

Corridor Information Document

Timetable 2016 + 2017

TAG – 23 September 2015



Main modifications in the 2016 CID (1)

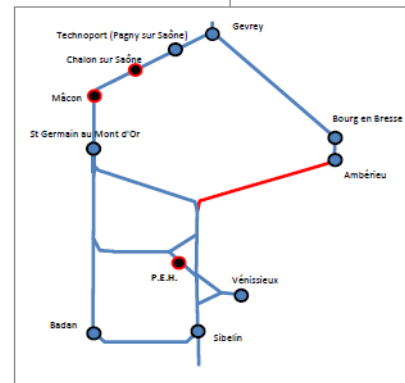
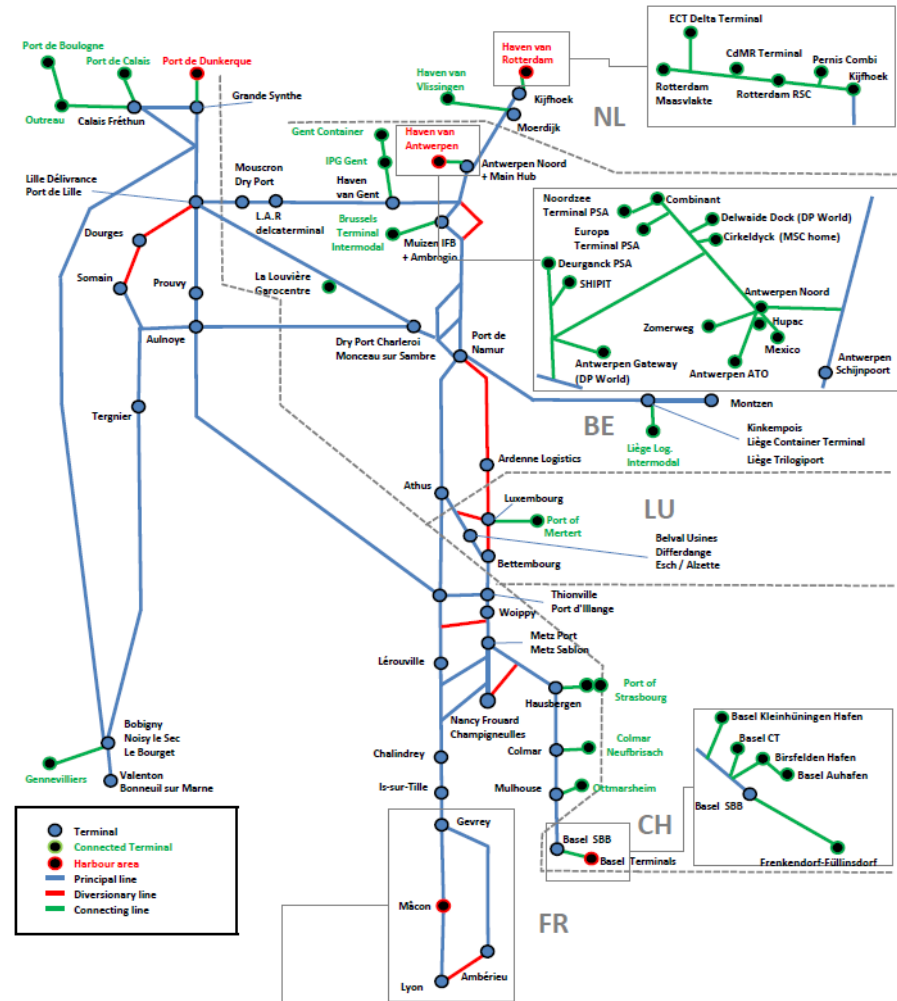
Book III

Contains links to the terminal website when the link to the terminal information sheet is not available



Book IV

- New allocation priority rule
- Increase of the timeframe given to applicants to complete missing information in a path request and to accept a path offer up to 5 working days



Main modifications in the 2016 CID ⁽²⁾

Book V

- The extensions of RFC North Sea - Med (Regulation 1316/2013)
- The governance of the corridor, with the inclusion of:
 - UK in the Executive board
 - Network Rail and Eurotunnel in the Management board
 - active applicants, RFG and KNV in the RAG
- The investment plan update
 - updated list of projects identified for a 10 year period
 - the list of investments achieved since 2013
 - on ERTMS, the updated information on the deactivation of national legacy systems (§ 4.2.2) and its deployment plan on the corridor (§ 4.2.3).

Main modifications in the 2016 CID ⁽³⁾

Book V

- Information on the update of the cross-border traffic management documents on the corridor
- New performance indicators:
 - KPI 08 Reserve Capacity
 - KPI 11 Allocated Reserve Capacity in active timetable
 - KPI 12 Number of conflicting applications
 - OM 06 Cancelled trains
- Further information on the customer satisfaction survey
- New framework for capacity allocation (annex 3)

Results from the CID consultation

- Answers from 1 RU and 2 terminals
- Main comments:
 - **Book III**: add the terminal of Antwerp Schijnpoort and Louvière – Garocentre : **added**
 - **Book V**:
 - traffic management in case of disturbance: include RUs in the works: **For the moment, these works concern issues on running advice and the inclusion of RUs is not seen as necessary at this stage**
 - Quality of service: RUs & IMs must continue to collaborate to improve the performance on the corridor
 - 2014 was mainly focussed on improving data quality**
 - 2015 has started with an increased number of meetings with RUs**
 - The loading gauge study should not be restricted to the northeast of France (but also extended to the South of France). **The study has at that time been restricted to areas where there was a customer need**

Planning for the 2017 CID

- Until end November 2015: update of the draft 2017 CID
- December 2015: consultation phase
- Mid-January 2016: the CID is published on the website

Main modifications foreseen for the 2017 CID ⁽¹⁾

Book II

New user-friendly overview of [links](#) to all topics in the different national network statements (instead of a list)

Example:

Network Statement Excerpt		Infrabel	ProRail	SNCFR	...
5	SERVICES	E	E	E	
5.1	Introduction	E	E	E	
5.2	Minimum access package	E	E	5.2.1	
5.3	Access to services facilities and supply of services	.	5.2.4/5.2.5	5.2.1.5	
5.3.1	Access to service facilities	.	5.2.4/5.2.5	.	
5.3.2	Supply of services in service facilities	.	.	5.3	
5.4	Additional services	E	5.3	5.2.2/5.3.2	
5.4.1	Traction current	.	5.3.5	5.3.2.2	
5.4.2	Services for trains	.	5.3.5	5.5	

Main modifications foreseen for the 2017 CID ⁽²⁾

Book III

Updated with terminals in the UK, Amsterdam, Marseille and Zeebrugge

➔ the corridor organisation will contact the terminals in question to gather information, or via the terminals website, or via the standard template provided

Book IV

- Updated according to the new framework for capacity allocation

Main modifications foreseen for the 2017 CID ⁽³⁾

Book V

- The TT2017 extensions of RFC North Sea - Med
- The investment plan update
- Update of the Corridor objectives and KPIs

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ProRail

INFRABEL
Right On Track

NetworkRail

SNCF
RÉSEAU



CFL



ACF

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