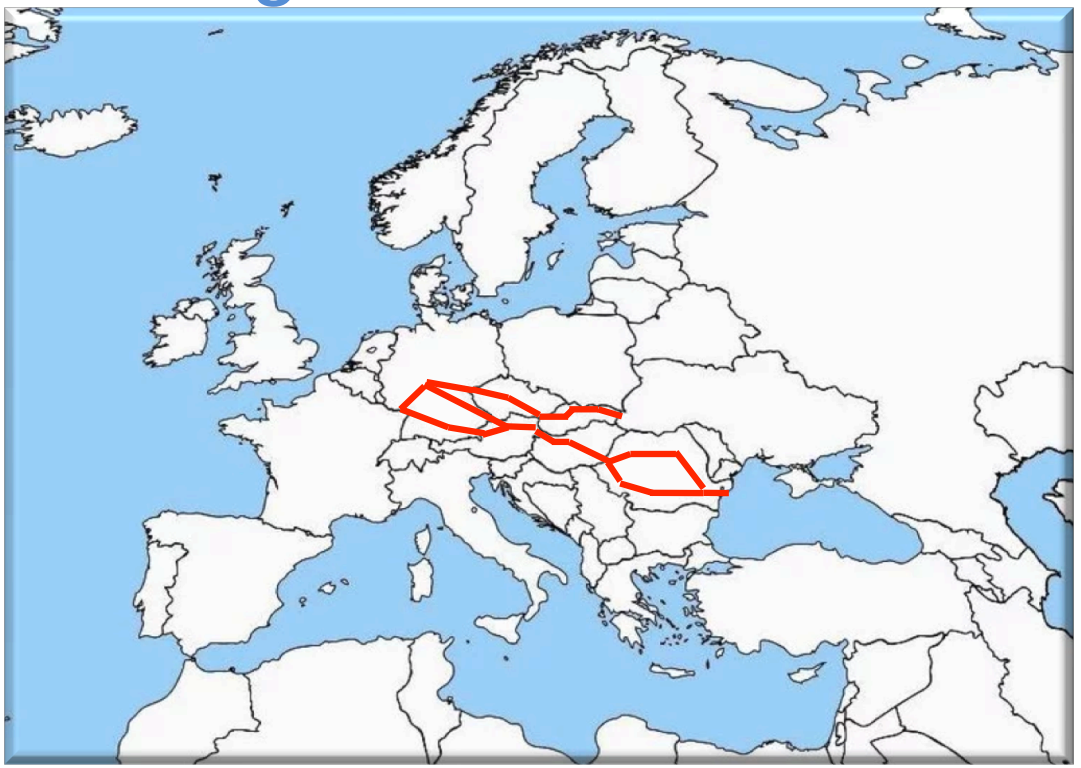
RFC 9
Rhine-Danube

RFC 9
Rhine-Danube

Facts and figures

General Information

- 7 Member States: France, Germany, Austria, Czech Republic, Slovakia, Hungary, Romania
- Under establishment – operational start November 2020
- Czech-Slovak Branch (1 028 km lines) is already in operation as RFC 9 Czech-Slovak Corridor (CS Corridor) from November 2013 and it will be incorporated into RFC 9 Rhine-Danube.



Contacts

Management

Head of Coordination Group:
Mr. Jean-Marc Hillenberg
jean-marc.hillenberg@oebb.at

Management Board Members

- Ms. Claire Hamoniau (SNCF Réseau)
- Mr. Oliver Sellnick (DB Netz AG)
- Mr. Harald Hotz (ÖBB-Infrastruktur AG)
- Mr. Radek Čech (SŽDC)
- Mr. Miroslav Matúšek (ŽSR)
- Mr. Lőrinc Czakó (MÁV)
- Mr. Oskar Pichler (GYSEV / Raaberbahn)
- Ms. Réka Németh (VPE)
- Mr. Jean Nicolaos (CFR)

Corridor One Stop Shop (C-OSS)

C-OSS Managers of Czech-Slovak Corridor:
Ms. Markéta Šlachtová, Mr. Miroslav Zuber
oss@rfc9.eu, www.rfc9.eu

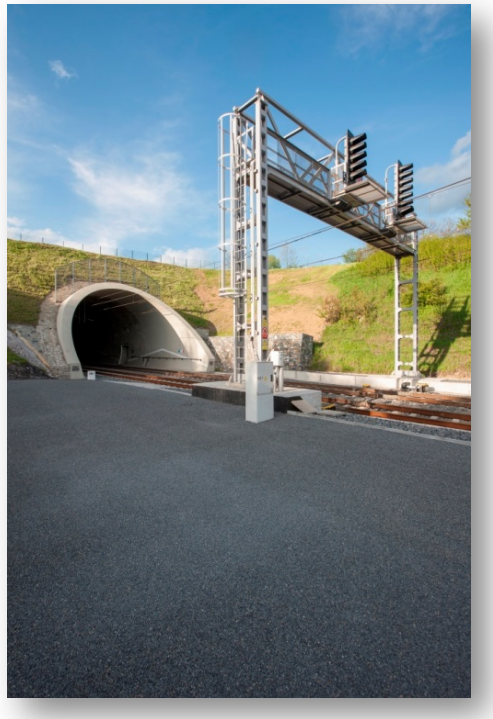
All ten Rail Freight Corridors were established according to the Regulation (EU) No 913/2010. More information available here: http://www.rne.eu/rfc-corridors.html.

Our focus

✓ Establishment of the RFC 9 Rhine-Danube by November 2020 at latest.

Following the operational start of the corridor:

- Cooperation on reducing operational bottlenecks along the corridor.
- Optimizing coordination of works and herby reducing temporary capacity restrictions (TCR) and temporary speed restrictions (TSR).
- Optimizing border handover procedures – herby heightening the average speed on the corridor.
- C-OSS offer of attractive PaPs to customers.
- Introducing attractive ad-hoc capacity products for customers.
- Introducing guaranteed transport times between hubs along the corridor.
- Strong cooperation with EU institutions and the Rhine-Danube Core Network Corridor.



All ten Rail Freight Corridors were established according to the Regulation (EU) No 913/2010. More information available here: http://www.rne.eu/rfc-corridors.html.

KPI development

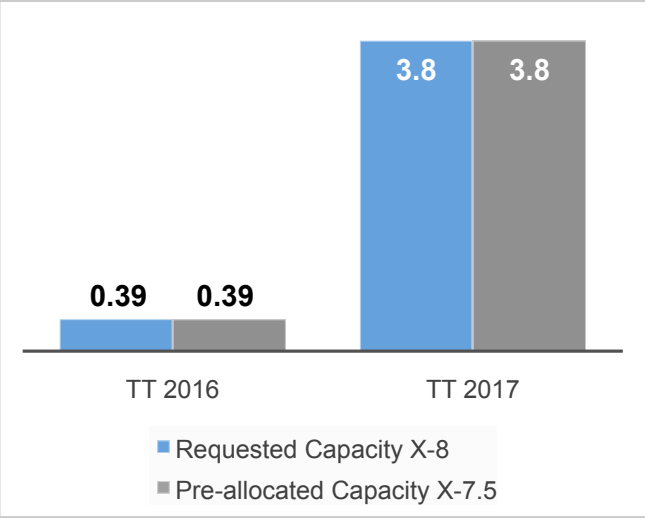
Number of freight trains at borders
[in thousand per year]

Not published

Punctuality of freight trains
[in % within 30 minutes]

Not published

Pre-arranged paths (PaPs)
[in million km]



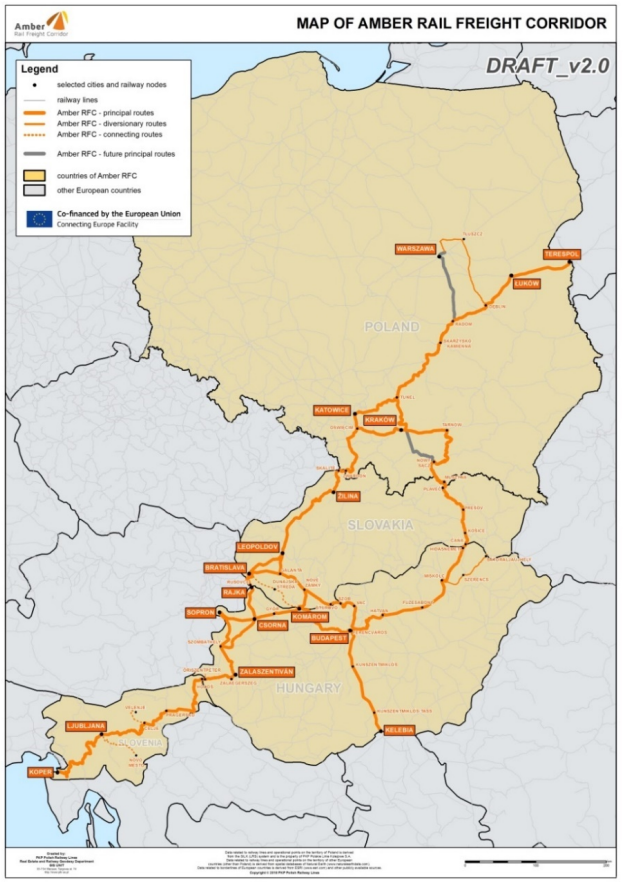
Amber
Rail Freight Corridor

RFC 11
Amber

Facts and figures

General Information

- **4 Member States**: Slovenia, Hungary, Slovakia, Poland
- **5 Infrastructure Managers** and **1 Allocation Body**
- Becoming operational in January **2019**
- Seamless electrified principal route end-to-end: ca. **1400 km**
- **2 border crossings**: Terespol (→ Belarus), Kelebia (→ Serbia)
- Interconnecting to 5 other RFCs



Contacts

Chair of the Management Board
Mr. Franc Klobučar
franc.klobucar@slo-zeleznice.si

Vice-Chair of the Management Board & PSA-Coordinator
Mrs. Andrea Mosóczi
amosoczi@gysev.hu

Amber RFC Secretariat
Ms. Eszter Boglárka Gádoros
amberrfc-secretariat@vpe.hu

Our focus

- Providing good conditions for hinterland traffic from the Adriatic Sea to the Amber Corridor countries
- Offering a gateway East-West and a North-South route
- Developing efficient links to Euro-Asian transport routes
- Contributing with new solutions to reduction of dwell times at borders
- Addressing infrastructural and operational bottlenecks
- Releasing growth potential for customers using the corridor
- Fostering the development of intermodal transport together with terminals

RNE RailNetEurope

Facts and figures

General Information

RailNetEurope

- was established in 2004
- is an umbrella organisation of Infrastructure Managers (IMs) and Allocation Bodies (ABs)
- currently has 34 Full Members (IMs/ABs) and 10 Associate Members (RFCs)
- facilitates international rail traffic by delivering harmonised solutions and tools
- provides information on the European railway infrastructure

www.rne.eu

Our focus

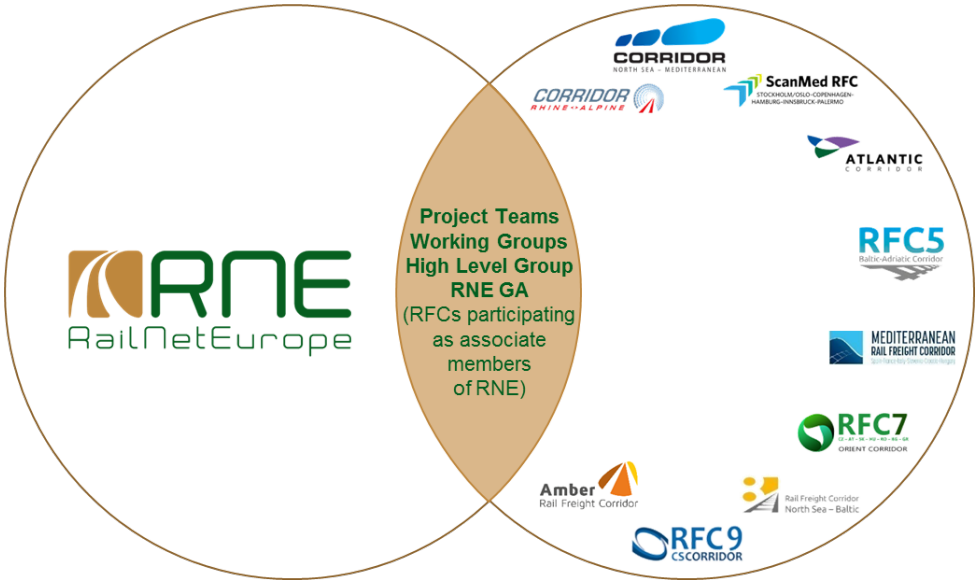
The core business of RNE is to provide support to IMs and ABs with the planning, selling and managing of international train paths:

- RNE follows a market-oriented approach
- RNE designs the entire rail infrastructure production process

In addition, RNE acts as a coordination platform for the development of common procedures and IT tools across all of the Rail Freight Corridors (RFCs).

All ten Rail Freight Corridors were established according to the Regulation (EU) No 913/2010. More information available here: http://www.rne.eu/rfc-corridors.html.

RNE as coordination platform for RFCs



Core Processes → IT Tools

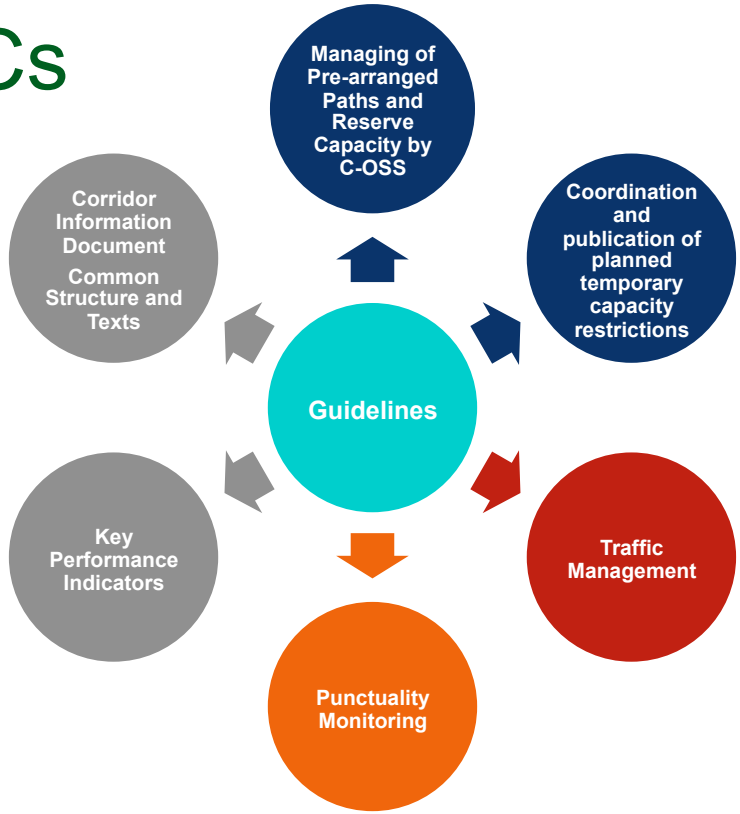
RNE RFC Management

All ten Rail Freight Corridors were established according to the Regulation (EU) No 913/2010. More information available here: http://www.rne.eu/rfc-corridors.html.

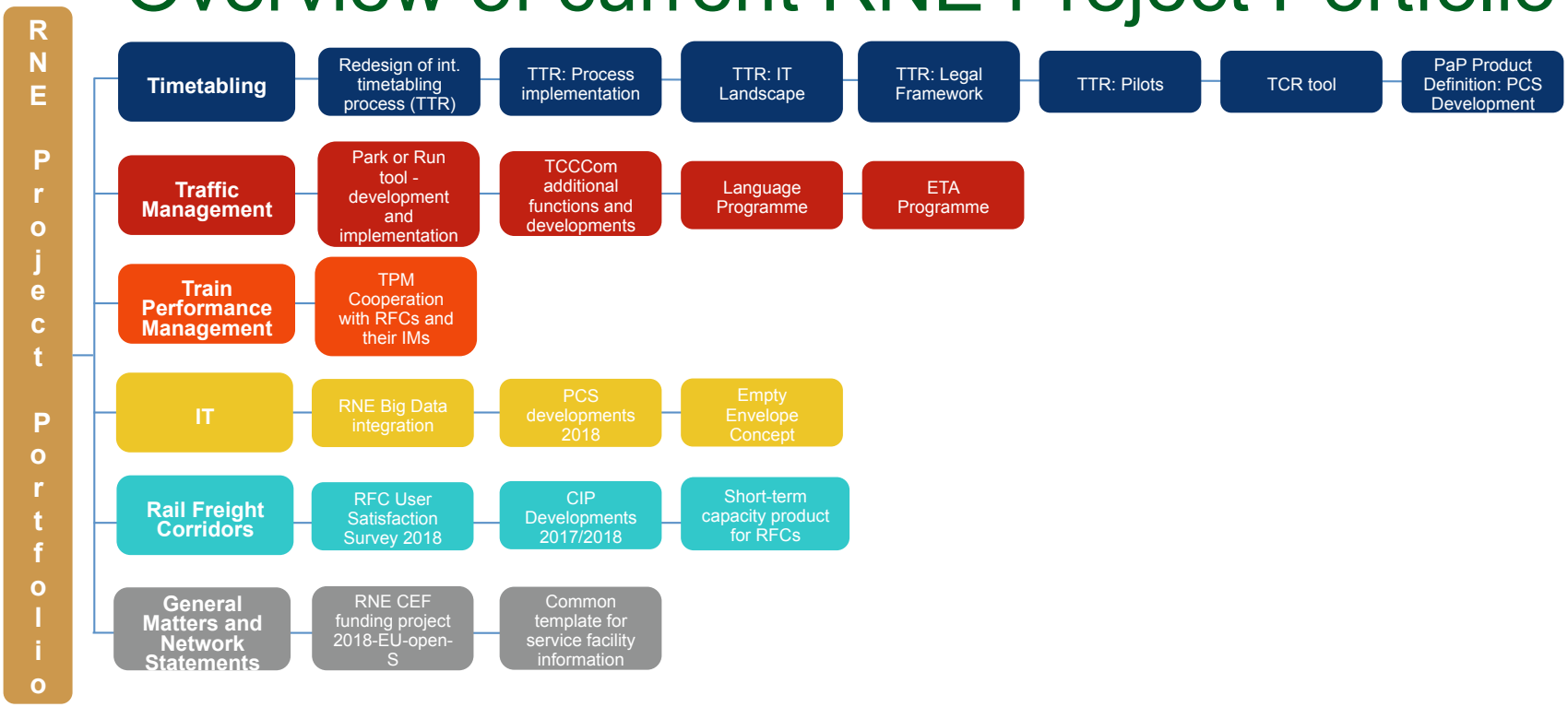
RNE Guidelines for RFCs

RNE also focuses on the development of guidelines defining harmonised processes for the RFCs.

Guidelines developed by RNE-RFC project and working groups are available for the following work fields:



Overview of current RNE Project Portfolio



Contacts

RNE Joint Office
Corridor Management

RNE RFC Senior Manager & Project Manager

Zita Koops-Árvai

zita.koops-arvai@rne.eu

RNE RFC Senior Manager

Miloslav Kogler

miloslav.kogler@rne.eu

RFC Network Assistant

Susanne Kopfer

susanne.kopfer@rne.eu