



Corridor Information Document

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Book 1

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Generalities for Timetable 2019



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Connecting Europe Facility

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Version Control

Version	Chapter changed	Changes
21.12.2017	all	Version for validation Main changes compared to TT2018 version: <ul style="list-style-type: none"> - Alignment to CID common structure - Updated contact information - Addition CIP as IT-tool

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Glossary

A general glossary can be found in the annex to Book 5 of this CID (Implementation Plan).

1. Introduction

Regulation (EU) 913/2010 of 22 September 2010 concerning a European rail network for competitive freight (hereinafter: Regulation) was published in the Official Journal of the European Union on 20 October 2010 and entered into force on 9 November 2010.

The purpose of the Regulation is to create a competitive European rail network composed of international freight corridors with a high level of performance. It addresses topics such as governance, investment planning, capacity allocation, traffic management and quality of service and introduces the concept of Corridor One-Stop Shops. According to the Annex of the Regulation, initially nine corridors were defined. In addition, there is a Commission Decision about the establishment of a tenth corridor. The current schematic overview of the corridor network is displayed below.



The corridors commit to fulfil their intended role of increasing the competitiveness of international rail freight, unlocking the tremendous growth potential for long-distance freight traffic and promoting rail's key role in a sustainable transport system. The improved

marketability of the corridors is key to maintaining and winning over end-customers to the rail solution.

In accordance with the Regulation, each corridor has set up a governance structure consisting of two levels: an Executive Board (composed of representatives of the ministries of the Member States) and a Management Board (composed of representatives of the Infrastructure Managers (IMs) and Allocation Bodies (ABs)). The corridors also set up two Advisory Groups (AGs): one consisting of representatives of terminal owners and managers, the other one consisting of representatives of Railway Undertakings (RUs).

The corridors have designated or set up Corridor One-Stop-Shops (C-OSS) for allocating certain types of international freight capacity (Pre-arranged Paths (PaPs) and Reserve Capacity (RC)) on the corridor.

More details about the Corridor structure are described in Chapter 4 of this Book 1 and in Book 5.

A corridor is a complex project that follows a new set of rules and procedures. For this reason, the Corridor Information Document (CID) was created to provide all corridor-related information and to guide all applicants and other interested parties through the workings of the corridor in line with Article 18 of the Regulation. Together with RailNetEurope (RNE), the corridors have harmonised the structure and most of the texts to allow easier access to and understanding of this information.

In order to achieve a stronger harmonisation of the corridors' various implementation approaches, RNE provides a coordination platform for the corridors to jointly develop harmonised processes and tools, to the benefit of the applicants, as well as IMs and ABs that are part of several corridors.

2. Structure of the Corridor Information Document

The CID applies the RNE CID Common Structure so that all applicants can access similar documents for different corridors and in principle, as in the case of the national NSs, find the same information in the same place in each one.

The CID is divided into five books to clarify the specificity and independence of the key content of the document, and to facilitate the organisation and updating of information. The corridors, together with RNE, developed harmonised texts for all corridors valid for Book 1, Book 2 and Book 4.

The five books of the CID are as follows:

➤ **Book 1: Generalities**

The key purpose of Book 1 is to provide the reader with an introduction to the corridor concept and an efficient guide to the consultation of CID information. Book 1 is the only one not directly referred to in the Regulation.

➤ **Book 2: Network Statement Excerpts**

Book 2 gives an overview of all information published in the national NSs of the IMs/ABs of the Corridor for the corresponding timetable year. These documents follow an identical structure on the basis of the RNE NS Common Structure, allowing for a set of links to the NSs concerned.

➤ **Book 3: Terminal Description**

Book 3 provides information about the designated corridor terminals.

➤ **Book 4: Procedures for Capacity and Traffic Management**

Book 4 describes the procedures for capacity allocation by the C-OSS, planned Temporary Capacity Restrictions, Traffic Management and Train Performance Management. All conditions concerning applicants, the use of the C-OSS and its products (PaPs and RC) and how to order them are explained here.

➤ **Book 5: Implementation Plan**

As specified in the Regulation, Book 5 covers the following topics:

- Description of the characteristics of the Corridor,
- Essential elements of the TMS,
- Objectives of the Corridor,
- Indicative investment plan,
- Measures to implement Article 12 to 19 of the Regulation.

During the drafting of the Implementation Plan, the input of the stakeholders is taken into account following a consultation phase. The Implementation Plan is approved by the Executive Board of the Corridor before publication.

The CID is a single document and therefore all five books should be considered as integrated. However, the five books may have different updating needs.

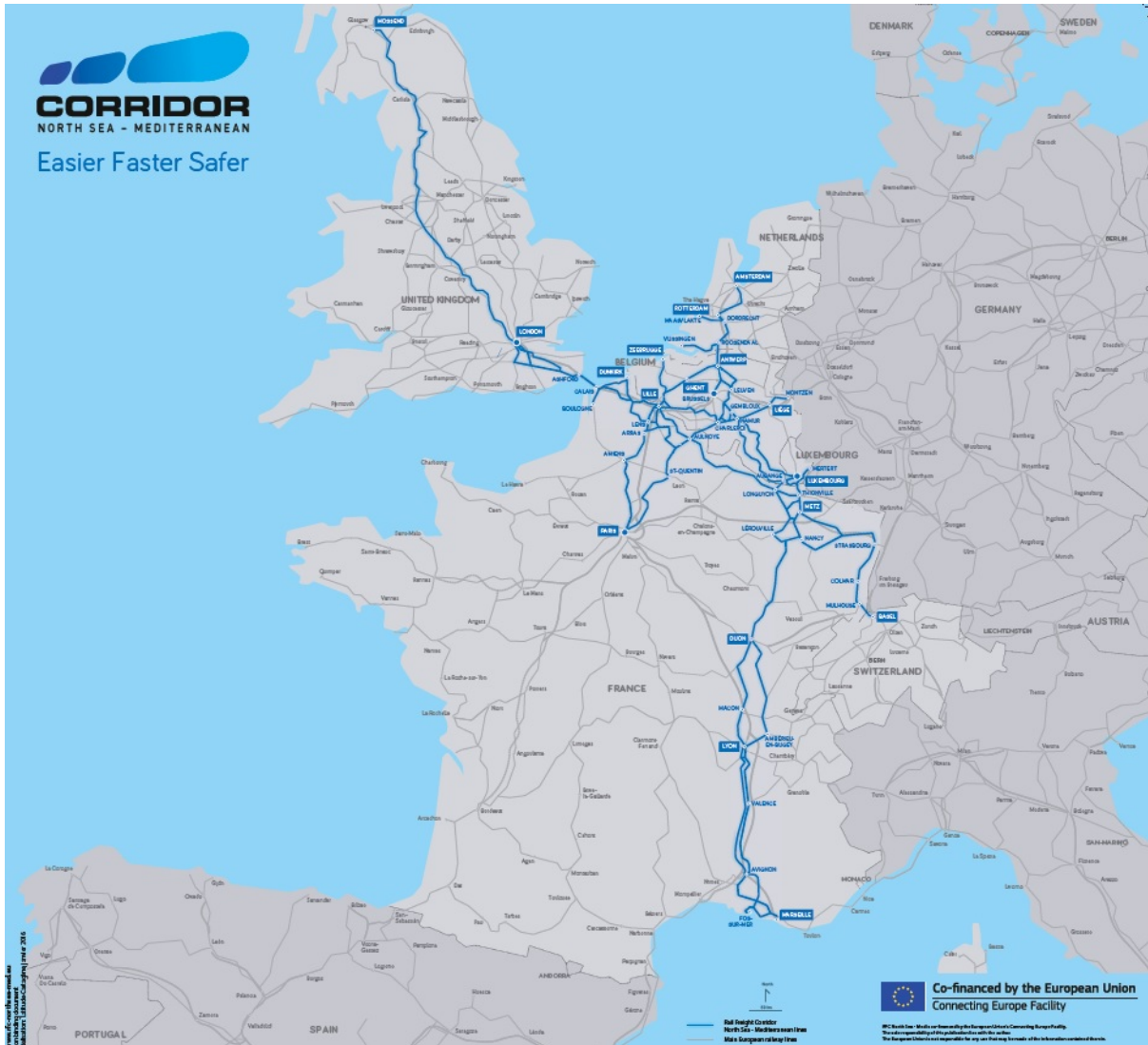
3. Corridor Description

3.1 RFC North Sea-Mediterranean routes

The railway lines of the Corridor are divided into:

- **Principal routes:** on which PaPs are offered,
- **Diversionsary routes:** on which PaPs may be considered temporarily in case of disturbances, e.g. long-lasting major construction works on the principal lines,
- **Connecting lines:** lines connecting the corridor lines to a terminal (on which PaPs may be offered but without an obligation to do so),
- **Expected lines:** Expected lines can be found in Book 5.

The detailed description, including the type of corridor lines – as described above - can be found in the customer information platform via the corridor website (<http://www.rfc-northsea-med.eu/en/pages/customer-information-platform>). A general overview of the corridor lines is shown below.



4. Corridor Organisation

In accordance with Article 8 of the Regulation, the governance structure of the Corridor assembles the following entities:

- Executive Board (ExBo): composed of the representatives of the Ministries of Transport along the Corridor

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Members of the ExBo of Corridor North Sea - Med are as follows:

BE	SPF Mobilité et Transports
UK	Department for Transport
FR	Ministère du Développement durable
LU	Ministère du Développement Durable et des Infrastructures (MDDI)
NL	Ministry of Infrastructure and Water Management
CH	Office Fédéral des Transports

- Management Board (MB): composed of representatives of the IMs and (where applicable) ABs along the Corridor which are responsible for the implementation of the Corridor within their home organisations. The Management Board is the decision-making body of the Corridor.

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Members of the MB of Corridor North Sea - Med are as follows:

BE	Infrabel
UK	Network Rail
FR	SNCF Réseau
LU	CFL IM & ACF
NL	Pro Rail
CH	SBB Infra & Trasse Schweiz

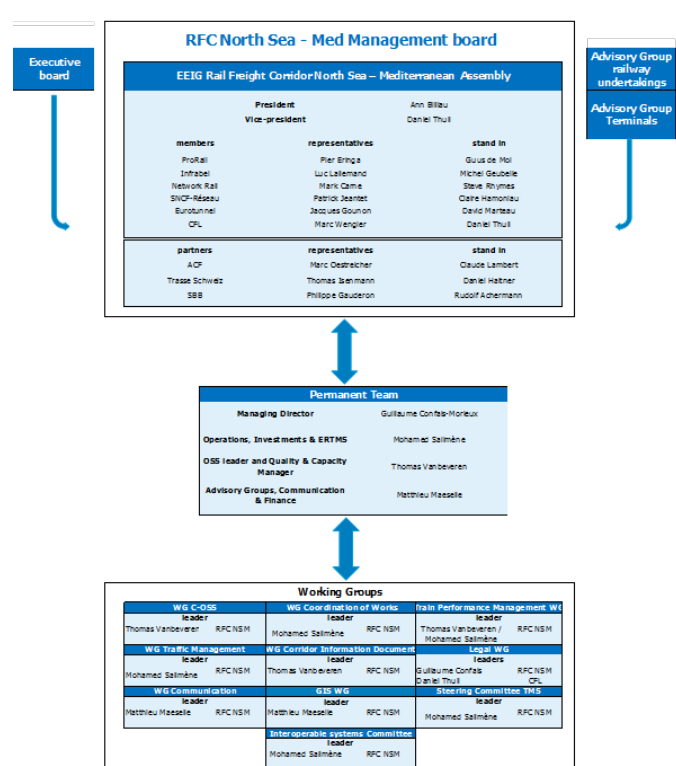
- Railway Undertaking Advisory Group (RAG): composed of RUs interested in the use of the Corridor,

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Corridor North Sea - Med also invites active non-RU applicants to its RAG meetings.

- Terminal Advisory Group (TAG): composed of managers and owners of the terminals of the Corridor including, where necessary, sea and inland waterway ports.

The internal working structures within the corridor organisation and the connection between the corridor organisation and other stakeholders, as well as conditions for participation in the RAG and TAG, are described in Book 5.



The Corridor organisation is based on a contractual agreement between the IMs and (where applicable) ABs along the Corridor.

For the execution of the common tasks the MB has decided to build a structure that is described in Book 5, chapter 2.5. RFC Governance.

To fulfil the tasks described in Article 13 of the Regulation, a Corridor One-Stop-Shop (C-OSS) was established as a single point of contact for requesting and receiving answers regarding infrastructure capacity for freight trains crossing at least one border along the Corridor. For contact details see Chapter 5 of this Book 1 and Chapter 2.2 of Book 4.

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In order to facilitate the work regarding the implementation of the Corridor, several permanent and/or temporary working groups were formed consisting of experts in specific fields delegated by the IMs/ABs.

5. Contacts

Please find the contact details for all corridor related matters below. For more information, please visit www.rfc-northsea-med.eu.

Postal addresses

Operational address of C-OSS

13, Avenue Fonsny
B-1060 Brussels

Legal address

EEIG RFC North Sea-Mediterranean
9, place de la Gare
L-1616 Luxemburg

C-OSS

The C-OSS is the EEIG RFC North Sea-Mediterranean, and all concerning tasks are performed by the permanent team of the EEIG RFC North Sea-Mediterranean.

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Quality and Capacity Manager

C-OSS Leader



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M: + 32 492 91 49 76

Operations and Investment Manager,

ERTMS Coordinator



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Finance and Communication Manager, Advisory Groups



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M: +32 499 80 34 45

The C-OSS office will be closed on:

Holidays in 2018	Day	Date
New Year's Day	Monday	01-Jan-18
Easter Monday	Monday	02-Apr-18
Labor Day	Tuesday	01-May-18
Ascension Day	Thursday	10-May-18
Ascension Day - Extra closing day	Friday	11-May-18
Pentecost Monday	Monday	21-May-18
Assumption of the Holy Virgin	Wednesday	15-Aug-18
All Saints' Day	Thursday	01-Nov-18
Christmas – Extra closing day	Monday	24-Dec-18
Christmas	Tuesday	25-Dec-18
Boxing Day	Wednesday	26-Dec-18
Holidays in 2019	Day	Date
New Year's Day	Tuesday	01-Jan-19
Easter Monday	Monday	22-Apr-19
Labor Day	Wednesday	01-May-19
Ascension Day	Thursday	30-May-19
Ascension Day - Extra closing day	Friday	31-May-19
Pentecost Monday	Monday	10-Jun-19
Assumption of the Holy Virgin	Thursday	15-Aug-19
All Saints' Day	Friday	01-Nov-18
Christmas	Wednesday	25-Dec-19
Boxing Day	Thursday	26-Dec-19

6. Legal Framework

6.1 EU legal framework (excerpt)

- Regulation (EU) 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight,
- Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (Recast),
- Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure,

- Regulation (EU)1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No. 661/2010/EU,
- Regulation amending Regulation No 913/2013:
 - Regulation (EU) 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) 67/2010,
- Decisions under Article 5(6) of Regulation No 913/2013 (new corridors and corridor extensions):
 - Commission Implementing Decision 2015/1111 of 7 July 2015 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea-Baltic rail freight corridor with Article 5 of the Regulation 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight,
 - Commission Implementing Decision 2017/177 of 31 January 2017 on the compliance with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council of the joint proposal to establish the 'Amber' rail freight corridor,
 - Commission Implementing Decision 2017/178 of 31 January 2017 amending Implementing Decision (EU) 2015/1111 on the compliance of the joint proposal of the Member States concerned to extend the North Sea-Baltic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight.

6.2 Framework for capacity allocation

Referring to Article 14.1 of the Regulation, the Executive Board of the Corridor adopted the 'Framework for Capacity Allocation (FCA)' which is relevant for the allocation of train paths executed by the C-OSS. This FCA has been developed jointly by the ministries of transport on all corridors. The respective link is available in Chapter 3.1 and Annex 4.A of Book 4.

7. Legal Status

This CID is drawn up, regularly updated, and published in accordance with Article 18 of Regulation 913/2010 regarding information on the conditions of use of the freight corridor. By applying for capacity on the corridor the applicants accept the provisions of Book 4 of CID. Parts of this CID may be incorporated into contractual documents. Every effort has been made to ensure that the information is complete, correct and valid. The involved IMs/ABs accept no liability for direct or indirect damages suffered as a result of obvious defects or misprints in this CID or other documents. Moreover, all responsibility for the content of the national Network Statements or any external sites referred to by this publication (links) is declined.

8. Validity and Updating Process

8.1 Validity period

This CID is valid for timetable year 2019 and all associated capacity allocation processes related to this timetable year.

8.2 Updating process

The CID is published for each timetable year on the 2nd Monday of January of the previous timetable year.

All Books of the CID can be updated when necessary according to:

- changes in the rules and deadlines of the capacity allocation process,
- changes in the railway infrastructure of the member states,
- changes in services provided by the involved IMs/ABs,
- changes in charges set by the member states,
- etc.

9. Publishing

The CID is available free of charge in electronic format.

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<https://www.rfc-northsea-med.eu/en/page/corridor-information-document-0>

10. IT-Tools

Corridor North Sea - Med uses the following common IT tools provided by RNE in order to facilitate fast and easy access to the corridor infrastructure / capacity and corridor-related information for the applicants.

10.1 PCS (Path Coordination System)

PCS is the only tool for publishing the binding PaP and RC offer and for managing international path requests on the Corridor. The advantage of this solution is that the displayed data for a PaP or RC may be used for creating a path request dossier – without any manual copying. Furthermore, this method simplifies the presentation and management of the paths, which remain in the catalogue for allocation as ad-hoc paths during the running timetable period.

Access to PCS is free of charge. A user account can be requested via the RNE PCS Support: support.pcs@rne.eu.
More information can be found in Book 4 Chapter 2.5 of this CID and via <http://pcs.rne.eu>.

10.2 TIS (Train Information System)

TIS is a web-based application that supports international train management by delivering real-time train data concerning international trains. The relevant data are obtained directly from the IMs' systems. The IMs send data to TIS, where all the information from the different IMs is combined into one train run from departure or origin to final destination. In this manner, a train can be monitored from start to end across borders. TIS also provides support to the Corridor Train Performance Management by providing information for punctuality, delay and quality analysis.

RUs and terminal operators may also be granted access to TIS. They are invited to join the RNE TIS Advisory Board as all members of this board grant all other members full access to TIS data if they are involved in the same train run. However, if the RUs and terminal operators concerned are not members of the RNE TIS Advisory Board, mutual agreements have to be signed between individual RUs and between RUs and terminal operators.

Access to TIS is free of charge. A user account can be requested via the RNE TIS Support: support.tis@rne.eu.

For more information please visit the RNE TIS website: <http://tis.rne.eu>.

10.3 CIS (Charging Information System)

The CIS is an infrastructure charging information system for applicants provided by IMs and ABs. The web-based application provides fast information on indicative charges related to the use of European rail infrastructure and estimates the price for the use of international train paths. It is an umbrella application for the various national rail infrastructure charging systems.

Access to CIS is free of charge without user registration.

For more information please visit the RNE CIS website <http://cis.rne.eu> or [contact the RNE CIS Support](#): support.cis@rne.eu.

10.4 Customer Information Platform (CIP)

The CIP is an interactive, internet-based information tool.

Access to the CIP is free of charge and without user registration.

For accessing the application, as well as for further information, use the following link: <http://info-cip.rne.eu/>

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By means of a Graphical User Interface (GUI), CIP provides precise information on the routing, as well as information on terminals and basic track properties of the concerned corridors. It is being investigated to possibly include, amongst other things, Infrastructure investment projects and maintenance works. All essential corridor-related information documents, such as this CID, capacity offer and temporary capacity restrictions (TCRs) are also accessible via the CIP.

11. Corridor Language

The common working language on Corridor North Sea - Med, as well as the original version of the CID, is English.

In case of inconsistencies between the English and the translated version, if existent, the English version of the CID always prevails. Any deviations from the above will be indicated separately.

The language used in operations is determined by national law.

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RFC North Sea – Mediterranean does not provide the CID in additional languages.