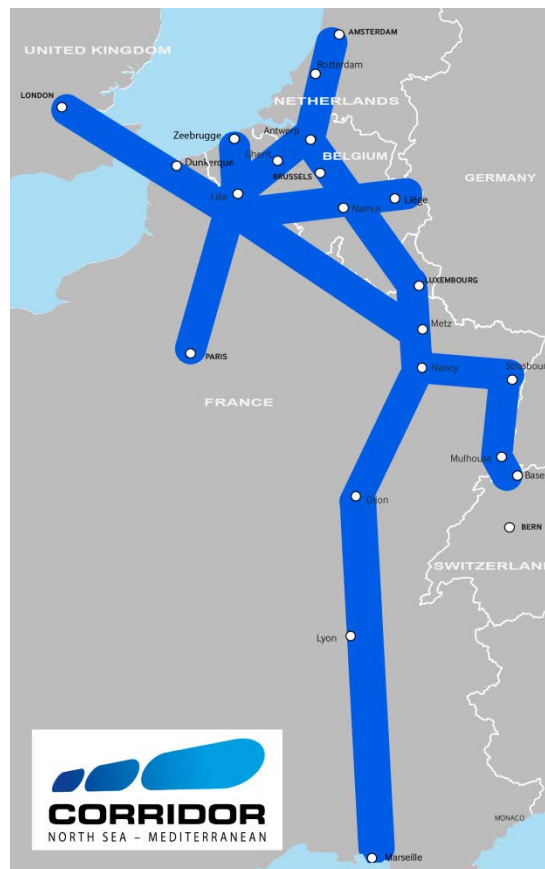


# Rail Freight Corridor North Sea - Mediterranean

-  
Corridor Information Document  
-  
Book 4 - Procedures for Capacity and  
Traffic Management for timetable  
**2018**



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## Version Control

| Version number | Chapter changed | Changes   | X marks which part in the chapter concerned has been changed |                        |
|----------------|-----------------|---|--|------------------------|
|                |                 |   | Common part  | Corridor-specific part |
| 09/01/2017     | all             | Version for publication<br><br>Main changes compared to TT2017 version:<br><br><ul style="list-style-type: none"> <li>- Alignments to CID common structure</li> <li>- RFC common text parts vs RFC specific texts</li> <li>- Updated FCA</li> </ul> | x  | x                      |

The corridors update the common parts of their CID Book 4 every time that the common CID Book 4 is updated. No further updates in the common parts will be done. The update of the corridor-specific parts depends solely on the individual corridors.

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## 1. Introduction

This CID Book 4 describes the procedures for capacity allocation by the Corridor One-Stop-Shop (C-OSS established by the Management Board (MB) of Rail Freight Corridor North Sea - Mediterranean consisting of the Infrastructure Managers (IMs) / Allocation Bodies (ABs) on the Corridor), planned Temporary Capacity Restrictions (TCRs), Traffic Management and Train Performance Management on the Rail Freight Corridors.

All rules concerning applicants, the use of the C-OSS and its products — Pre-Arranged Paths (PaPs) and Reserve Capacity (RC) — and how to order them are explained here. The processes, provisions and steps related to PaPs and RC refer to the Regulation (EU) No 913/2010 and are valid for all applicants. For all other issues, the relevant conditions presented in the Network Statements of the IMs/ABs concerned are applicable.

This document is revised every year and it is updated before the start of the yearly allocation process for PaPs. Changes in the legal basis of this document (e.g. changes in EU regulations, Framework for Capacity Allocation or national regulations) will be implemented with each revision. Any changes during the running allocation process will be communicated directly to the applicants through publication on Rail Freight Corridor North Sea - Mediterranean's website.

For ease of understanding and to respect the particularities of some corridors, common procedures are always written at the beginning of a chapter. The particularities of Rail Freight Corridor North Sea - Mediterranean are placed under the common texts and marked as shown below.

|   |  |
|---|--|
| Rail Freight Corridor North Sea – Mediterranean Specificities |  |
| The corridor specific parts are displayed in this frame.      |  |

## 2. Corridor OSS

According to Article 13 of the Regulation (EU) No 913/2010, the MB of Rail Freight Corridor North Sea - Mediterranean has established a C-OSS. The tasks of the C-OSS are carried out in a non-discriminatory way and maintain customer confidentiality.

### 2.1 Function

The C-OSS is the only body where applicants may request and receive the dedicated infrastructure capacity for international freight trains on Rail Freight Corridor North Sea - Mediterranean. The handling of the requests takes place in a single place and a single operation. The C-OSS is exclusively responsible for performing all the activities related to the publication and allocation decision with regard to requests for PaPs and RC on behalf of the IMs / ABs concerned.

### 2.2 Contact

| Rail Freight Corridor North Sea – Mediterranean Specificities |  |
|---|--|
| Address   | Fonsnylaan 13<br>1060 Brussels<br>Belgium        |
| Phone   | Fix: +32 2 432 28 08<br>Mobile: +32 492 91 49 76 |
| Email   | <a href="mailto:oss@rfc2.eu">oss@rfc2.eu</a>     |

### 2.3 Corridor language

The official language of the C-OSS for correspondence is English.

| Rail Freight Corridor North Sea – Mediterranean Specificities   |
|---|
| <i>Additionally, the C-OSS may assist you in Dutch and French, and has limited knowledge of German and Spanish.</i> |

### 2.4 Tasks of the C-OSS

The C-OSS executes the tasks below during the following processes:

Pre-design of PaP offer:

- Give advice about the capacity offer based on inputs received from the customers, experience of the C-OSS and IMs/ABs based on the previous years and the results of the Transport Market Study

#### Construction phase

- Monitor the PaP/RC construction to ensure harmonised border crossing times, running days calendar and train parameters

#### Publication phase

- Publish the PaP catalogue at X-11 in the Path Coordination System (PCS)
- Publish offer for the late path request phase (where late path offer is applicable) in PCS
- Publish the RC at X-2 in PCS

#### Allocation phase: annual timetable

- Collect, check and review all requests for PaPs
- Create a register of the applications and keep it up-to-date
- Manage the resolution of conflicting requests through consultation where applicable
- In case of conflicting requests, take a decision on the basis of priority rules adopted by the Executive Board (Ministries responsible for transport) along Corridor Rail Freight Corridor North Sea - Mediterranean (see Framework for Capacity Allocation (FCA) in Annex 4.A)
- Propose alternative PaPs, if available, to the applicants whose applications have a lower priority value (K value), due to a conflict between several path requests
- Transmit path requests that cannot be treated to the IM/AB concerned, in order for them to elaborate tailor-made offers
- Pre-book capacity and inform applicants about the results at X-7.5
- Allocate capacity (PaPs) in conformity with the relevant international timetabling deadlines and processes as defined by RailNetEurope (RNE) and according to the allocation rules described in the FCA
- Monitor the construction of feeder and/or outflow paths by sending these requests to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonised border times), ask for correction
- Send the responses/offers (draft offer and final offer including feeder and outflow) to the applicants on behalf of the IMs/ABs concerned
- Keep the PaP catalogue updated



Allocation phase: late path requests

- Collect, check and review all requests for the late path request phase – where applicable
- Allocate capacity for the late path request phase – where applicable

Allocation phase: ad-hoc requests (RC)

- Collect, check and review all requests for RC
- Create a register of the applications and keep it up-to-date
- Allocate capacity for RC
- Monitor the construction of feeder and/or outflow paths by sending these requests to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonised border times), ask for correction.
- Send the responses/offers to the applicants on behalf of the IMs/ABs concerned
- Keep the RC catalogue updated

#### 2.4.1 Path register

The C-OSS manages and keeps a path register up-to-date for all incoming requests, containing the dates of the requests, the names of the applicants, details of the documentation supplied and of incidents that have occurred. A path register shall be made freely available to all concerned applicants without disclosing the identity of other applicants, unless the applicants concerned have agreed to such a disclosure. The contents of the register will only be communicated to them on request.

## 2.5 Tool

PCS is the single tool for publishing the binding PaP and RC offer of the corridor and for placing and managing international path requests on the corridor. Access to the tool is free of charge and granted to all applicants who have a valid, signed PCS User Agreement with RNE. To receive access to the tool, applicants have to send their request to RNE via [support.pcs@rne.eu](mailto:support.pcs@rne.eu).

Applications for PaPs/RC can only be made via PCS to the involved C-OSS. If the application is made directly to the IMs/ABs concerned, they inform the applicant that they have to place a correct PaP request in PCS via the C-OSS according to the applicable deadlines. PaP capacity requested only through national tools will not be allocated.

In other words, PaP/RC applications cannot be placed through any other tool than PCS.

### 3. Capacity allocation

The decision on the allocation of PaPs and RC on the corridor is taken by the C-OSS on behalf of the IMs/ABs concerned. As regards feeder and/or outflow paths, the allocation decision is made by the relevant IMs/ABs and communicated to the applicant by the C-OSS. Consistent path construction containing the feeder and outflow sections and the corridor-related path section has to be ensured.

All necessary contractual relations regarding network access have to be dealt with bilaterally between the applicant and each individual IM/AB.

#### 3.1 Framework for Capacity Allocation

Referring to Article 14.1 of Regulation (EU) No 913/2010, the Executive Boards of the Rail Freight Corridors agreed upon a common Framework: “Decision of the Executive Board of Rail Freight Corridor North Sea - Mediterranean adopting the Framework for capacity allocation on the Rail Freight Corridor” (FCA), which was signed by representatives of the ministries of transport on (DD-MM-YYYY). The document is available under:

Annex 4.A Framework for Capacity Allocation

|   |
|---|
| Rail Freight Corridor North Sea – Mediterranean Specificities |
|---|

|  |
|--|
| The FCA can also be downloaded as a pdf document from our website: <a href="http://www.rfc-northsea-med.eu/en/pages/capacity">http://www.rfc-northsea-med.eu/en/pages/capacity</a> |
|--|

The FCA constitutes the legal basis for capacity allocation by the C-OSS.

#### 3.2 Applicants

In the context of a Corridor, an applicant means a railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities under Regulation (EC) No 1370/2007 and shippers, freight forwarders and combined transport operators, with a commercial interest in procuring infrastructure capacity for rail freight.








An applicant shall accept the general terms and conditions of the Corridor in PCS before placing its requests. In case a request is placed by several applicants, every applicant requesting PaP sections and feeder and outflow sections have to accept the general terms and conditions individually. With the acceptance the applicant declares that it:

- has read, understood and accepted the Corridor Rail Freight Corridor North Sea - Mediterranean CID and, in particular, its Book 4,

- complies with all conditions set by applicable legislation and by the IMs/ABs involved in the paths it has requested, including all administrative and financial requirements,
- shall provide all data required for the path requests,
- accepts the provisions of the national Network Statements (NS) applicable to the path(s) requested.

In case of a non-RU applicant, it shall appoint the RU that will be responsible for train operation and inform the C-OSS and IMs/ABs about this RU as early as possible, but at the latest 30 days before the running day. If the appointment is not provided by this date, the PaP/RC is considered as cancelled and national rules for path cancellation are applicable.

In case the applicant is a non-RU applicant, and applies for feeder / outflow paths, the national rules for nomination of the executing RU will be applied. In the table below the national deadlines for nomination of the executing RU feeder / outflow paths can be found.

| Rail Freight Corridor North Sea – Mediterranean Specificities   |  |
|---|--|
| An overview of the deadlines of the IMs/ABs on Rail Freight Corridor North Sea - Mediterranean (extract from the different Network Statements) is listed below. |  |
| IM/AB   | Deadline to nominate executing RU  |
|    | <ul style="list-style-type: none"> <li>• 30 days before the running day</li> </ul>   |
|    | <ul style="list-style-type: none"> <li>• 30 days before the running day</li> </ul>   |
|    | <ul style="list-style-type: none"> <li>• N/A</li> </ul>  |
|    | <ul style="list-style-type: none"> <li>• 30 days before the running day</li> </ul>   |
|    | <ul style="list-style-type: none"> <li>• N/A</li> </ul>  |
|    | <ul style="list-style-type: none"> <li>• 40 days before timetabling change</li> <li>• 30 days before monthly updates</li> <li>• for ad hoc requests: when ordering the path</li> </ul> |
|    | <ul style="list-style-type: none"> <li>• 30 days before the first running day</li> </ul>   |

### 3.3 Requirements for requesting capacity

Corridor Rail Freight Corridor North Sea - Mediterranean applies the international timetabling deadlines defined by RNE for placing path requests as well as for allocating paths (for the calendar, see [http://www.rne.eu/tl\\_files/RNE\\_Upload/Timetabling/Process\\_Calendar/Process%20Calendar%20Steps%202018.pdf](http://www.rne.eu/tl_files/RNE_Upload/Timetabling/Process_Calendar/Process%20Calendar%20Steps%202018.pdf) or Annex 4.B)

All applications have to be submitted via PCS, which is the single tool for requesting and managing capacity on all corridors. The C-OSS provides basic assistance with the use of PCS. However, the C-OSS is not entitled to create PCS dossiers for the applicant.

A request for international freight capacity via the C-OSS has to fulfil the following requirements:

it must be submitted to a C-OSS by using PCS, including at least one PaP/RC section (for access to PCS, see chapter 2.5. Details are explained in the PCS User Manual <http://cms.rne.eu/pcs/pcs-documentation/pcs-basics>)

it must cross at least one border on a corridor

- it must comprise a train run from origin to destination, including sections on one or more corridors as well as feeder and/or outflow paths, on all of its running days. In certain cases, which are due to technical limitations of PCS, a request may have to be submitted in the form of more than one dossier. These specific cases are the following:
  - Different origin and/or destination depending on running day (But using identical PaP/RC capacity for at least one of the IM for which capacity was requested).
  - Load shift from one train onto different trains (or vice versa) because of infrastructure restrictions.
  - If the IM/AB precisely asks the applicant to split the request into two or more dossiers instead of using the subsidiary function. This could be the case if the IM/AB cannot handle those dossiers with the subsidiary function with its interface from PCS to the national system.
  - To be able for the C-OSS to identify such dossiers as one request, and to allow a correct calculation of the priority value (K value) in case of conflicting requests, the applicant has to link these dossiers with the "composite relations" function in PCS. Furthermore the applicant should mention the reason for using more than one dossier in the comment field.

the technical parameters of the path request have to be within the range of the parameters – as originally published – of the requested PaP sections (exceptions are possible if allowed by the IM/AB concerned, e.g. when the timetable of the PaP can be respected)

as regards sections with flexible times, the applicant may adjust/insert times, stops and parameters according to its individual needs within the given range.

|   |
|---|
| Rail Freight Corridor North Sea – Mediterranean Specificities                         |
| On top of the requests placed meeting the above listed requirement, the C-OSS of Rail |

Freight Corridor North Sea – Mediterranean will accept the following requests:

- Requests for national path sections only (PaP and/or feeder/outflow), which are part of an international traffic flow (up to the applicant to be able to verify upon request).
- Requests for an international path (PaP and/or feeder/outflow) that doesn't cross a border on a corridor.

In case of conflicting requests, the allocation rules of the FCA will be applied. If the conflict is occurring between requests only meeting the above mentioned requirements, IM/AB specific procedures will apply.

### 3.4 Annual timetable phase

#### 3.4.1 Products

##### 3.4.1.1 PaPs

PaPs are a joint offer of coordinated cross-border paths for the annual timetable produced by IMs/ABs involved in the Corridor. The C-OSS acts as a single point of contact for the publication and allocation of PaPs.

PaPs constitute an off-the-shelf capacity product for international rail freight services. In order to meet the applicant's need for flexibility and the market demand on Corridor Rail Freight Corridor North Sea - Mediterranean, PaPs are split up in several sections, instead of being supplied as entire PaPs, as for example from [Start Point(s)] to [End Point(s)]. Therefore, the offer might also include some purely national PaP sections – to be requested from the C-OSS for freight trains crossing at least one border on a corridor in the context of international path applications.

A catalogue of PaPs is published by the C-OSS in preparation of each timetable period. It is published in PCS and on Corridor's website.

Rail Freight Corridor North Sea – Mediterranean Specificities

The PaP catalogue can be found under the following link: <http://www.rfc-northsea-med.eu/en/pages/capacity>

PaPs are published in PCS at X-11. Corrections of literal and/or obvious errors may be done in PCS until the end of January. Capacity (incl. PaPs) for the annual timetable can be requested until X-8.

##### 3.4.1.2 Schematic corridor map

Rail Freight Corridor North Sea – Mediterranean Specificities

See Annex 4C or click [here](#).

Symbols in schematic corridor map:

Nodes along the Corridor Rail Freight Corridor North Sea - Mediterranean, shown on the schematic map, are divided into the following types:

#### Handover Point

Point where planning responsibility is handed over from one IM to another. Published times cannot be changed. In case there are two consecutive Handover Points, only the departure time from the first Handover Point and the arrival time at the second Handover Point cannot be changed.



On the maps, this is shown as:

-  Handover Point

#### Intermediate Point

Feeder and outflow connections are possible. If the path request ends at an intermediate point without indication of a further path, feeder/outflow or additional PaP section, the destination terminal / parking facility of the train can be mentioned. Intermediate Points, especially in combination with Flex PaP, also allow stops for train handling, e.g. loco change, driver change, etc. An Intermediate Point can be combined with a Handover Point.

On the maps, this is shown as:

-  Intermediate Point
-  Intermediate Point combined with Handover Point

#### Operational Point

Train handling (e.g. loco change, driver change) are possible as defined in the PaP section. No feeder or outflow connections are possible.

On the maps, this is shown as:

-  Operational Point

A schematic map of the corridor can be found in Annex 4.

### 3.4.1.3 Features of PaPs

The capacity offer on a Corridor has the following features:

Sections with fixed times (Fix-PaP) (Data cannot be modified in the path request by an applicant)

- Capacity with fixed origin, intermediate and destination times within one IM/AB.
- Intermediate points and operational points (as defined in 3.4.1.2) with fixed times. Request for changes to the published PaP have to be examined by the IMs/ABs concerned and can only be accepted if they are feasible and if this does not change the calculation of the priority rule in case of conflicting requests at X-8.

Sections with flexible times (Flex-PaP) (Data may be modified in the path request by an applicant according to individual needs, but without exceeding the given range of standard running times and stopping times. Where applicable, the maximum number of stops and total stopping time per section has to be respected)





- Applicants are free to include their own requirements in their PaP request within the parameters mentioned in the PaP catalogue.
- Where applicable, the indication of standard journey times for each corridor section has to be respected.
- Handover times at Handover Points (as defined in Chapter 3.4.1.2) between IMs/ABs are fixed (and harmonised by IMs/ABs) and cannot be changed.
- Optional: Intermediate Points (as defined in Chapter 3.4.1.2) without fixed times. Other points on the Corridor may be requested.
- Optional: Operational Points (as defined in Chapter 3.4.1.2) without fixed times.
- Requests for changes outside of the above mentioned flexibility have to be examined by the IMs/ABs concerned if they accept the requests. The changes can only be accepted if they are feasible and need no change of handover times at Handover Points between IMs/ABs.

The C-OSS promotes the PaPs by presenting them to existing and potential customers (e.g. letters to customers, RAG, customer meetings, conferences, etc.).

|  |
|--|
| Rail Freight Corridor North Sea – Mediterranean Specificities  |
| Corridor-specificities (at least whether the Corridor offers FixPaPs, FlexPaPs or a combination of both) shall be described here and additionally in <a href="#">Annex 4 D</a> . |

### 3.4.1.4 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor. A PaP offer harmonised by different corridors may be published and indicated as such. The applicant may request PaP sections on different corridors within one request. Each C-OSS remains responsible for allocating its own PaP sections, but the applicant may address its questions to only one of the involved C-OSSs, who will coordinate with the other concerned C-OSSs whenever needed.

| Rail Freight Corridor North Sea – Mediterranean Specificities                       |  |  |
|---|--|--|
| The Corridor is connected to  | at / between   | offer  |
|    | <ul style="list-style-type: none"> <li>Basel SBB RB</li> <li>Montzen</li> <li>Amsterdam</li> <li>Rotterdam Kijfhoek</li> <li>Antwerp</li> <li>Zeebrugge</li> <li>Mechelen</li> </ul> | <ul style="list-style-type: none"> <li>Harmonised PaPs offered</li> <li>Harmonised PaPs offered</li> <li>Connection point</li> <li>Connection point</li> <li>Connection point</li> <li>Connection point</li> <li>Connection point</li> </ul> |
|  | <ul style="list-style-type: none"> <li>Paris</li> <li>Metz</li> <li>Section Metz - Strasbourg</li> </ul>   | <ul style="list-style-type: none"> <li>Harmonised PaPs offered</li> <li>Harmonised PaPs offered</li> <li>Overlapping section</li> </ul>  |
|  | <ul style="list-style-type: none"> <li>Ambérieu</li> <li>Section Lyon - Marseille</li> </ul>   | <ul style="list-style-type: none"> <li>Harmonised PaPs offered</li> <li>Harmonised PaPs offered at various locations – overlapping section</li> </ul>  |
|  | <ul style="list-style-type: none"> <li>Montzen</li> <li>Amsterdam</li> <li>Rotterdam Kijfhoek</li> <li>Section Antwerp - Roosendaal</li> </ul>                                       | <ul style="list-style-type: none"> <li>Harmonised PaPs offered (cfr RFC1)</li> <li>Connection point</li> <li>Connection point</li> <li>Overlapping section</li> </ul>  |

### 3.4.1.5 PaPs on overlapping sections

The layout of the corridor lines leads to situations where some corridor lines overlap with others. The aim of the corridors, in this case, is to prepare the best possible offer, taking into account the different traffic flows and to show the possible solutions to link the concerning overlapping sections with the rest of the corridors in question..

In case of overlapping sections, corridors may develop a common offer, visible via all corridors concerned. These involved corridors will decide which C-OSS is responsible for the final allocation decision on the published capacity. In case of conflict, the responsible C-OSS will deal with the process of deciding which request should have priority together with the other C-OSSs. In any case, the applicant will be consulted by the responsible C-OSS.



Rail Freight Corridor North Sea – Mediterranean Specificities

There are no common offers on overlapping sections on Rail Freight Corridor North Sea – Mediterranean.

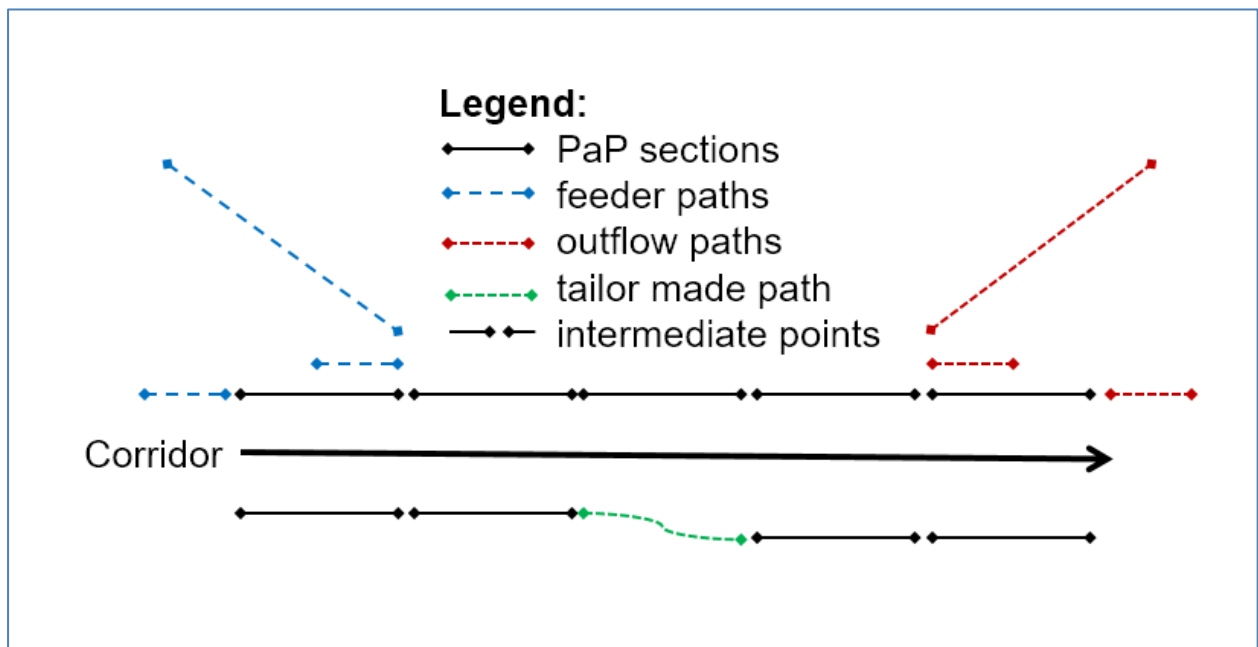
3.4.1.6 Feeder, outflow and tailor-made paths

In case available PaPs do not cover the entire requested path, the applicant may include a feeder and/or outflow path to the PaP section(s) in the international request addressed to the C-OSS via PCS in a single request.

A feeder/outflow path refers to any path section prior to reaching an intermediate point on a corridor (feeder path) or any path section after leaving a corridor at an intermediate point (outflow path).

Feeder and outflow paths will be constructed on request in the PCS dossiers concerned by following the national path allocation rules. The offer is communicated to the applicant by the C-OSS within the same time frame available for the communication of the requested PaPs. Requesting a tailor-made path between two PaP sections is possible, but because of the difficulty for IMs/ABs to link two PaP sections, a suitable offer might be less likely (for further explanation see 3.4.3.6).

Graph with possible scenarios for feeder/outflow paths in connection with a request for one or more PaP section(s):



3.4.2 Handling of requests

The C-OSS receives and collects all path requests for PaPs placed via PCS until X-8.

The C-OSS offers a single point of contact to the applicants, allowing them to request and receive answers regarding corridor capacity for international freight trains crossing at least one border on a corridor in one single operation.

### 3.4.2.1 *Leading tool for the handling of capacity requests*

Applicants sending requests to the C-OSS shall use PCS. Within the construction process of feeder and/or outflow paths and tailor-made paths, the national tool may show additional information to the applicant.

The following matrix shows for each step of the process which tool is considered as the leading tool.

| Phase           | Application (X-11 till X-8) | Withdrawal (X-8 till X-5) | Modification (X-8 till X-5) | Pre-booking (X-7.5)                 | Draft offer (X-5) | Observation (X-5 till X-4) | Final offer (x-3.5) | Acceptance (until X-3) | Modification (after X-4)   | Cancellation (after X-4)   |
|-----------------|-----------------------------|---------------------------|-----------------------------|-------------------------------------|-------------------|----------------------------|---------------------|------------------------|----------------------------|----------------------------|
| Leading tool    | PCS                         | PCS                       | PCS                         | PCS                                 | PCS               | PCS                        | PCS                 | PCS                    | National tool <sup>1</sup> | National tool <sup>2</sup> |
| Additional tool |                             |                           |                             | Email (for pre-booking information) |                   |                            |                     |                        |                            |                            |

### 3.4.2.2 *Check of the applications*

The C-OSS assumes that the applicant has accepted the published PaP characteristics by requesting the selected PaP. However, it undertakes for all incoming capacity requests the following checks:

Request for freight train using PaP and crossing at least one border on a corridor

Request without major change of parameters (Flex-PaP fixed border time, max. running time)

All requests not respecting the published offer are immediately forwarded by the C-OSS to the IM/AB concerned for further treatment. In those cases, answers are provided by the involved IM/AB. The IMs/ABs will accept them as placed in time (i.e. until X-8).

<sup>1</sup> SNCF-réseau also allows the use of PCS for modifications

<sup>2</sup> SNCF-réseau also allows the use of PCS for cancellations

Rail Freight Corridor North Sea – Mediterranean Specificities

*Additional checks include, but are not limited to:*

- *Inconsistent times*
- *Inconsistent locations*
- *Tailormade sections published as PaP*
- ...

In case of missing or inconsistent data the C-OSS directly contacts the leading applicant and asks for the relevant data update/changes to be delivered within 5 calendar days.

In general: in case a request contains PaPs on several corridors, the C-OSSs concerned check the capacity request in cooperation with the other involved C-OSS(s) to ensure their cooperation in treating multiple corridor requests. This way, the cumulated length of PaPs requested on each corridor are used to calculate the priority value (K value) of possible conflicting requests (see more details in Chapter 3.4.3.1). The different corridors can thus be seen as part of one combined network.

### 3.4.3 Pre-booking and allocation phase

On behalf of the IMs/ABs concerned, the C-OSS pre-books the PaPs with the highest priority in case of conflicting requests, or PaPs that are not involved in conflicts until X-7.5.

The C-OSS forwards the requested feeder/outflow path and/or adjustment to the IMs/ABs concerned for elaboration of a timetable offer fitting to the PaP already reserved (pre-booked). Requests with a lower priority in case of conflicting requests will be forwarded to the IMs/ABs concerned to elaborate a tailor-made offer as close as possible to the initial request. Questions occurring during the path elaboration process (e.g. concerning feeders/outflows or connections between corridors) may be discussed and arranged between the IMs/ABs concerned and applicant bilaterally.

In the event of conflicting requests for PaPs placed until X-8 a priority rule is applied. The priority rules are stated in the FCA (Annex 4.A) and in Chapter 3.4.3.1.

#### 3.4.3.1 *Priority rules in capacity allocation*

Conflicts are solved with the following steps, which are in line with the FCA:

- A) A resolution through consultation may be promoted and performed between applicants and the C-OSS, if the following criteria are met:
- The conflict is only on a single corridor
  - Suitable alternative PaPs are available.

B) Applying the priority rule as described in Annex 1 of the FCA (see Annex 4.A) and Chapter 3.4.3.2 of this Book 4.

- Cases where no Network PaP is involved (see 3.4.3.3)
- Cases where Network PaP is involved in at least one of the requests (see 3.4.3.4)


The Table of Distances in Annex 4.E shows the distances taken into account in the priority calculation.

C) Random selection (see 3.4.3.5).

|   |
|---|
| Rail Freight Corridor North Sea – Mediterranean Specificities   |
| <p><i>Rail Freight Corridor North Sea - Mediterranean applies the resolution through consultation.</i></p> <p>The C-OSS addresses the involved applicants and proposes a solution. If these applicants agree to the proposed solution, the consultation process ends. If for any reason the consultation process does not lead to an agreement between all parties at X-7.5 the priority rules described in step B and C applies.</p> |

### 3.4.3.2 Network PaP

A Network PaP is not a path product. However, certain PaPs may be designated by corridors as ‘Network PaPs’, in most cases for capacity requests involving more than one corridor. Network PaPs are designed to be taken into account for the definition of the priority of a request, for example on PaP sections with scarce capacity. The aim is to make the best use of available capacity and provide a better match with traffic demand.

|   |  |
|---|--|
| Rail Freight Corridor North Sea – Mediterranean Specificities   |  |
| <p><i>Rail Freight Corridor North Sea - Mediterranean uses Network PaPs. Approximately 5% of the PaP capacity will be designated as Network PaP.</i></p>  |  |
| <p>Rail Freight Corridor North Sea - Mediterranean uses Network PaP with Corridor(s)</p>  | <p>between</p>   |
|  <p>With the following PaP ID:</p> <ul style="list-style-type: none"> <li>- RFC21PaP0067 (North to South)</li> <li>- RFC21PaP0047 (North to South)</li> <li>- RFC21PaP0037 (North to South)</li> <li>- RFC12PaP0068 (South to North)</li> <li>- RFC12PaP0308 (South to North)</li> </ul> | <ul style="list-style-type: none"> <li>• Bettembourg - Basel SBB RB</li> <li>• Thionville – Basel SBB RB</li> <li>• Antwerp – Basel SBB RB</li> </ul> <p>Continuing to / From</p> <ul style="list-style-type: none"> <li>• Basel SBB RB – Domodossola</li> <li>• Basel SBB RB – Chiasso</li> </ul> |

|                                 |  |
|---------------------------------|--|
| - RFC12PaP0028 (South to North) |  |
|---------------------------------|--|

### 3.4.3.3 Priority rule in case no Network PaP is involved

The priority is calculated according to this formula:

$$K = (L^{PAP} + L^{F/O}) \times Y^{RD}$$

$L^{PAP}$  = Total requested length of all PaP sections on all involved corridors included in one request. The definition of a request can be found in Chapter 3.3.

$L^{F/O}$  = Total requested length of the feeder/outflow path(s) included in one request; for the sake of practicality, is assumed to be the distance as the crow flies.

$Y^{RD}$  = Number of requested running days for the timetable period. A running day will only be taken into account for the priority calculation if it refers to a date with a published PaP offer for the given section.

$K$  = The rate for priority

All lengths are counted in kilometres.

The method of applying this formula is:

- in a first step the priority value ( $K$ ) is calculated using only the total requested length of pre-arranged path ( $L^{PAP}$ ) multiplied by the Number of requested running days ( $Y^{RD}$ );
- if the requests cannot be separated in this way, the priority value ( $K$ ) is calculated using the total length of the complete paths ( $L^{PAP} + L^{F/O}$ ) multiplied by the number of requested running days ( $Y^{RD}$ ) in order to separate the requests;
- if the requests cannot be separated in this way, a random selection is used to separate the requests. This random selection is described in 3.4.3.5.

### 3.4.3.4 Priority rule if a Network PaP is involved in at least one of the conflicting requests

- if the conflict is not on a "Network PaP", the priority rule described above applies.
- If the conflict is on a "Network PaP", the priority is calculated according to the following formula:

$$K = (L^{NetPAP} + L^{Other\ P\ A\ P} + L^{F/O}) \times Y^{RD}$$

$K$  = Priority value

$L^{NetPAP}$  = Total requested length (in kilometres) of the PaP defined as “Network PaP” on either corridor included in one request. The definition of a request can be found in Chapter 3.3.

$L^{Other\ PaP}$  = Total requested length (in kilometres) of the PaP not defined as “Network PaP” on either corridor included in one request. The definition of a request can be found in Chapter 3.3.

$L^{F/O}$  = Total requested length of the feeder/outflow path(s); for the sake of practicality, is assumed to be the distance as the crow flies.

$Y^{RD}$  = Number of requested running days for the timetable period. A running day will only be taken into account for the priority calculation if it refers to a date with a published PaP offer for the given section.

The method of applying this formula is:

- in a first step the priority value (K) is calculated using only the total requested length of the “Network PaP” ( $L^{NetPAP}$ ) multiplied by the Number of requested running days ( $Y^{RD}$ )
- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of all requested “Network PaP” sections and other PaP sections ( $L^{NetPAP} + L^{Other\ PaP}$ ) multiplied by the Number of requested running days ( $Y^{RD}$ ) in order to separate the requests
- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of the complete paths ( $L^{NetPAP} + L^{Other\ PaP} + L^{F/O}$ ) multiplied by the Number of requested running days ( $Y^{RD}$ ) in order to separate the requests

If the requests cannot be separated in this way, a random selection is used to separate the requests.

#### 3.4.3.5 Random selection

If the requests cannot be separated by the above mentioned priority rules, a random selection is used to separate the requests.

The respective applicants will be acknowledged of the undecided conflict before X-7.5 and invited to attend a drawing of lots.

The actual drawing will be prepared and executed by the C-OSS, with complete transparency.

The result of the drawing will be communicated to all involved parties, present or not, via PCS and e-mail, before X-7.5.

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| Rail Freight Corridor North Sea – Mediterranean Specificities |
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|---|
| Rail Freight Corridor North Sea – Mediterranean applies the procedure as described above. |
|---|

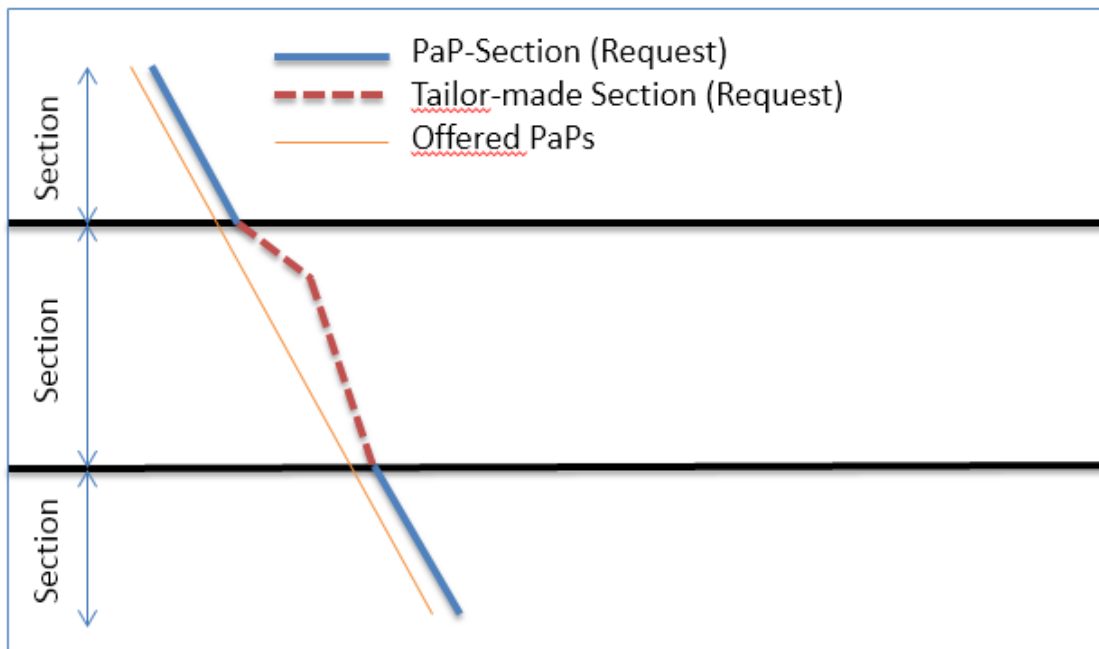
### 3.4.3.6 Special cases of requests and their treatment

The following special use of PaPs is known out of the allocation within the past timetables:

Division of continuous offer in shares identified by the PaP ID (PaPs / non-PaPs)

This refers to the situation when applicants request corridor capacity (on one or more corridors) in the following order:

- PaP section
- Tailor-made section
- PaP section



These requests will be taken into consideration, depending on the reference point in the request, as follows:

- Reference point at the beginning: the C-OSS pre-books the PaP sections from origin until the end of the first continuous PaP section. No section after the interruption of PaP sections will be pre-booked; they will be treated as tailor-made.
- Reference point at the end: the C-OSS pre-books the PaP sections from the destination of the request until the end of the last continuous PaP section. No sections between the origin and the interruption of the PaP sections will be pre-booked; they will be treated as tailor-made.

- Reference point in the middle: the C-OSS pre-books the longest of the requested PaP sections either before or after the interruption. No other section will be pre-booked; they will be treated as tailor-made.

However, in each of the above cases, the requested PaP capacity that becomes tailor-made might be allocated at a later stage if the IMs/ABs can deliver the tailor-made share as requested. In case of allocation, the PaP share that can become tailor-made retains full protection. This type of request doesn't influence the application of the priority rule.

#### 3.4.3.7 *Result of the allocation*

The C-OSS provides interim information to the applicants on the status of their application at X-7.5. The interim notification informs applicants with a higher priority value (K value) about the allocation decision in their favour; it announces the path offer made on behalf of the IM/AB concerned by the C-OSS, with the draft timetable offer at X-5 via PCS, which becomes legally binding for the IM/AB when the final offer at X-3.5 is made and for the applicant after acceptance.

In case of conflicting requests with a lower priority, the C-OSS shall offer an alternative PaP. The applicant concerned has to accept or reject the offered alternative within 5 calendar days. In case the applicant does not answer, or rejects the alternative, the C-OSS forwards the original request to the IM/AB concerned. The C-OSS informs the applicants with a lower priority value (K value) by X-7.5 that their path request has been forwarded to the IM/AB concerned for further treatment within the regular process for the annual timetable construction, and that the C-OSS will provide the draft path offer on behalf of the IM/AB concerned at X-5 via PCS. These applications are handled by the IM/AB concerned as on-time applications for the annual timetable and are therefore included in the regular national construction process of the annual timetable.

#### 3.4.3.8 *Handling of non-requested PaPs*

There are two ways of handling non-requested PaPs at X-7.5, based on the decision of the MB.

- A. After pre-booking, all non-requested PaPs are handed over to the IM/AB.
- B. The MB takes a decision regarding the number of PaPs to be kept after X-7.5. The decision on which PaPs to keep and which PaPs to return to the relevant IMs/ABs depends on the "booking situation" at that moment. More precisely, at least the following three criteria must be used (by decreasing order of importance):
  - a. There must be enough capacity for late requests, if applicable, and RC
  - b. Take into account the demand for international paths for freight trains placed by other means than PCS
  - c. Take into account the need for modification of PaP offer due to possible changes in the planning of possessions.



PaPs that are returned to the IMs/ABs are published in PCS as catalogue paths, unless each IM/AB individually decides to withdraw them entirely from PCS in order to free capacity on their network.

The remaining PaPs are published during the late request phase (where applicable) in PCS with continuous updating.

Rail Freight Corridor North Sea – Mediterranean Specificities

*Rail Freight Corridor North Sea - Mediterranean handles non-requested PaPs according to case B as described above.*

#### 3.4.3.9 Draft offer

At the RNE draft timetable deadline (X-5) the C-OSS communicates the draft timetable offer for every handled request concerning pre-booked PaPs including feeder and/or outflow to the applicant via PCS on behalf of the IM/AB concerned.

The C-OSS communicates partial offers if needed.

The C-OSS provides partial offers to the applicants

- A. If requested specifically by the applicant and after the applicant has been explicitly informed about the consequences by the C-OSS.
- B. If an IM/AB is forced by national legislation to send the draft offer to applicants at the published deadlines, even if one or more involved IMs/ABs have not yet finished the path elaboration.

Rail Freight Corridor North Sea – Mediterranean Specificities

*Rail Freight Corridor North Sea – Mediterranean may provide partial offers in both cases described.*

#### 3.4.3.10 Observations

The C-OSS monitors the observations placed by the applicant on the draft timetable offer for the PaP in PCS. This procedure only concerns justified observations related to the original path request — whereas modifications to the original path requests are treated as described in Chapter 3.7.1 (without further involvement of the C-OSS).

### 3.4.3.11 Final offer

1) Regular process:

At the final offer deadline (X-3.5), the C-OSS communicates the final timetable offer for every valid PaP request including feeder and/or outflow sections to the applicants via PCS on behalf of the IM/AB concerned. If, for operational reasons publication via national tools is still necessary (e.g. to produce documents for train drivers), the IM/AB have to ensure that there are no discrepancies between PCS and the national tool.

2) Partial offer process:

The C-OSS communicates partial offers only if at least one of the following conditions is met:

- A. If requested specifically by the applicant and after the applicant has been explicitly informed about the consequences by the C-OSS.
- B. If an IM/AB is forced by national legislation to send the final offer to applicants at the published deadlines, even if one or more involved IMs/ABs have not yet finished the path elaboration or the post-processing phase.

Requests in partial offer may only be switched to the active timetable in PCS when they have been harmonised, i.e. all of the IMs/ABs concerned switched to final offer in PCS. This is to prevent requests with one part still in post-processing while other parts are already in the active timetable, thus allowing the start of the path modification process.

The applicant shall accept or reject the final offer within 5 calendar days in PCS. On Corridor Rail Freight Corridor North Sea - Mediterranean the C-OSS informs the applicant concerned about this deadline. If no response is received within the time frame, the C-OSS will send a reminder and/or try to reach the applicant according to its usual business practice in order to receive feedback. If no response is received before X-3, the request is considered to have been withdrawn.

|   |
|---|
| <p>Rail Freight Corridor North Sea – Mediterranean Specificities</p>  |
| <p><i>Rail Freight Corridor North Sea – Mediterranean may provide partial offers in both cases described.</i></p> |

### 3.5 Late path request phase

Late path requests refer to capacity requests concerning the annual timetable sent to the C-OSS within the time frame from X-7.5 until X-2.

|   |
|---|
| Rail Freight Corridor North Sea – Mediterranean Specificities   |
| <i>Corridor Rail Freight Corridor North Sea - Mediterranean offers the possibility to place late path requests.</i> |

#### 3.5.1 Product

Capacity for late path requests can be offered in the following ways:

- A. In the same way as for PaPs, either specially-constructed paths for late path requests or PaPs which were not used for the annual timetable.
- B. On the basis of capacity slots. Slots are displayed per corridor section and the standard running time is indicated. To order capacity for late path requests, corridor sections without any time indications are available in PCS. The applicant may indicate his individually required departure and/or arrival times, and feeder and outflow path(s), as well as reference points. The indications should respect the indicated standard running times.

Capacity for late path request has to be requested via PCS either in the same way as for PaPs or by using capacity slots in PCS.

|   |
|---|
| Rail Freight Corridor North Sea – Mediterranean Specificities   |
| <i>Rail Freight Corridor North Sea - Mediterranean offers the possibility to place late path requests by using the variant A.</i> |

##### 3.5.1.1 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor if capacity is offered. See Chapter 3.4.1.4.

##### 3.5.1.2 Late paths on overlapping sections

See Chapter 3.4.1.5.

|   |
|---|
| Rail Freight Corridor North Sea – Mediterranean Specificities   |
| <i>Rail Freight Corridor North Sea – Mediterranean will not provide a common offer for late paths</i> |

*on overlapping sections*

### 3.5.2 Handling of requests

The C-OSS receives and collects all path requests that are placed via PCS.

Rail Freight Corridor North Sea – Mediterranean Specificities

*Rail Freight Corridor North Sea - Mediterranean offers the possibility to place late path requests.*

#### 3.5.2.1 Leading tool for late path requests

Applicants sending late path requests to the C-OSS shall use PCS. Within the construction process, the national tool may show additional information to the applicant.

The following matrix shows for each step of the process which tool is considered as the leading tool.

| Phase        | Application (X-7.5 till X-2) | Withdrawal (X-8 till X-2) | Offer (X-1) | Acceptance (until X-0.75) | Modification  | Cancellation  |
|--------------|------------------------------|---------------------------|-------------|---------------------------|---------------|---------------|
| Leading tool | PCS                          | PCS                       | PCS         | PCS                       | National tool | National tool |

Rail Freight Corridor North Sea – Mediterranean Specificities

*Rail Freight Corridor North Sea - Mediterranean offers the possibility to place late path requests.*

#### 3.5.2.2 Check of the applications

The C-OSS checks all requests as described in 3.4.2.2.

Rail Freight Corridor North Sea – Mediterranean Specificities

*Rail Freight Corridor North Sea - Mediterranean offers the possibility to place late path requests.*

### 3.5.3 Allocation

#### 3.5.3.1 Priority rule

The C-OSS coordinates the offer with the IMs/ABs concerned or other C-OSS if needed by following the rule of “first come – first served”.

|  |
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| Rail Freight Corridor North Sea – Mediterranean Specificities  |
| <i>Rail Freight Corridor North Sea - Mediterranean offers the possibility to place late path requests.</i> |

#### 3.5.3.2 Offer

The offer will be prepared by the concerned IM(s)/AB(s) once the timetable with the requests placed on time has been finalised. The offer is made by the C-OSS to the applicant via PCS on the RNE deadline for late path offer (X-1) at the latest.

The applicant shall accept or reject the offer within 5 calendar days after receipt. If no response is received before this deadline, the request is considered to have been withdrawn.

|  |
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| Rail Freight Corridor North Sea – Mediterranean Specificities  |
| <i>Rail Freight Corridor North Sea - Mediterranean offers the possibility to place late path requests.</i> |

## 3.6 Ad-hoc path request phase

### 3.6.1 Product

#### 3.6.1.1 Reserve capacity (RC)

During the ad-hoc path request phase, the C-OSS offer RC based on PaPs or capacity slots to allow a quick and optimal answer to ad-hoc path requests:

- A. RC based on PaPs will be a collection of several sections along the corridor, either of non-requested PaPs and/or PaPs constructed out of remaining capacity by the IMs/ABs after the allocation of overall capacity for the annual timetable between X-3 and X-2.

- B. In case RC is offered on the basis of capacity slots, slots are displayed per corridor section and the standard running time is indicated. The involved IMs/ABs jointly determine the amount of RC for the next timetable year between X-3 and X-2. To order reserve capacity slots, corridor sections without any time indication are available in PCS. The applicant may indicate his individually required departure and/or arrival times, feeder and outflow path(s) as well as reference points. The indications should respect the indicated standard running times as far as possible.

RC is published by the C-OSS at X-2 in PCS and on the website of Corridor Rail Freight Corridor North Sea - Mediterranean under the following link:

|  |
|--|
| Rail Freight Corridor North Sea – Mediterranean Specificities  |
| <a href="http://www.rfc-northsea-med.eu/en/pages/capacity">http://www.rfc-northsea-med.eu/en/pages/capacity</a> (latest from publication deadline) |

Applicants can book RC via the C-OSS until 30 days before the running day. To make ad-hoc requests less than 30 days before the running day, they have to contact the IMs/ABs directly.

|   |
|---|
| Rail Freight Corridor North Sea – Mediterranean Specificities                       |
| <i>Rail Freight Corridor North Sea - Mediterranean offers RC through variant A.</i> |

### 3.6.1.2 *Multiple corridor paths*

It is possible for capacity requests to cover more than one corridor. See Chapter 3.4.1.4.

### 3.6.1.3 *Reserve capacity on overlapping sections*

See Chapter 3.4.1.5.

|  |
|--|
| Rail Freight Corridor North Sea – Mediterranean Specificities  |
| Rail Freight Corridor North Sea – Mediterranean will not provide a common offer on overlapping sections. |

### 3.6.1.4 *Feeder, outflow and tailor-made paths*

See Chapter 3.4.1.6. For RC the same concept applies as for PaPs in the annual timetable.

## 3.6.2 Handling of requests

The C-OSS receives and collects all path requests for RC placed via PCS until 30 days before the running day.

### 3.6.2.1 *Leading tool for ad-hoc requests*

Applicants sending requests for RC to the C-OSS shall use PCS. Within the construction process, the national tool may show additional information to the applicant.

The following matrix shows for each step of the process which tool is considered as the leading tool.

| Phase        | Application (X-2 till X+12) | Withdrawal | Offer (10 calendar days before train run) | Answer (within 5 calendar days after offer) | Modification  | Cancellation  |
|--------------|-----------------------------|------------|---|---|---------------|---------------|
| Leading tool | PCS                         | PCS        | PCS                                       | PCS   | National tool | National tool |

### 3.6.2.2 *Check of the applications*

The C-OSS checks all requests as described in 3.4.2.2.

## 3.6.3 Allocation

### 3.6.3.1 *Priority rule*

The C-OSS applies the “first come – first served” rule.

### 3.6.3.2 *Offer*

The offer is communicated by the C-OSS to the applicant via PCS 10 calendar days before the train run at the latest.

The applicant shall accept or reject the offer within 5 calendar days after receipt of the offer.

## 3.7 Request for changes by the applicant

### 3.7.1 Modification

Change requests for PaPs placed by the applicant between X-8 and X-5 are treated by the C-OSS according to the following rules:

- A. **"Downsizing"** changes to the PaP request (e.g. cancellation of running days, shortening of route by deleting entire PaP sections, lower parameters, except in sections with minimum parameter if the downsizing falls below the minimum parameter) that neither affect the international character of the PaP nor the ranking of the request in the allocation decision according to the priority rule are handled by the C-OSS and documented in the PCS dossier and path register accordingly.
  
- B. **"Substantial"** changes to the PaP request affecting the fixed border times and/or the ranking of the request in the allocation decision according to the priority rule, and downsizing below the minimum parameter, are viewed as complete cancellations of the PaP request. Those change requests are then forwarded to the IM/AB concerned for further treatment (following national processes) within the remaining capacity.

This chapter is not applicable for other types of requests than PaP requests placed between X-11 and X-8.



### 3.7.2 Withdrawal

Withdrawing a request is only possible






between X-8 (after path requests deadline) and X-5 (before draft offer) for the annual timetable

before allocation during the late path request phase (where applicable) and ad-hoc path request phase.

#### 3.7.2.1 Overview of withdrawal fees and deadlines

| Rail Freight Corridor North Sea – Mediterranean Specificities   |   |
|---|---|
| The Corridors shall apply one of the below solutions:<br><br>A) <i>An overview of withdrawal fees and deadlines of the IMs/ABs on Corridor Rail Freight Corridor North Sea - Mediterranean (extract from the different Network Statements) is listed below.</i> |   |
| <b>IM</b>   | <b>Withdrawal fees and deadlines</b>  |
|    | As regards train paths for freight transport and other transport that are requested and allocated as part of the 2018 timetable request, and which are subsequently cancelled at least 30 days before the first running day of the timetable, ProRail will levy a reserve charge in the form of a malus of € 10 per path cancelled. This amount is remitted if the railway undertaking cancels less than 20% of its allocated paths via the first change sheet during the timetable allocation process. |
|    | Administration fee needs to be paid   |



|   |   |
|---|---|
|  | Free of charge  |
|  | Free of charge  |
|  | Free of charge  |
|  | Free of charge  |
|  | <ul style="list-style-type: none"> <li>• Normally no fees</li> <li>• Exception on congested lines.</li> </ul> Cancellation fee by following the table in chapter 3.7.4.2 on Switzerland if the draft offer has been received at least 5 days before or in case of conflicts the applicant has been informed 5 days ahead. |

### 3.7.3 Transfer of capacity

Once capacity is pre-booked or allocated to an applicant, it shall not be transferred by the recipient to another applicant. The use of capacity by an RU that carries out business on behalf of a non-RU- applicant is not considered as a transfer.


### 3.7.4 Cancellation







Cancellation refers to the phase between final allocation and the train run. Cancellation can refer to one, several or all running days and to one, several or all sections of the allocated path.

#### 3.7.4.1 Addressing and form of a cancellation

In case a path has to be cancelled, for whatever reason, the cancellation has to be done according to national processes.

#### 3.7.4.2 Overview of cancellation fees and deadlines

| Rail Freight Corridor North Sea – Mediterranean Specificities                       |   |
|---|---|
| IM  | Cancellation fees and deadlines   |
|  | As regards train paths for freight transport and other transport that are requested and allocated as part of the 2018 timetable request, and which are subsequently cancelled at least 30 days before the first running day of the timetable, ProRail will levy a reserve charge in the form of a malus of € 10 per path cancelled. This amount is remitted if the railway undertaking cancels less than 20% of its |





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|   | allocated paths via the first change sheet during the timetable allocation process.  |   |
|    | <p>For all cancellations, irrelevant of the date, the administration fee will be charged.</p> <p>Depending on the moment of cancellation a % of the track access charges has to be paid additionally</p> <ul style="list-style-type: none"> <li>• &gt; 60 calendar days before the running day</li> <li>• Between 31 and 60 calendar days before the running day</li> <li>• Between 24 h and 30 calendar days before the running day</li> <li>• &lt; 24 h before train run</li> </ul>              | <ul style="list-style-type: none"> <li>• 0%</li> <li>• 15%</li> <li>• 30%</li> <li>• 100%</li> </ul>                  |
|    | <ul style="list-style-type: none"> <li>• Cancellations up to one day before train run are free of charge. Cancellations occurring en-route on the day of operation which impact other Train Operators services will be charged in accordance with the agreed performance regime.</li> </ul>  |   |
|  | <ul style="list-style-type: none"> <li>• Free of charge</li> </ul>   |   |
|  | <ul style="list-style-type: none"> <li>• Cancellations 61 or more days before the day of operation</li> <li>• Cancellations 31–60 days before the day of operation</li> <li>• Cancellations between 30 days before and 17:00 on the day before the day of operation</li> <li>• Cancellations after 17:00 on the day before the day of operation</li> <li>• Cancellation after departure of the train</li> <li>• On congested lines, special rules apply. See withdrawal or NZV Art. 19d</li> </ul> | <ul style="list-style-type: none"> <li>• 20%</li> <li>• 50%</li> <li>• 80%</li> <li>• 100%</li> <li>• 200%</li> </ul> |
|  | <ul style="list-style-type: none"> <li>• A reservation can be cancelled subject to giving 30 days' notice and the reservation fees will no longer be payable after the notice period.</li> </ul>   |   |
|  | <p>For all cancellations, irrelevant of the date, the administration fee will be charged.</p> <p>If cancellation is notified at least 30 calendar days before the</p>  |   |




|  |  |
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|  | <p>scheduled traveling date, no penalty will be due and only the amount covering the administrative costs will be acquired by Fond du Rail.</p> <p>If cancellation is notified less than 30 calendar days but more than three days before the scheduled date of travel the following penalty will be applied: 12.5 % of the tax for the use of infrastructure for the relevant path.</p> <p>For less than three (3), it is 25% of the tax, and if not notified at all, 37.5% of the tax will be charged.</p> |
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### 3.7.5 Unused paths

If an applicant or designated RU does not use the allocated path, the case is treated as follows.

#### 3.7.5.1 Overview of fees and deadlines for unused paths

| Rail Freight Corridor North Sea – Mediterranean Specificities                       |  |
|---|--|
| IM  | Fees for unused paths  |
|  | For each cancelled allocated train path and related running day, ProRail will charge the railway undertaking a malus comprising administration costs of € 10 per cancelled path and accompanying stabling capacity. No administration costs will be charged if the request for cancellation is made by the railway undertaking. Failure to use the path due to causes attributable to ProRail, fluctuations in market circumstances, public holidays and the non-availability of associated rail capacity at rail terminals, transshipment firms, industrial estates or foreign infrastructure managers are deemed to be processed in the percentage of 50%. |
|  | <ul style="list-style-type: none"> <li>• 100% of the path charge and administration fee will be invoiced</li> </ul>  |
|  | <ul style="list-style-type: none"> <li>• In case of an impact on other Train Operators services, the RU/applicant will be charged in accordance with the agreed performance regime.</li> </ul>   |
|  | <ul style="list-style-type: none"> <li>• The Running charge (RC) is due if the path hasn't been cancelled by the RU (declaration to be made at the latest 24 hours after theoretical departure time).</li> <li>• A system of reciprocal incentives to improve use of infrastructure</li> </ul>   |

|   |   |
|---|---|
|   | <p>capacity will be applied in case of modification or cancellation of a path (will be defined during the course of 2017)</p> <ul style="list-style-type: none"> <li>• SNCF Réseau may decide to cancel the path allocation for the time remaining up to the end of the timetable, when the rate of use made of a given path is less than 0.75 in any month.</li> </ul> |
|  | 100% of the reservation and access fees will be charged   |
|  | 37.5% of the tax for the use of infrastructure plus the administration fee will be charged  |
|  | If a path is not cancelled by the RU, the train is charged in accordance with the standard rates set out in the “List of infrastructure service (section 4.3.2.)”.  |

### 3.8 Exceptional transport and dangerous goods

#### 3.8.1 Exceptional transport

PaPs and RC do not include the possibility to manage exceptional consignments (e.g. out-of-gauge loads). The parameters of the PaPs and RC offered have to be respected, including the published combined traffic profiles.

Requests for exceptional consignments are forwarded by the C-OSS directly to the IMs/ABs concerned for further treatment.

#### 3.8.2 Dangerous goods

Dangerous goods may be loaded on trains using PaPs or RC if both international and national rules concerning the movement of hazardous material are respected (e.g. according to RID –Regulation governing the international transport of dangerous goods by rail).

Dangerous goods have to be declared, when making a path request, to all IMs/ABs on Corridor Rail Freight Corridor North Sea - Mediterranean.

### 3.9 Rail related services

Rail related services are specific services, the allocation of which follows national rules and partially other deadlines than those stipulated in the process of path allocation. Therefore the request has to be sent to the IMs/ABs concerned directly.








If questions regarding rail related services are sent to the C-OSS, he/she contacts the IMs/ABs concerned, who provide an answer within a reasonable time frame.

### 3.10 Contracting and invoicing.

Network access contracts are concluded between IMs/ABs and the applicant on the basis of national network access conditions.

The C-OSS does not issue any invoices for the use of allocated paths. All costs (charges for using a path, administration fees, etc.) are invoiced by the relevant IMs/ABs.

Currently, differences between various countries exist regarding invoicing for the path charge. In some countries, if a non-RU applicant is involved, it receives the invoice, whereas in other countries the invoice is issued to the RU that has used the path.

| Rail Freight Corridor North Sea – Mediterranean Specificities                       |  |
|---|--|
| IM  | Explanations   |
|    | Path charge will be invoiced to the RU that used the path.                           |
|    | Path charge will be invoiced to the path applicant                                   |
|    | Path charge will be invoiced to the RU that used the path.                           |
|   | The Running charge (RC) will be invoiced to the applicant (50%) and to the RU (50%). |
|  | Path charge will be invoiced to the RU that used the path.                           |
|  | Path charge will be invoiced to the path applicant.                                  |
|  | Path charge will be invoiced to the RU that used the path.                           |

### 3.11 Appeal procedure

Based on Article 20 of Regulation (EU) No 913/2010: in case of complaints regarding the allocation of PaPs (e.g. due to a decision based on the priority rules for allocation), the applicants may address the relevant Regulatory Body (RB) as stated in the Cooperation Agreement signed between RBs on the Corridor.

| Rail Freight Corridor North Sea – Mediterranean Specificities |
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| The Cooperation Agreement can be found <a href="#">here</a> . |

## 4. Coordination/Publication of planned temporary capacity restrictions

### 4.1 Goals

Planned Temporary Capacity Restrictions (TCRs) are necessary to keep the infrastructure and its equipment in operational condition and to allow changes to the infrastructure necessary to cover market needs. However, there is a strong customer demand to know in advance which capacity restrictions they will be confronted with. Corridor-relevant TCRs which fulfill the criteria listed in Chapter 4.5.1 have to be coordinated, taking into account the interests of the applicants. The corridor's aim is to do this by regularly updating the information and presenting all TCRs in an easily accessible way.

### 4.2 Legal background

The legal background to this chapter can be found in Regulation (EU) No 913/2010 Article 12 "Coordination of works". *"The Management Board shall coordinate and ensure the publication in one place, in an appropriate manner and timeframe, of their schedule for carrying out all the works on the infrastructure and its equipment that would restrict available capacity on the freight corridor."*

A framework has been developed by RNE in the "Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions".

### 4.3 Coordination

#### 4.3.1 Aim of coordination

To reduce the operational impact of works on applicants and to optimise capacity utilisation on the whole corridor network for both traffic and works, there is a strong need to coordinate the measures that IMs have to take to allow works on the infrastructure.

#### 4.3.2 Stages of coordination

Coordination at corridor level is carried out according to the three stages described below. This process considers at least all the known works in the period X-17 until X-1.

##### 4.3.2.1 Stage 1, bilateral coordination

In the first stage, coordination will be performed during regular coordination processes between neighbouring IMs on the corridor. The time and frequency of coordination meetings may differ from country to country. The result is an agreed list of coordinated works linked to time frames, describing the impact on capacity as far as it is known. Coordination meetings

are organised by the IMs; the TCR Corridor Coordinator will be invited and will be informed about the results and open issues concerning TCRs on Corridor lines.

#### 4.3.2.2 Stage 2, corridor level

In the second stage corridors coordinate the relevant TCRs at corridor level. The input is based on the results of the coordination process between neighbouring IMs (Stage 1). The aim of Stage 2 is:

- to check if all restrictions are covered and have been coordinated,
- to check if the combined impact of all the TCRs on the different networks of the corridor is still acceptable,
- to ensure the availability of capacity on diversionary lines and,
- to ensure the possibility to give a capacity offer, if possible.

Coordination should be done at least twice a year.

IMs and corridors may agree to combine Stage 1 and Stage 2.

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| Rail Freight Corridor North Sea – Mediterranean Specificities                                       |  |
| The Rail Freight Corridor North Sea - Mediterranean has a separate process for Stage 1 and Stage 2. |  |

#### 4.3.2.3 Stage 3, corridor-network level

In this stage conflicts between corridors can be identified. This coordination is done twice a year by the TCR Corridor Coordinators in a timely manner according to the needs of the timetable process.

### 4.4 Involvement of applicants

Each IM has its own national processes and platforms to consult the applicants and inform them about TCRs with a major and medium impact. These processes are described in the Network Statement of each IM.

At Corridor level, the involvement of applicants is organised in the following way:

- 1) The results of the TCRs coordination that are relevant for principal and diversionary lines of Rail Freight Corridor North Sea - Mediterranean are published on Rail Freight Corridor North Sea - Mediterranean's website. Applicants may send their comments on the planned activities to the Corridor organisation. The TCR Corridor Coordinator submits the issue to the representatives of the involved IMs. The comments of applicants have an advisory and supportive character, and shall be taken into consideration as far as possible.

- 2) Regular meetings of the Railway Undertaking Advisory Group (RAG) are used to discuss issues regarding the planning process of TCRs.
- 3) Additional meetings with applicants, to discuss and solve open issues, will be treated on a case by case basis.

## 4.5 Publication

### 4.5.1 Criteria for publication

In order to cover the main activities on the Corridor that may reduce available capacity, especially in the early phases of the coordination process (i.e. X-17), the following publication criteria are applied:

- Continuous total closure of a line for more than 72 hours (3 days) in a row
- Periodical total closure (e.g. every night) for more than 30 days in a row
- Any other temporary (e.g. 3 hours every afternoon) or continuous TCR for more than 30 days in a row (e.g. closure of one track of a double track line, temporary TCR on a station along Corridor Rail Freight Corridor North Sea - Mediterranean). Included in this category are speed, length, weight or traction restrictions.

Halfway through the coordination process (i.e. X-12), the following publication criteria are applied:

- Continuous total closure of a line for more than 24 hours (1 day) in a row
- Periodical total closure (e.g. every night) for more than 14 days in a row
- Any other temporary (e.g. 3 hours every afternoon) or continuous TCR for more than 14 days in a row (e.g. closure of one track of a double track line, temporary TCR on a station along the Corridor Rail Freight Corridor North Sea - Mediterranean). Included in this category are speed, length, weight or traction restrictions.

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| Rail Freight Corridor North Sea – Mediterranean Specificities |
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| Rail Freight Corridor North Sea - Mediterranean also publishes other relevant TCRs with major impact on its website and applies the procedure described above. |
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After initial publication of TCRs, further details may be added when they are available.

### 4.5.2 Dates of publication

Corridor Rail Freight Corridor North Sea - Mediterranean publishes the coordinated TCRs at least on the following dates:



- X-17 Information on major coordinated TCRs, also based on results of the national consultation of applicants and the harmonisation between IMs – can be taken into consideration before starting the construction of PaPs
- X-12 Detailed coordinated TCRs – issued prior to the publication of PaPs at X-11
- X-5 Update of already published TCRs – prior to final allocation and for planning of RC for ad-hoc trains.

After initial publication at X-17 and during the process described in the RNE Guidelines, available information will be more detailed, and changes and additional TCRs will have to be taken into consideration.

#### 4.5.3 Tool for publication

After coordination between all IMs involved on Corridor Rail Freight Corridor North Sea - Mediterranean the results are published in the harmonised Excel overview on the Corridors' website.

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| Rail Freight Corridor North Sea – Mediterranean Specificities   |
| <p>Rail Freight Corridor North Sea - Mediterranean publishes an overview of the TCRs on its website using the RNE excel template. Link to the overview on the Corridor's website: <a href="http://www.rfc-northsea-med.eu/en/pages/coordination-works">http://www.rfc-northsea-med.eu/en/pages/coordination-works</a></p> <p>The objective is to publish TCRs on the Customer Information Platform as soon as possible (in a geographical way).</p> |

#### 4.6 Legal disclaimer

By publishing the overview of the corridor TCRs, the IMs concerned present the planning status for TCRs to infrastructure availability along Corridor Rail Freight Corridor North Sea - Mediterranean. The published TCRs are a snapshot of the situation at the date of publication and are subject to further changes. The information provided can be used for rough orientation purposes only and may not constitute the basis for any legal claim.

The publication of TCRs at corridor level does not substitute any national law or legislation. It lies within the IMs' responsibility to publish and communicate TCRs as stated in their Network Statements.

## 5. Traffic management

In line with Article 16 of Regulation (EU) No 913/2010, the management board of the freight corridor has put in place procedures for coordinating traffic management along the freight corridor.

Traffic Management is the prerogative of the national IMs and is subject to national operational rules. The goal of Traffic Management is to guarantee the safety of train traffic and achieve high quality performance. Daily traffic shall operate as close as possible to the planning.

In case of disturbances, IMs work together with the RUs concerned and neighbouring IMs in order to limit the impact as far as possible and to reduce the overall recovery time of the network.

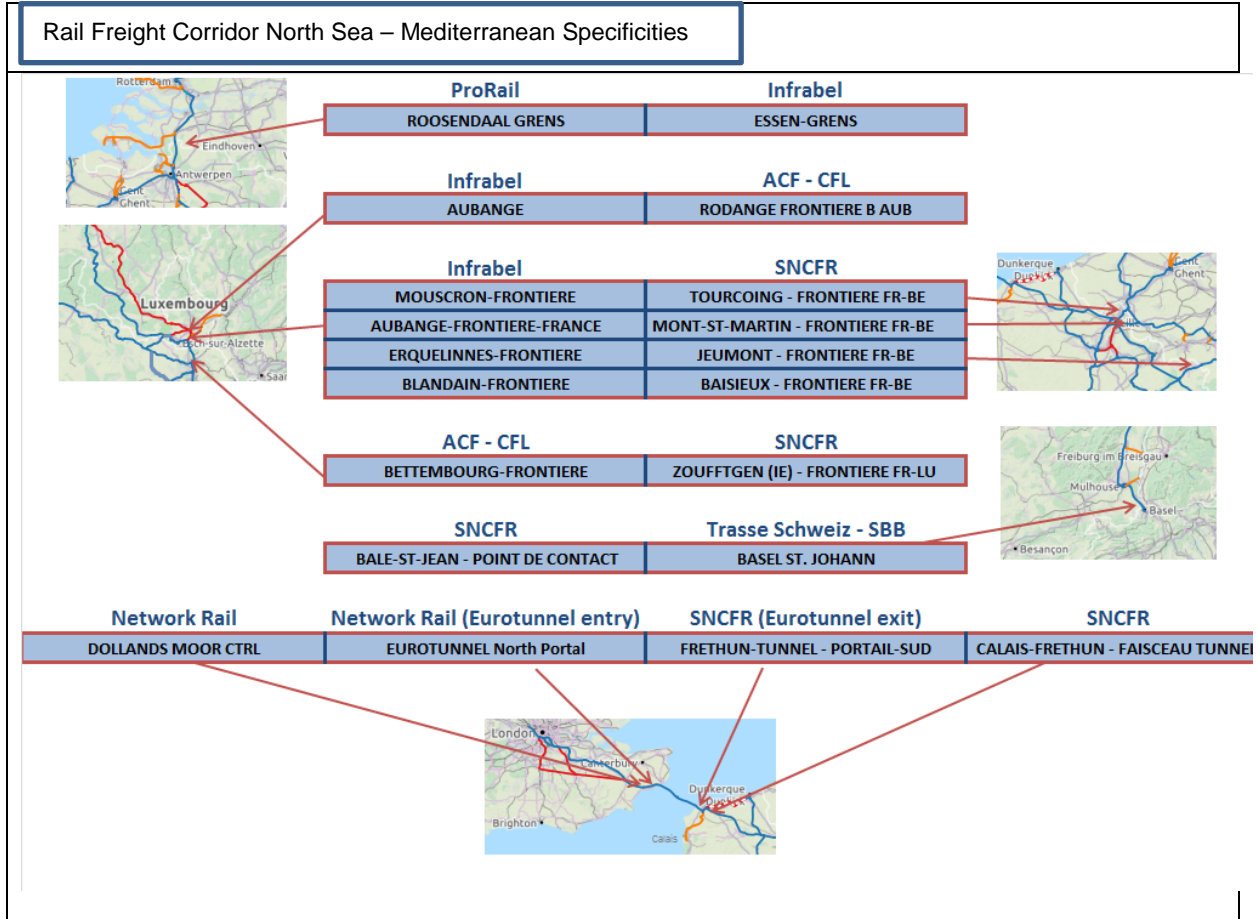
National IMs coordinate international traffic with neighbouring countries on a bilateral level. In this manner they ensure that all traffic on the network is managed in the most optimal way.

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| Rail Freight Corridor North Sea – Mediterranean Specificities |
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| Rail Freight Corridor North Sea – Mediterranean organizes 3 meetings per year with IM's. The objective is to ensure a coordination between IM's on the most important identified topics (ex: TIS data exchange implementation) |
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## 5.1 Cross-border section information

In the table below, all cross-border sections covered by Corridor Rail Freight Corridor North Sea - Mediterranean are listed:



### 5.1.1 Technical features and operational rules

For all corridor related cross-border sections, the following information is available:

- Technical features
  - Maximum train weight and train length
  - Railway line parameters (number of tracks, electrification, profile, loading and vehicle gauge, speed limit, axle load, etc.)
- Operational rules
  - Languages used
  - Requirements running through the border (administrative and technical preconditions)
  - Special rules in case of system breakdown (communication system failure, safety system failure).

| Rail Freight Corridor North Sea – Mediterranean Specificities                    |
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| For Corridor Rail Freight Corridor North Sea - Mediterranean the above-mentioned |

information can be found:

- In the Network Statements of the IMs involved in the corridor
- On the RNE website – Traffic Management Information – Border section information sheet within the Excel table ([www.rne.eu/download/items/tmi-final-data-collection](http://www.rne.eu/download/items/tmi-final-data-collection) )
- On RFC NSM website, section “Traffic Management” (<http://www.rfc-northsea-med.eu/en/pages/traffic-management>)
- In CID book V of the corridor RFC NSM

### 5.1.2 Cross-border agreements

Cooperation between the IMs on a corridor can be described in different types of agreements: in bilateral agreements between states (at ministerial level) and/or between IMs and in the detailed border section procedures.

Agreements applicable on Corridor Rail Freight Corridor North Sea - Mediterranean can be found in the overview below and contain the following information:

- Title and description of border agreement
- Validity
- Languages in which agreement is available
- Relevant contact person within IM.

#### Rail Freight Corridor North Sea – Mediterranean Specificities

On Rail Freight Corridor North Sea - Mediterranean the above-mentioned overview information can be found:

- By referring to the RFC NSM website, section “Traffic Management” (<http://www.rfc-northsea-med.eu/en/pages/traffic-management>)
- By referring to the Network Statements of the IMs involved in the corridor
- By referring to the RNE website – Traffic Management Information – Border agreements Level 1 and Level 2 sheets within the Excel table ([www.rne.eu/download/items/tmi-final-data-collection](http://www.rne.eu/download/items/tmi-final-data-collection))

### 5.2 Priority rules in traffic management

In accordance with the Regulation, IMs involved in Rail Freight Corridor North Sea - Mediterranean commit themselves to treating international freight trains running on the corridor or feeder / outflow lines that run punctually according to the timetable in such a way that a high quality and punctuality level of this traffic is ensured, but always within the current possibilities and within the framework of national operational rules.

#### Rail Freight Corridor North Sea – Mediterranean Specificities

- Please find more information on our website, section “Traffic Management”

(<http://www.rfc-northsea-med.eu/en/pages/traffic-management>)

To see the overview of national IM priority rules in traffic management, please visit: [www.rne.eu/priority\\_rules/index.php](http://www.rne.eu/priority_rules/index.php)

### 5.3 Traffic management in the event of disturbance

The goal of traffic management in case of disturbance is to ensure the safety of train traffic, while aiming to quickly restore the normal situation and/or minimise the impact of the disruption. The overall aim should be to minimise the overall network recovery time.

In order to reach the above-mentioned goals, traffic management in case of disturbance needs an efficient communication flow between all involved parties and a good degree of predictability, obtained by applying predefined operational scenarios at the border.

#### 5.3.1 Communication procedure

The main principle on which the communication procedure in case of disturbance is based is that the IM concerned is responsible for communication; it must deliver the information as soon as possible through standard channels to the RUs on its own network and to the neighbouring IMs.

##### Rail Freight Corridor North Sea – Mediterranean Specificities

For Rail Freight Corridor North Sea - Mediterranean the details of the relevant communication procedure can be found:

- *Detailed rules for communication in case of disturbance are included in bilateral agreements, which can be found in RFC NSM website (<http://www.rfc-northsea-med.eu/en/pages/traffic-management>)*
- RFC NSM does not really have language communication issue. Neighboring IM's on RFC NSM speak each other's language.

#### 5.3.2 Operational scenarios at borders in the event of disturbance

##### Rail Freight Corridor North Sea – Mediterranean Specificities

To fulfil the requirement of the Regulation providing for the setting up of Guidelines for traffic management in case of disturbance, IMs set up pre-defined, section-by-section operational scenarios in terms of the availability of diversionary routing, which are options that the IMs

can take when a disturbance occurs. The aim of these scenarios is to provide both neighbouring IMs and the customer RUs with a range of predictable actions that they can expect from the IM.

The scenarios are described in written bilateral or multi-lateral agreements between IMs and are defined on the basis of information regarding the routes' technical features. The chosen scenario is announced to the relevant RUs in time for them to be aware of operational features and required resources.

The definition of each scenario includes at least the following items:

- Description of the scenario
- Predefined diversionary routes, depending on:
  - Current timetable
  - Safety certification, if relevant
  - Technical equipment and restrictions
- Time frame to inform the RUs
- Available capacity on predefined diversionary routes, if possible.

The above-mentioned information can be found:

- In the Network Statements of the IMs involved in the corridor
- On RNE website – Traffic Management Information – Operational scenarios sheet within the Excel table ([www.rne.eu/download/items/tmi-final-data-collection](http://www.rne.eu/download/items/tmi-final-data-collection))
- On our website, section “Traffic Management” (<http://www.rfc-northsea-med.eu/en/pages/traffic-management>)

## 5.4 Traffic restrictions

Information about planned restrictions can be found in Chapter 4, Coordination and Publication of Planned Temporary Capacity Restrictions (TCRs).

### Rail Freight Corridor North Sea – Mediterranean Specificities

On Rail Freight Corridor North Sea - Mediterranean the information about unplanned restrictions can be found:

- In the Network Statements of the IMs involved in the RFC
- In the relevant section on the IM's website (where applicable)

## **5.5 Dangerous goods**

Detailed information about conditions for the transport of dangerous goods can be found in the Network Statements of IMs involved in Corridor Rail Freight Corridor North Sea - Mediterranean. Links to the network statements can be found in Book 2 of this CID.

## **5.6 Exceptional transport**

Detailed information about conditions for the carriage of exceptional consignments can be found in the Network Statements of IMs involved in Corridor Rail Freight Corridor North Sea - Mediterranean. Links to the network statements can be found in Book 2 of this CID.

## 6. Train performance management

The aim of the Corridor Train Performance Management (TPM) is to measure punctuality, analyse weak points and recommend corrective measures, thus managing the train performance of international train services and improving punctuality across borders and handover points.

A necessary precondition for Train Performance Management is the implementation and use of the RNE Train Information System (as described in CID Book 1, Chapter 10 IT tools) by all involved IMs.

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| Rail Freight Corridor North Sea – Mediterranean Specificities |
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| More information on the Train Performance Management project can be found in our <a href="#">CID Book 5</a> , chapter 5.1 (version for timetable 2018). |
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## Annexes

### **Annex 4.A Framework for Capacity Allocation**

Mentioned in Chapter 3.1

**Harmonised FCA (revised proposal for the 2018 timetable)  
Proposal informally agreed by member state representatives  
by written procedure on 6th December 2016  
For formal adoption by the executive boards of the RFCs**

### **Decision of the Executive Board of Rail Freight Corridor**

adopting the Framework for capacity allocation  
on the Rail Freight Corridor

Having regard to

- Regulation (EU) No 913/2010 of the European Parliament and of the Council and in particular Article 14 thereof;
- Directive 2012/34/EU of the European Parliament and of the Council and in particular Chapter IV (Section 3) thereof;

Whereas:

- Directive 2012/34/EU provides the general conditions and objectives of infrastructure capacity allocation;
- Article 14 of Regulation (EU) No 913/2010 provides the particular conditions applicable in the context of rail freight corridors;
- Article 14(1) of Regulation (EU) No 913/2010 requires the Executive Board to define the framework for the allocation of infrastructure capacity on the rail freight corridor;
- Articles 14(2) to (10) of Regulation (EU) No 913/2010 establish the procedures to be followed by the Management Board, Infrastructure Managers and Allocation Bodies, with reference to the general rules contained in Directive 2012/34/EU;
- The Executive Board invites the Management Board to cooperate with the other Management Boards in order to harmonise as far as possible the time limit mentioned in Article 14(5) of Regulation (EU) No 913/2010;

Acting in accordance with its internal rules of procedure,

**HAS ADOPTED THIS DECISION:**

## Chapter I

### PURPOSE, SCOPE AND CHARACTER OF THE FRAMEWORK

#### *Article 1*

1. This framework for the allocation of infrastructure capacity on the rail freight corridor (“Corridor Framework”) concerns the allocation of pre-arranged paths as defined according to Article 14(3) of Regulation (EU) No 913/2010 (“the Regulation”), and of reserve capacity as defined according to Article 14(5) of the Regulation, displayed by the Corridor One-Stop-Shop (“C-OSS”) for freight trains crossing at least one border on a rail freight corridor. It describes the key activities of the C-OSS and Management Board in this respect, and also identifies the responsibilities of the Regulatory Bodies in accordance with Article 20 of the Regulation.
2. The scope of application of the Corridor Framework is the railway network defined in the rail freight corridor implementation plan where principal, diversionary and connecting lines are designated.
3. The Executive Board may decide to allow specific rules within this Corridor Framework for networks which are applying the provisions permitted in accordance with Article 2(6) of Directive 2012/34/EU.

#### *Article 2*

The document to be published by the Management Board in accordance with Article 18 of the Regulation – hereinafter referred to as the Corridor Information Document (“CID”) – shall reflect the processes in this Corridor Framework.

## Chapter II

### PRINCIPLES FOR THE OFFER OF PRE-ARRANGED PATHS AND RESERVE CAPACITY

#### *Article 3*

1. The offer displayed by the C-OSS contains pre-arranged paths and reserve capacity. The pre-arranged paths and reserve capacity are jointly defined and organised by the IMs/ABs in accordance with Article 14 of the Regulation. In addition they shall take into account as appropriate:
  - recommendations from the C-OSS based on its experience;
  - customer feedback concerning previous years (e.g. received from the Railway Undertaking Advisory Group);
  - customer expectations and forecast (e.g. received from the Railway Undertaking Advisory Group);
  - results from the annual users satisfaction survey of the rail freight corridor;
  - findings of any investigation conducted by the Regulatory Body in the previous year.
2. The infrastructure managers and allocation bodies (IMs/ABs) shall ensure that the pre-arranged path catalogue and reserve capacity are appropriately published. Before publication of the pre-arranged path catalogue and reserve capacity, the Management Board shall inform the Executive Board about the offer and its preparation.
3. Upon request of the Regulatory Bodies and in accordance with Articles 20(3) and 20(6) of the Regulation, IMs/ABs shall provide all relevant information allowing Regulatory Bodies to assess the non-discriminatory designation and offer of pre-arranged paths and reserve capacity and the rules applying to them.

#### *Article 4*

The pre-arranged paths shall be handed over to the C-OSS for exclusive management at the latest by X-11<sup>3</sup>, and reserve capacity at the latest by X-2. The Management Board is required to decide whether, and if so to what extent, unused pre-arranged paths are to be returned by the C-OSS to the relevant IMs/ABs at X-7.5 or kept by the C-OSS after X-7.5 in order to accept late requests, taking into account the need for sufficient reserve capacity. The Management Board shall publish in the CID the principles on which it will base its decision.

#### *Article 5*

1. The pre-arranged paths managed by the C-OSS for allocation in the annual timetable and the reserve capacity are dedicated solely to the rail freight corridor. Therefore it is essential that the displayed dedicated capacity is protected between its publication in the pre-arranged path catalogue and the allocation decision by the C-OSS at X-7.5 against unilateral modification by the IMs/ABs.
2. Following the allocation decision by the C-OSS at X-7.5, an IM/AB and an applicant may agree to minor modifications of the allocated capacity that do not impact the results of the allocation decision. In that case, the modified capacity shall have the same level of protection as that applied to the original capacity.

#### *Article 6*

1. Certain pre-arranged paths may be designated by the Management Board for the application of the network pre-arranged path priority rule “Network PaP rule” (defined in Annex 1) aimed at better matching traffic demand and best use of available capacity, especially for capacity requests involving more than one rail freight corridor. The Network PaP rule may apply to pre-arranged path sections linked together within one single or across several rail freight corridors. These sections are designated to promote the optimal use of infrastructure capacity available on rail freight corridors. A pre-arranged path on which the Network PaP rule applies is called “Network PaP”.
2. The designation of Network PaPs, in terms of origin and destination and quantity should take into account the following as appropriate:
  - scarcity of capacity;
  - the number and characteristics of conflicting requests as observed in previous years;
  - number of requests involving more than one rail freight corridor as observed in previous years;
  - number of requests not satisfied, etc. as observed in previous years.
3. Explanations for the designation of Network PaPs, the rail freight corridor sections to be covered by Network PaPs and an indicative share of Network PaPs as a proportion of all pre-arranged paths offered on the rail freight corridor shall be published in the CID.
4. Where Network PaPs relate to more than one rail freight corridor, the Management Board shall cooperate with the Management Board(s) of the other relevant rail freight corridor(s) to engage the IMs/ABs in the designation process. If one rail freight corridor identifies a need for Network PaPs on several rail freight corridors, the other rail freight corridor(s)

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<sup>3</sup> X indicates the date of the timetable change; figures refer to months. Therefore X-11 is 11 months before the timetable change etc.

involved should if possible meet the request. These Network PaPs can only be designated if the Management Boards of all relevant rail freight corridors agree.

### Chapter III

#### PRINCIPLES OF ALLOCATION OF PRE-ARRANGED PATHS AND RESERVE CAPACITY

##### *Article 7*

1. The decision on the allocation of pre-arranged paths and reserve capacity on the rail freight corridor shall be taken by the C-OSS, in accordance with Article 13 of the Regulation.
2. The activities under the timetabling processes concerning pre-arranged paths and reserve capacity are set out in Annex 2.

#### III-A GENERAL PRINCIPLES RELATED TO THE FUNCTIONING OF THE C-OSS

##### *Article 8*

1. The CID to be published by the Management Board shall describe at least the competences, the form of organisation, the responsibilities vis-à-vis applicants and the mode of functioning of the C-OSS and its conditions of use.
2. The corridor capacity shall be published and allocated via an international path request coordination system, which is as far as possible harmonised with the other rail freight corridors.

#### III-B PRINCIPLES OF ALLOCATION

##### *Article 9*

1. The C-OSS is responsible for the allocation of pre-arranged paths and reserve capacity on its own rail freight corridor.
2. An applicant requesting pre-arranged paths or reserve capacity covering more than one rail freight corridor may select one C-OSS to act as a single point of contact to coordinate its request, but that C-OSS remains responsible for the allocation of capacity on its own rail freight corridor only.
3. Where the same pre-arranged paths are jointly offered by more than one rail freight corridor, the Management Board shall coordinate with the other Management Board(s) concerned to designate the C-OSS responsible for allocating those paths and publish this in the CID.

##### *Article 10*

1. After receipt of all path requests for pre-arranged paths at X-8 (standard deadline for submitting path requests for the annual timetable) the C-OSS shall decide on the allocation of pre-arranged paths by X-7.5 and indicate the allocation in the path register accordingly.
2. Requests for pre-arranged paths that cannot be met pursuant to Article 13(3) of the Regulation and that are forwarded to the competent IMs / ABs in accordance with Article 13(4) are to be considered by IMs/ABs as having been submitted before the X-8 deadline. The IMs/ABs shall take their decision and inform the C-OSS within the timescales set out in Annex VII of Directive 2012/34/EU and described in Annex 2 of this Corridor

Framework. The C-OSS shall complete the processing of the request and inform the applicant of the decision as soon as possible after receiving the decision from the competent IMs/ABs.

3. The Management Board is invited to decide the deadline for submitting requests for reserve capacity to the C-OSS in a harmonised way at 30 days before the running date.
4. Without prejudice to Article 48(1) of Directive 2012/34/EU, the C-OSS shall endeavour to provide a first response to requests for reserve capacity within five calendar days of receiving the path request.

### III-C PRINCIPLES OF FAIRNESS AND INDEPENDENCE

#### *Article 11*

1. The C-OSS shall respect the commercial confidentiality of information provided to it.
2. In the context of the rail freight corridor, and consequently from the point of view of international cooperation, C-OSS staff shall, within their mandate, work independently of their IMs/ABs in taking allocation decisions for pre-arranged paths and reserve capacity on a rail freight corridor. However, the C-OSS staff should work with the IMs/ABs for the purpose of coordinating the allocation of pre-arranged paths and reserve capacity with the allocation of feeder/outflow national paths.

### III-D PRIORITIES TO BE APPLIED BY THE C-OSS IN CASE OF CONFLICTING REQUESTS

#### *Article 12*

1. In the event of conflicting requests, the C-OSS may seek resolution through consultation as a first step, if the following criteria are met:
  - The conflict is only on a single rail freight corridor;
  - Suitable alternative pre-arranged paths are available.
2. Where consultation is undertaken, the C-OSS shall address the applicants and propose a solution. If the applicants agree to the proposed solution, the consultation process ends.
3. If for any reason the consultation process does not lead to an agreement between all parties by X-7.5 the priority rules described in Annex 1 apply.

#### *Article 13*

1. Where consultation under Article 12 is not undertaken, the C-OSS shall apply the priority rules and the process described in Annex 1 immediately.
2. The priority rules concern only pre-arranged paths and are applied only between X-8 and X-7.5 in the event of conflicting applications.
3. Once the allocation decision is made for requests received by X-8, the C-OSS shall propose suitable alternative pre-arranged paths, if available, to the applicant(s) with the lower priority ratings or, in the absence of suitable alternative pre-arranged paths, shall without any delay forward the requests to the competent IMs/ABs in accordance with Article 13(4) of the Regulation. These path requests are to be considered by IMs/ABs as having been submitted before the X-8 deadline.
4. Experience of the conflict resolution process should be assessed by the Management Board and taken into consideration for the pre-arranged path planning process in following timetable periods, in order to reduce the number of conflicts in following years.

#### *Article 14*

With regard to requests placed after X-8, the principle “first come, first served” shall apply.

## Chapter IV APPLICANTS

### *Article 15*

1. An applicant may apply directly to the C-OSS for the allocation of pre-arranged paths or reserve capacity.
2. Applicants shall accept the rail freight corridor's general terms and conditions as laid down in the CID in order to place requests for pre-arranged path and reserve capacity. A copy of these general terms and conditions shall be provided free of charge upon request. The applicant shall confirm that :
  - it accepts the conditions relating to the procedures of allocation as described in the CID,
  - it is able to place path requests via the system referred to in Article 8,
  - it is able to provide all data required for the path requests.

The conditions shall be non-discriminatory and transparent.

3. The allocation of pre-arranged paths and reserve capacity by the C-OSS to an applicant is without prejudice to the national administrative provisions for the use of capacity.
4. Once the pre-arranged path/reserve capacity is allocated by the C-OSS, the applicant shall appoint the railway undertaking(s) which will use the train path/reserve capacity on its behalf and shall inform the C-OSS and the IMs / ABs accordingly. If this appointment is not provided by the applicant by 30 days before the running day at the latest, regardless of whether it is a prearranged path or reserve capacity, the allocated path shall be considered as cancelled.
5. The CID shall describe the rights and obligations of applicants vis-à-vis the C-OSS, in particular where no undertaking has yet been appointed.

## Chapter V REGULATORY CONTROL

### *Article 16*

1. The application of this Corridor Framework on the annual allocation of capacity shall be subject to the control of the Regulatory Bodies.
2. Article 20 of the Regulation requires the relevant Regulatory Body in each rail freight corridor to collaborate with other relevant Regulatory Bodies. The Executive Board invites the Regulatory Bodies involved on the corridor to set out the way in which they intend to cooperate on regulatory control of the C-OSS, by developing and publishing a cooperation agreement defining how complaints regarding the allocation process of the C-OSS are to be filed and how decisions following a complaint are to be taken. The Executive Board also invites the Regulatory Bodies to set out the procedures they envisage for co-operation across rail freight corridors.
3. Where a cooperation agreement has been developed and published, the CID should provide a link to it.

## Chapter VI

## FINAL PROVISIONS

### *Article 17*

The Management Board shall inform the Executive Board on an annual basis, using the indicators identified in Annex 3, of the quantitative and qualitative development of pre-arranged paths and reserve capacity, in accordance with Article 9(1)c and 19(2) of the Regulation. On this basis, the Executive Board shall evaluate the functioning of the Corridor Framework annually and exchange the findings with the other rail freight corridors applying this Corridor Framework. The Regulatory Bodies may inform the Executive Board of their own observations on the monitoring of the relevant freight corridor.

### *Article 18*

1. The Executive Board has taken this Decision on the basis of mutual consent of the representatives of the authorities of all its participating States, in accordance with the provisions of Article 14(1) of the Regulation. This Decision is legally binding on its addressees and shall be published.
2. This Corridor Framework replaces any previous Corridor Framework. It shall come into force for the timetable period 2018.
3. Changes to this Corridor Framework can be made but only after consultation with the Management Board and with all rail freight corridors' Executive Boards and Regulatory Bodies.

### *Article 19*

1. The priority rule and the process described in Annex 1, which are based on frequency and distance criteria, shall be evaluated by the rail freight corridor in the second half of 2018. This evaluation shall be based on a general assessment undertaken by the rail freight corridor taking into account its experience in terms of allocation.
2. In addition in order to broaden the scope of the above evaluation, the Management Board may decide to define and carry out an ex-post evaluation to measure the importance for society and the efficient use of the network under the allocation process for solving conflicting requests.
3. If the rail freight corridor undertakes this additional ex-post evaluation it shall, by the end of 2016, develop a model that can be applied for analytical purposes to the allocation for timetable periods 2018 and 2019. It shall also inform the other rail freight corridors, and make its evaluation and model available to the other rail freight corridors for their consideration.
4. In accordance with the results of the evaluation of the priority rule, as described above, any potential modification would take effect for the timetable period 2020 and onwards.

### *Article 20*

A reference to this Corridor Framework will be included in the CID and in the network statements of the IMs/ABs.

### *Article 21*

This Decision is addressed to the IMs/ABs and the Management Board of the rail freight corridor.





## ANNEXES

1. Description of the priority rule at X-8 in the event of conflicting requests for pre-arranged paths
2. Activities within the timetabling processes concerning pre-arranged paths and reserve capacity
- 3 Evaluation of the allocation process.

## ANNEX 1

### Description of the priority rule at X-8 in the event of conflicting requests for pre-arranged paths.

For the purpose of this Annex, a request comprises a train run from origin to destination, including sections on one or more rail freight corridors as well as feeder and/or outflow paths, on all of its running days. In certain cases, which are due to technical limitations of the IT system used, a request may have to be submitted in the form of more than one dossier. These cases must be described in the CID.

#### If no “Network PaP” is involved in the conflicting requests

The priority is calculated according to this formula:

$$K = (L^{\text{PAP}} + L^{\text{F/O}}) \times Y^{\text{RD}}$$

$L^{\text{PAP}}$  = Total requested length of all PaP sections on all involved RFCs included in one request.

$L^{\text{F/O}}$  = Total requested length of the feeder/outflow path(s) included in one request; for the sake of practicality, is assumed to be the distance as the crow flies.

$Y^{\text{RD}}$  = Number of requested running days for the timetable period. A running day will only be taken into account for the priority calculation if it refers to a date with a published PaP offer for the given section.

K = The rate for priority

All lengths are counted in kilometres.

The method of applying this formula is:

in a first step the priority value (K) is calculated using only the total requested length of pre-arranged path ( $L^{\text{PAP}}$ ) multiplied by the Number of requested running days ( $Y^{\text{RD}}$ );

- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of the complete paths ( $L^{\text{PAP}} + L^{\text{F/O}}$ ) multiplied by the number of requested running days ( $Y^{\text{RD}}$ ) in order to separate the requests;
- if the requests cannot be separated in this way, a random selection is used to separate the requests. This random selection shall be defined in the CID.

#### If a “Network PaP” is involved in at least one of the conflicting requests:

- If the conflict is not on a “Network PaP”, the priority rule described above applies
- If the conflict is on a “Network PaP”, the priority is calculated according to the following formula:

$$K = (L^{\text{NetPAP}} + L^{\text{Other PAP}} + L^{\text{F/O}}) \times Y^{\text{RD}}$$

K = Priority value

$L^{\text{NetPAP}}$  = Total requested length (in kilometres) of the PaP defined as “Network PaP” on either RFC included in one request.

$L^{\text{Other PAP}}$  = Total requested length (in kilometres) of the PaP (not defined as “Network PaP”) on either RFC included in one request.

$L^{\text{F/O}}$  = Total requested length of the feeder/outflow path(s) included in one request; for the sake of practicality, is assumed to be the distance as the crow flies.

$Y^{\text{RD}}$  = Number of requested running days for the timetable period. A running day will only be taken into account for the priority calculation if it refers to a date with a published PaP offer for the given section.

The method of applying this formula is:

- in a first step the priority value (K) is calculated using only the total requested length of the “Network PaP” ( $L^{\text{NetPAP}}$ ) multiplied by the Number of requested running days ( $Y^{\text{RD}}$ )
- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of all requested “Network PaP” sections and other PaP sections ( $L^{\text{NetPAP}} + L^{\text{Other PAP}}$ ) multiplied by the Number of requested running days ( $Y^{\text{RD}}$ ) in order to separate the requests
- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of the complete paths ( $L^{\text{NetPAP}} + L^{\text{Other PAP}} + L^{\text{F/O}}$ ) multiplied by the Number of requested running days ( $Y^{\text{RD}}$ ) in order to separate the requests

If the requests cannot be separated in this way, a random selection is used to separate the requests. This random selection shall be defined in the CID.

## ANNEX 2

### Activities under the timetabling processes concerning pre-arranged paths and reserve capacity.

| Date/period   | Activity  |
|---------------|---|
| X-19 – X-16   | Preparation phase   |
| X-16 – X-12   | Construction phase  |
| X-12 – X-11   | Approval and publication  |
| X-11          | Publication of pre-arranged paths provided by the IMs/ABs and identification among them of the designated Network PaPs  |
| X-11 – X-8    | Application for the Annual Timetable  |
| X-8           | Deadline for submitting path requests   |
| X-8 – X-7.5   | Pre-booking phase   |
| X-7.5         | Forwarding requests with “flexible approaches” (e.g. Feeder/Outflow) “special treatments” and requests where the applicant has neither received the requested pre-arranged path nor accepted – if applicable – an appropriate alternative pre-arranged path to IMs/ABs  |
| X-7.5         | Possible return of some remaining (unused) pre-arranged paths to the competent IMs/ABs – based on the decision of the rail freight corridor Management Board – for use during the elaboration of the annual timetable by the IMs/ABs  |
| X-7.5 – X-5.5 | Path construction phase for the “flexible approaches”   |
| X-5.5         | Finalisation of path construction for requested “flexible approaches” by the IMs/ABs and delivering of the results to C-OSS for information and development of the draft timetable  |
| X-5           | Publication of the draft timetable for pre-arranged paths – including sections provided by the IMs/ABs for requested “flexible approaches” by the C-OSS - and for tailor-made alternatives in case the applicant has neither received the requested pre-arranged path nor accepted – if applicable – an appropriate alternative pre-arranged path |
| X-5 – X-4     | Observations from applicants  |
| X-4 – X-3.5   | Post-processing and final allocation  |
| X-7,5 – X-2   | Late path request application phase   |
| X-4 – X-1     | Late path request allocation phase  |
| X-4 – X-2     | Planning (production) reserve capacity for ad-hoc traffic   |
| X-2           | Publication reserve capacity for ad-hoc traffic   |
| X-2 – X+12    | Application and allocation phase for ad hoc path requests   |
| X+12 – X+15   | Evaluation phase  |

## ANNEX 3

## Evaluation of the allocation process

The process of capacity allocation on the rail freight corridor shall be evaluated throughout the allocation process, with a focus on continuous improvement of the working of the C-OSS. The evaluation shall take place after the major deadlines:

X-11: Publication of PaPs

X-8: Deadline for submitting path requests in the annual timetabling process

X-7.5: Deadline for treatment of PaP requests for the annual timetable by the C-OSS

X-2: Publication of reserve capacity for ad-hoc traffic

The evaluation shall be undertaken by the Management Board. Furthermore, the Management Board shall compile an annual evaluation report which includes recommendations for improvements of the capacity allocation process. The Annual report shall be addressed to the Executive Board.

The results of the monitoring shall be published by the Management Board, and to be included in the reporting as referred to in Article 19 of the Regulation.

The following basic indicators shall at least be evaluated using the methodology outlined below:

| Indicator                              | Calculation formula   | Timing          |
|--|---|-----------------|
| Volume of offered capacity             | Km*days offered   | At X-11 and X-2 |
| Volume of requested capacity           | Km*days requested   | At X-8          |
| Volume of requests                     | Number of requests  | At X-8          |
| Volume of capacity (pre-booking phase) | Km*days -(pre-booking phase)  | At X-7.5        |
| Number of conflicts                    | Number of requests submitted to the C-OSS which are in conflict with at least one other request | At X-8          |

## GLOSSARY OF ABBREVIATIONS

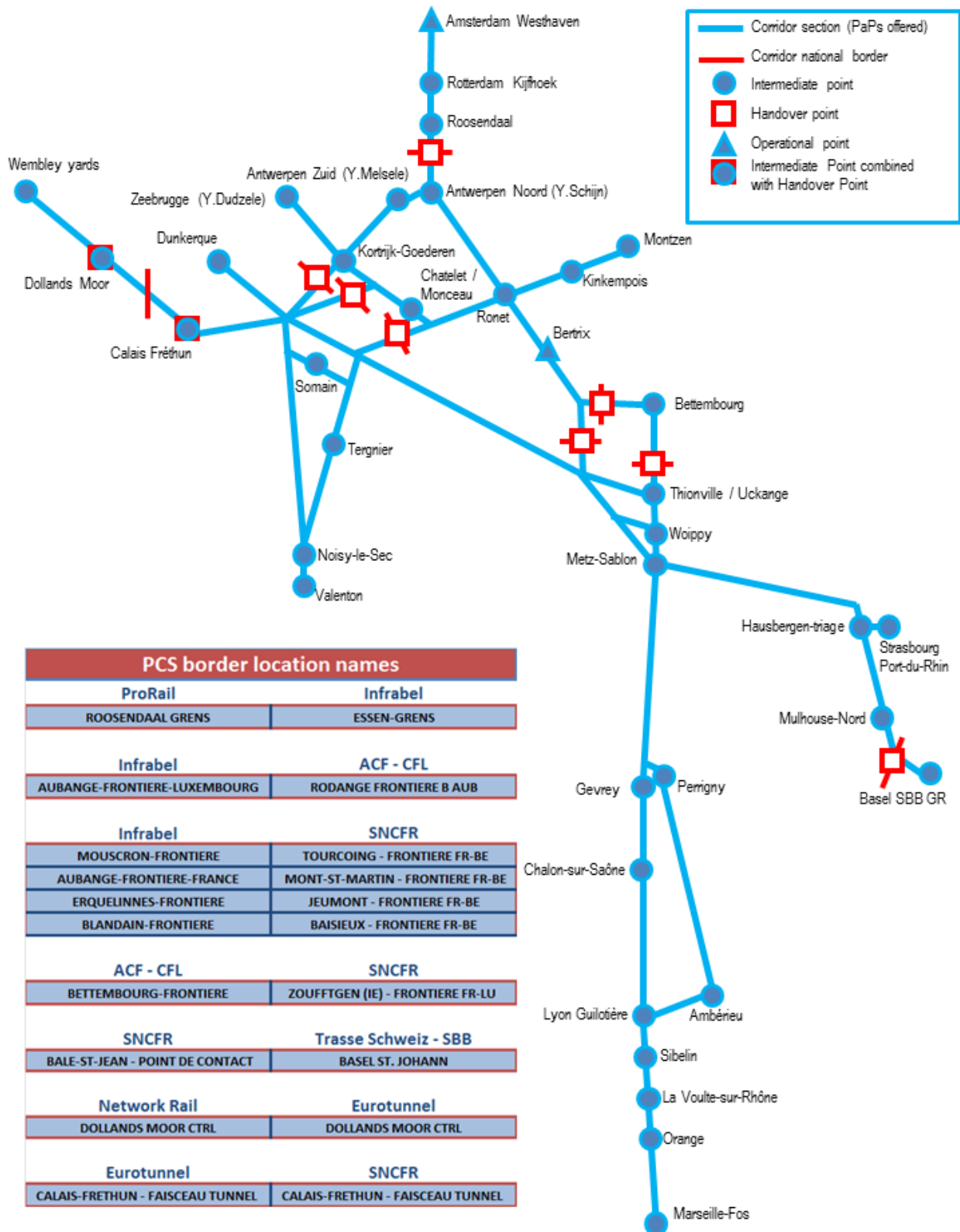
- **AB:** Allocation Body
- **IM:** Infrastructure Manager
- **C-OSS:** Corridor One Stop Shop
- **PaP:** Pre-arranged path
- **X:** Starting date of a timetable
- **F/O:** Feeder / Outflow
- **RD:** Running days
- **RFC:** Rail Freight Corridor
- **Network PaP:** Pre-arranged path on which the “Network PaP rule” applies.
- **CID:** Corridor Information Document

## Annex 4.B Table of deadlines

| Date / Deadline                        | Date in X-System | Description of Activities                               |
|--|------------------|---|
| 9 January 2017                         | X-11             | Publication of PaP Catalogue                            |
| 10 April 2017                          | X-8              | Last day to request a PaP                               |
| 24 April 2017                          | X-7.5            | PaP pre-booking information sent to applicants by C-OSS |
| 3 July 2017                            | X-5              | Publication of draft timetable                          |
| 4 July 2017 –<br>4 August 2017         | X-5 – X-4        | Observations and comments from applicants               |
| 25 April 2017 –<br>16 October 2017     | X-7.5 – X-2      | Late path request application phase via the C-OSS       |
| 4 August 2017 –<br>13 November<br>2017 | X-4 – X-1        | Late path request allocation phase                      |
| 21 August 2017                         | X-3.5            | Publication of final offer                              |
| 26 August 2017                         | X-3              | Acceptance of final offer                               |
| 17 October 2017                        | X-2              | Publication of RC                                       |
| 10 December<br>2017                    | X                | Timetable change  |
| 9 December 2018                        | X+12             | Last day to request RC                                  |

## Annex 4.C Schematic Map

Mentioned in Chapter 3.4.1.2





## **Annex 4.D Specialities on specific PaP sections on Corridor Rail Freight Corridor North Sea - Mediterranean**

Mentioned in Chapter [3.4.1.2](#)

### **Annex 4.D-1 Prorail**

All PaPs on Prorail sections are published as Fix PaPs

### **Annex 4.D-2 Infrabel**

All PaPs on Infrabel sections are published as Flex PaPs. Flexibility is offered via optional stops where possible, and/or by giving the applicant the possibility to request minor changes to the published PaP timetable, for which the feasibility will be studied by the IM.

### **Annex 4.D-3 SNCF-Réseau**

All PaPs on SNCF-Réseau sections are published as Flex PaPs. Flexibility is offered via optional stops where possible, and/or by giving the applicant the possibility to request minor changes to the published PaP timetable, for which the feasibility will be studied by the IM.

### **Annex 4.D-4 Network Rail**

All PaPs on Network Rail sections are published as Fix PaPs

### **Annex 4.D-5 Eurotunnel**

All PaPs on Eurotunnel sections are published as Fix PaPs

### **Annex 4.D-6 CFL / ACF**

All PaPs on CFL / ACF sections are published as Flex PaPs. Flexibility is offered by giving the applicant the possibility to request minor changes to the published PaP timetable, for which the feasibility will be studied by the IM.

#### Annex 4.D-7 SBB / Trasse Schweiz

All PaPs on SBB / TS sections are published as Flex PaPs. Flexibility is offered by giving the applicant the possibility to request minor changes to the published PaP timetable, for which the feasibility will be studied by the IM.

| <b>Section / Location</b>             | <b>Parameter</b>       | <b>Condition</b> |
|---------------------------------------|------------------------|------------------|
| Stopping time in border shunting yard | Basel from / to France | Max 2 hours      |

## Annex 4.E Table of distances (PaP sections)

Mentioned in Chapter 3.4.1.3

|         | N°  | Section                                   | Border with Section X | KM   |
|---------|-----|---|-----------------------|------|
| ProRail | S1  | Amsterdam - Rotterdam Kijfhoek            |                       | 90,7 |
|         | S2a | Rotterdam Maasvlakte - Rotterdam Kijfhoek |                       | 45   |
|         | S2b | Rotterdam Kijfhoek - Roosendaal Grens     | S3                    | 51   |

|          |                 |                                       |      |       |
|----------|-----------------|---------------------------------------|------|-------|
| Infrabel | S3              | Essen Grens - Antwerpen Noord         | S2   | 23,3  |
|          | S4              | Antwerpen Noord - Antwerpen Zuid W.H. |      | 23    |
|          | S5a             | Zeebrugge - Kortrijk                  |      | 67,1  |
|          | S5b             | Kortrijk - Tournai                    |      | 35,1  |
|          | S6              | Antwerpen Zuid W.H. - Moeskroen Grens | S23  | 109,8 |
|          | S7a             | Antwerpen Noord - Namur               |      | 140,5 |
|          | S7b             | Namur - Y.Aubange                     |      | 167,9 |
|          | S7c             | Y.Aubange - Aubange Frontière CFL     | S12  | 0,8   |
|          | S7d             | Y.Aubange - Aubange Frontière SNCFR   | S15  | 1,5   |
|          | S8              | Baisieux - Charleroi                  | S24  | 110,7 |
|          | S9              | Erquelines Frontière - Charleroi      | S30  | 19,6  |
|          | S10             | Charleroi - Namur                     |      | 37,3  |
|          | S11a            | Namur - Liège                         |      | 56,2  |
| S11b     | Liège - Montzen |                                       | 46,3 |       |

|         |     |                                     |     |      |
|---------|-----|-------------------------------------|-----|------|
| CFL-ACF | S12 | Rodange Frontière - Bettembourg     | S7c | 31,2 |
|         | S13 | Bettembourg - Bettembourg Frontière | S14 | 2,5  |

|       |                   |  |     |      |
|-------|-------------------|--|-----|------|
| SNCFR | S14               | Zoufftgen Frontière - Thionville         | S13 | 13   |
|       | S15               | Mont Saint Martin Frontière - Thionville | S7d | 71   |
|       | S16               | Thionville - Metz                        |     | 29   |
|       | S17               | Metz - Strasbourg                        |     | 156  |
|       | S18               | Strasbourg - St.Louis Frontière          | S34 | 138  |
|       | S19               | Metz - Toul                              |     | 72   |
|       | S20               | Toul - Dijon                             |     | 194  |
|       | S21               | Dijon - Ambérieu                         |     | 174  |
|       | S22               | Dijon - Lyon                             |     | 196? |
|       | S23               | Tourcoing Frontière - Lille              | S6  | 15   |
|       | S24               | Baisieux Frontière - Lille               | S8  | 22   |
|       | S25               | Lille - Dunkerque                        |     | 83   |
|       | S26               | Lille - Calais                           | S36 | 103  |
|       | S27               | Lille - Somain                           |     | 56   |
|       | S28               | Lille - Valenciennes                     |     | 56   |
|       | S29               | Lille - Paris                            |     | 242  |
|       | S30               | Jeumont Frontière - Somain               | S9  | 79   |
| S31   | Somain - Tergnier |  | 101 |      |

|                     |            |                                 |            |              |
|---------------------|------------|---------------------------------|------------|--------------|
|                     | <b>S32</b> | Tergnier - Paris                |            | <b>131</b>   |
|                     | <b>S33</b> | Valenciennes - Thionville       |            | <b>270</b>   |
|                     | <b>S34</b> | Lyon - Marseille                |            | <b>347</b>   |
| <b>Eurotunnel</b>   | <b>S36</b> | Calais Fréthun - Dollands Moor  | <b>S26</b> | <b>55</b>    |
| <b>Network Rail</b> | <b>S37</b> | Dollands Moor - Wembley         | <b>S36</b> | <b>175,4</b> |
| <b>SBB-TS</b>       | <b>S40</b> | St.Johann Grenze - Basel SBB GR | <b>S18</b> | <b>11</b>    |