



# Corridor Information Document

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## Timetable 2022



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**Version control**

Version	Chapter changed	Changes compared to the previously published version	X marks which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
11/01/2021		Initial publication version.		
10/01/2022	4.3.7	Updated and corrections regarding the request for changes by the applicant		X
	4.5.3	Updating chapter Traffic management in the event of disturbance and description of the relevant Corridor specificities according to the revised ICM Handbook.	X	X

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## Glossary

A general glossary which is harmonised over all Corridors is available under the following link:

[https://rne.eu/wp-content/uploads/NS\\_CID\\_Glossary\\_2021.xlsx](https://rne.eu/wp-content/uploads/NS_CID_Glossary_2021.xlsx).

### 1 General Information

#### 1.1 Introduction

Rail Freight Corridors were established according to the Regulation (EU) 913/2010 of 22 September 2010 concerning a European rail network for competitive freight (hereinafter: Regulation), which 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.

In total, eleven corridors are now implemented and subsequent Commission Decisions determined several corridor extensions. The map of the corridors is displayed in the [Customer Information Platform \(CIP\)](#).


The role of the corridors is to increase the competitiveness of international rail freight in terms of performance, capacity allocation, harmonisation of procedures and reliability with the aim to support the shift from road to rail and to promote the railway as a sustainable transport system.

#### 1.2 Purpose of the CID

The Corridor Information Document (CID) is set up to provide all corridor-related information and to guide all applicants and other interested parties easily through the workings of the Corridor in line with Article 18 of the Regulation.

This CID applies the RNE CID Common Texts and Structure so that applicants can access similar documents for different corridors and in principle, as in the case of the national Network Statements (NS), find the same information in the same place in each one.

For ease of understanding and in order to respect the particularities of some corridors, common procedures are always written at the beginning of a chapter. The particularities of the Corridor are placed below the common text and marked as follows:

	North Sea-Mediterranean Corridor
The corridor-specific parts are displayed in this frame.	

The CID is divided into four Sections:


- Section 1: General Information,
- Section 2: Network Statement Excerpts,
- Section 3: Terminal Description,
- Section 4: Procedures for Capacity, Traffic and Train Performance Management.

According to the Regulation, the Corridor shall also publish an Implementation Plan, which covers the following topics:

- Description of the characteristics of the Corridor,
- Essential elements of the Transport Market Study (TMS),

- Objectives and performance of the Corridor,
- Indicative investment plan,
- Measures to implement Articles 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.

	<p>North Sea-Mediterranean Corridor</p>
<p>The Implementation Plan of the Corridor can be found under the following link:  <a href="https://www.rfc-northsea-med.eu/en/page/implementation-plan">https://www.rfc-northsea-med.eu/en/page/implementation-plan</a></p>	

### 1.3 Corridor Description

The railway lines of the Corridor are divided into:


- **Principal lines:** on which PaPs are offered,
- **Diversions lines:** 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:** any of above-mentioned which are either planned for the future or under construction but not yet completely in service. An expected line can also be an existing line which shall be part of the RFC in the future.

For further details on the geographical alignment of the Corridor please refer to the CIP under: <https://cip-online.rne.eu/>.

### 1.4 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.

	<p>North Sea-Mediterranean Corridor</p>
<p><i>Members of the ExBo of the Corridor are as follows:</i></p> <p>Belgium: <a href="#">Federal Public Service Mobility and Transport</a></p> <p>Switzerland: <a href="#">Federal Office of Transport</a></p> <p>France: <a href="#">Ministère de la Transition écologique</a></p> <p>Luxembourg: <a href="#">Ministère de la Mobilité et des Travaux publics</a></p> <p>The Netherlands: <a href="#">Ministry of Infrastructure and Water Management</a></p>	

- Management Board (MB): composed of representatives of the IMs and (where applicable) ABs along the Corridor, responsible for the development of the Corridor. The MB is the decision-making body of the respective Corridor.





### North Sea-Mediterranean Corridor

Members of the MB of the Corridor are as follows:

Member State	Infrastructure Manager – Allocation Body	
BE	<a href="#">Infrabel</a>	
CH	<a href="#">SBB Infrastruktur</a>	
CH	<a href="#">Schweizerische Trassenvergabestelle (TVS)</a>	
FR	<a href="#">SNCF Réseau</a>	
LU	<a href="#">ACF</a>	
LU	<a href="#">CFL</a>	
NL	<a href="#">ProRail</a>	

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



### North Sea-Mediterranean Corridor

Any interested RU and non-RU applicant is kindly invited to participate in the RAG Meetings. Please contact the Permanent team to be included in the member list.

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



### North Sea-Mediterranean Corridor

Any interested manager or owner of a terminal is kindly invited to participate in the TAG Meetings. Please contact the Permanent team to be included in the member list.

The organigram of the Corridor can be found below.



### North Sea-Mediterranean Corridor

Details about the organigram can be found on the website:

<https://www.rfc-northsea-med.eu/en/page/organisation>

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 up the following structure:



North Sea-Mediterranean Corridor

Details about the organisation can be found on the website:

<https://www.rfc-northsea-med.eu/en/page/organisation>

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 1.5 and 4.2.2.

## 1.5 Contacts

Applicants and any other interested parties wishing to obtain further information can contact the following persons:



North Sea-Mediterranean Corridor

### **C-OSS RFC North Sea - Mediterranean**

Jean Quaeyhaegens

10-30 I-CBE.31

Avenue Fonsny 13

B-1060 Bruxelles

e-mail: [jean.quaeyhaegens@infrabel.be](mailto:jean.quaeyhaegens@infrabel.be)

Phone: +32 2 432 58 95

### **EEIG Rail Freight Corridor North Sea – Mediterranean**

#### **Legal address**

EEIG RFC North Sea-Mediterranean

9, place de la Gare

L-1616 Luxemburg

Further contacts are published on the website under the following link:

<https://www.rfc-northsea-med.eu/en/page/contact>

## 1.6 Legal status

This CID is drawn up, regularly updated and published in accordance with Article 18 of the Regulation regarding information on the conditions of use of the freight corridor. By applying for capacity on the Corridor, the applicants accept the provisions of Section 4 of this 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 NSs or any external sites referred to in this publication (links) is declined.

## 1.7 Validity Period, Updating and Publishing

This CID is valid for timetable year 2022 and all associated capacity allocation processes related to this timetable year.

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

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.

The CID is also available free of charge in the Network and Corridor Information (NCI) portal as described in 1.8.5. In the portal, several corridors can be selected to create a common CID in order to optimise efforts of applicants interested in using more than one corridor to find all relevant information about all of the corridors concerned.

## 1.8 IT tools

The Corridor 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.

### 1.8.1 Path Coordination System (PCS)

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).

More information can be found in 4.2.5 of this CID and via <http://pcs.rne.eu>.

### 1.8.2 Train Information System (TIS)

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.



North Sea-Mediterranean Corridor

All IMs on the Corridor participate in TIS.

RUs and terminal operators may also be granted access to TIS by signing the TIS User Agreement with RNE. By signing this Agreement, the TIS User agrees to RNE sharing train information with cooperating TIS Users. The TIS User shall have access to the data relating to its own trains and to the trains of other TIS Users if they cooperate in the same train run (i.e. data sharing by default).

Access to TIS is free of charge. A user account can be requested via the RNE TIS Support: [support.tis@rne.eu](mailto:support.tis@rne.eu). For more information please visit the RNE TIS website: <http://tis.rne.eu>.

### 1.8.3 Charging Information System (CIS)

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. CIS also enables an RFC routing-based calculation of infrastructure charge estimates. It means that the users can now define on which RFC(s) and which of their path segments they would like to make a query for a charge estimate.

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](mailto:support.cis@rne.eu).



North Sea-Mediterranean Corridor

All IMs on the Corridor participate in CIS.

### 1.8.4 Customer Information Platform (CIP)

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/>

By means of a Graphical User Interface (GUI), CIP provides precise information on the routing, terminals, specific track properties and infrastructure investment projects, as well as ICM lines and their re-routing options of the participating corridors. All essential corridor-related information documents, such as this CID, capacity offer and temporary capacity restrictions (TCRs) are also accessible in CIP.

### 1.8.5 Network and Corridor Information (NCI) portal


The NCI is a common web portal where NSs and CIDs are made available in a digitalised and user-friendly way.

Access to the NCI portal is free of charge and without user registration. For accessing the application, as well as for further information, use the following link: <http://nci.rne.eu/>.

## 1.9 Corridor Language

The common working language on the Corridor, 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.

	North Sea-Mediterranean Corridor
Only English is used as common working language on the Corridor.	

The language used in operations is determined by national law.

## 2 Network Statement Excerpts

Each IM and – if applicable – AB of the Corridor publishes its Network Statement (NS) for each timetable year on its website, as well as in a digitalised way in the NCI portal at <http://nci.rne.eu/> with the aim to give an easy and user-friendly access to network and corridor-related information to all the interested parties in line with Article 18 of the Regulation (see also 1.8.5).

The users can search in the contents of the various NS documents and easily compare them.

## 3 Terminal Description

Article 18 of the Regulation obliges the MB of the Corridor to publish a list of terminals belonging to the Corridor and their characteristics in the CID.

In accordance with Article 2.2c of the Regulation, 'terminal' means *'the installation provided along the freight corridor which has been specially arranged to allow either the loading and/or the unloading of goods onto/from freight trains, and the integration of rail freight services with road, maritime, river and air services, and either the forming or modification of the composition of freight trains; and, where necessary, performing border procedures at borders with European third countries'*.

According to Implementing Regulation (EU) 2177/2017, operators of service facilities, hence also terminal operators, are obliged to make available detailed information about their facilities to the IMs.

The purpose of this section of the CID is to give an overview of the terminal landscape along the Corridor while also including relevant information on the description of the terminals via links, if available.

The terminals along the Corridor are also displayed in a map in the CIP: [www.cip.rne.eu](http://www.cip.rne.eu).

The information provided in this section of the CID and in the CIP are for information purposes only. The Corridor cannot guarantee that the terminals in the CIP are exhaustively displayed and that the information is correct and up-to-date.

Annex 3A provides a list of the terminals along the Corridor, together with a link to a detailed terminal description in the NSs, if provided by the terminal.

## 4 Procedures for Capacity, Traffic and Train Performance Management

### 4.1 Introduction

This Section of the CID describes the procedures for capacity allocation by the C-OSS, planned Temporary Capacity Restrictions (TCRs), Traffic Management and Train Performance Management on the Corridor.

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 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.

Pilots are being conducted on parts of some RFCs to test the results of the RNE-FTE project Redesign of the International Timetabling Process: 'TTR for Smart Capacity Management' (TTR). The lines concerned are the following:

- RFC Rhine-Alpine: Basel – Mannheim – Aachen,
- RFC North Sea-Mediterranean: Amsterdam – Paris.
- RFC Atlantic: Mannheim – Miranda de Ebro.
- RFC Baltic-Adriatic: Břeclav – Tarvisio-B./Jesenice/Spielfeld (except for the line Villach-Jesenice, which is not part of RFC Baltic-Adriatic).

Specific rules and terms for capacity allocation are applicable on these parts of the Corridors, which the MB of the particular Corridors decide upon.

	North Sea-Mediterranean Corridor
The Corridor participates in the TTR pilot: Amsterdam – Paris. More details can be found in the Pilot Information Document under the following link : <a href="https://cms.rne.eu/ttr-pilots-communication-platform/paris-amsterdam-library">https://cms.rne.eu/ttr-pilots-communication-platform/paris-amsterdam-library</a>	

Some of these pilots follow the rules and terms described and defined in Annex 4 of the Framework for Capacity Allocation. For all other lines of the above Corridors, the rules described in this Section 4 apply.

This document is revised and updated every year 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 the Corridor's website.

### 4.2 Corridor OSS


According to Article 13 of the Regulation, the MB of the Corridor has established a C-OSS. The tasks of the C-OSS are carried out in a non-discriminatory way and it maintains confidentiality regarding applicants.

#### 4.2.1 Function

The C-OSS is the only body where applicants may request and receive dedicated infrastructure capacity for international freight trains on the Corridor. 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.

#### 4.2.2 Contact

 North Sea-Mediterranean Corridor
<b>C-OSS RFC North Sea - Mediterranean</b> Jean Quaeyhaegens 10-30 I-CBE.31 Avenue Fonsny 13 B-1060 Bruxelles e-mail: jean.quaeyhaegens@infrabel.be Phone: +32 2 432 58 95

#### 4.2.3 Language of the C-OSS

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

 North Sea-Mediterranean Corridor
Additionally, the C-OSS can assist you in Dutch, French and German.

#### 4.2.4 Tasks of the C-OSS

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

- Collection of international capacity wishes:
  - Consult all interested applicants in order to collect international capacity wishes and needs for the annual timetable by having them fill in a survey. This survey is sent by the C-OSS to the applicants and/or published on the Corridor's website. The results of the survey will be one part of the inputs for the predesign of the PaP offer. It is important to stress that under no circumstances the Corridor can guarantee the fulfilment of all expressed capacity wishes, nor will there be any priority in allocation linked to the provision of similar capacity.
- Predesign of PaP offer:
  - Give advice on the capacity offer, based on input received from the applicants, and the experience of the C-OSS and IMs/ABs, based on previous years and the results of the Transport Market Study
- Construction phase:
  - Monitor the PaP/RC construction to ensure harmonised border crossing times, calendar days and train parameters
- Publication phase:
  - Publish the PaP catalogue at X-11 in the Path Coordination System (PCS)

- Inspect the PaP catalogue in cooperation with IMs/ABs, perform all needed corrections of errors detected by any of the involved parties until X-10.5
- 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 (annual timetable process)
  - Collect, check and review all requests for PaPs including error fixing when possible
  - Create a register of the applications and keep it up-to-date (see 4.2.4.1)
  - 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 along the Corridor (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 (annual timetable process)
  - Collect, check and review all requests for the late path request phase including error fixing when possible
  - Allocate capacity for the late path request phase where applicable
  - 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 catalogue concerned updated
- Allocation phase: ad-hoc requests (RC) (running timetable process)
  - Collect, check and review all requests for RC including error fixing when possible
  - 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

#### **4.2.4.1 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 applicants



concerned 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.

#### 4.2.5 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 (see also 1.8.1). 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.


#### 4.3 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/or 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.

##### 4.3.1 Framework for Capacity Allocation

Referring to Article 14.1 of the Regulation, the Executive Boards of the Rail Freight Corridors agreed upon a common Framework for Capacity Allocation. The document is available in Annex 4.A. and below.

	North Sea-Mediterranean Corridor
The FCA can also be downloaded as a pdf document from our website: <a href="https://www.rfc-northsea-med.eu/en/page/capacity">https://www.rfc-northsea-med.eu/en/page/capacity</a>	

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

##### 4.3.2 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.

Applicants shall accept the general terms and conditions of the Corridor in PCS before placing their requests.

Without accepting the general terms and conditions, the applicant will not be able to send the request. In case a request is placed by several applicants, every applicant requesting PaP sections has to accept the general terms and conditions for each corridor on which the applicant

is requesting a PaP section. In case one of the applicants only requests a feeder or outflow section, the acceptance of the general terms and conditions is not needed.







The acceptance shall be done only once per applicant and per corridor and is valid for one timetable period.

With the acceptance the applicant declares that it:

- has read, understood and accepted the Corridor's CID and, in particular, this Section 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 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 for feeder / outflow paths can be found.

 <span style="margin-left: 20px;">North Sea-Mediterranean Corridor</span>	
<p>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.</p>	
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>• 7 days before the running day</li> </ul>
	<ul style="list-style-type: none"> <li>• 30 days before the train run</li> </ul>
	<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 first running day</li> </ul>

### 4.3.3 Requirements for requesting capacity

The Corridor applies the international timetabling deadlines defined by RNE for placing path requests as well as for allocating paths (for the Corridor calendar, see <http://www.rne.eu/sales-timetabling/timetabling-calender/> 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 is not entitled to create PCS dossiers on behalf of the applicant. If requested, the C-OSS can support applicants in creating the dossiers in order to prevent inconsistencies and guide the applicants' expectations (maximum 1 week prior to the request deadline). The IMs/ABs may support applicants by providing a technical check of the requests.

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 1.8.1 and 4.2.5). 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 PaP/RC sections on one or more corridors as well as, where applicable, 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 IMs for which capacity was requested).
  - Transshipment from one train onto different trains (or vice versa) because of infrastructure restrictions.
  - The IM/AB specifically asks the applicant to split the request into two or more dossiers.

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 a request has to be submitted in more than one dossier, the applicant should indicate the link among these dossiers 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.



North Sea-Mediterranean Corridor

On top of the requests placed meeting the above listed requirements, 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), or requests for national paths, if accepted by the concerned IM.

- 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.

#### 4.3.4 Annual timetable phase

##### 4.3.4.1 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 applicants' need for flexibility and the market demand on the Corridor, PaPs are split up in several sections, instead of being supplied as entire PaPs, as for example from Antwerpen-Schijn to Hagondange. 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 the Corridor's website.



North Sea-Mediterranean Corridor

The PaP catalogue can be found under the following link:

<https://www.rfc-northsea-med.eu/en/page/capacity>

PaPs are published in PCS at X-11. Between X-11 and X-10.5 the C-OSS is allowed to perform, in PCS, all needed corrections of errors regarding the published PaPs detected by any of the involved parties. In this phase, the published PaPs have 'read only' status for applicants, who may also provide input to the C-OSS regarding the correction of errors.

##### 4.3.4.2 Schematic corridor map



North Sea-Mediterranean Corridor

See Annex 4C.

Symbols in schematic corridor map:

Nodes along the Corridor, 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 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 4C.

#### 4.3.4.3 Features of PaPs

A PaP timetable is published containing one of the following features:

- Sections with fixed times (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 4.3.4.2) with fixed times. Requests 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 (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, stopping times and train parameters. Where applicable, the maximum number of stops and total stopping time per section have 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.
  - Optional: Intermediate Points (as defined in 4.3.4.2) without fixed times. Other points on the Corridor may be requested.
  - Optional: Operational Points (as defined in 4.3.4.2) 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.

The C-OSS promotes the PaPs by presenting them to existing and potential applicants.



North Sea-Mediterranean Corridor

All PaPs on Rail Freight Corridor North Sea - Mediterranean are published as Flex PaPs in PCS. However, only the published times and regimes are pre-constructed. In line with the framework for capacity allocation, the applicant can request for modifications to the published

times, that will be studied by the IM, with the exception of the border times, for which changes will normally not be accepted.

Additional days for which no PaP has been pre-constructed can be requested by the applicant via the same request. The IM will study the possibility to supply a path as close as possible to the published PaP timetable for these days.

This method will allow the IMs of Rail Freight Corridor North Sea - Mediterranean to supply a complete draft and final offer via PCS, for a maximum of days, including possible subsidiaries, identical to the information provided via the national systems, under the coordination of the C-OSS.

#### 4.3.4.4 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.



North Sea-Mediterranean Corridor

See Annex 4C for a geographical overview on the offer of multi-corridor paths.

#### 4.3.4.5 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 overlapping sections concerned 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.



North Sea-Mediterranean Corridor

See Annex 4C for a geographical overview of the PaP offer on overlapping sections.

#### 4.3.4.6 Feeder, outflow and tailor-made paths

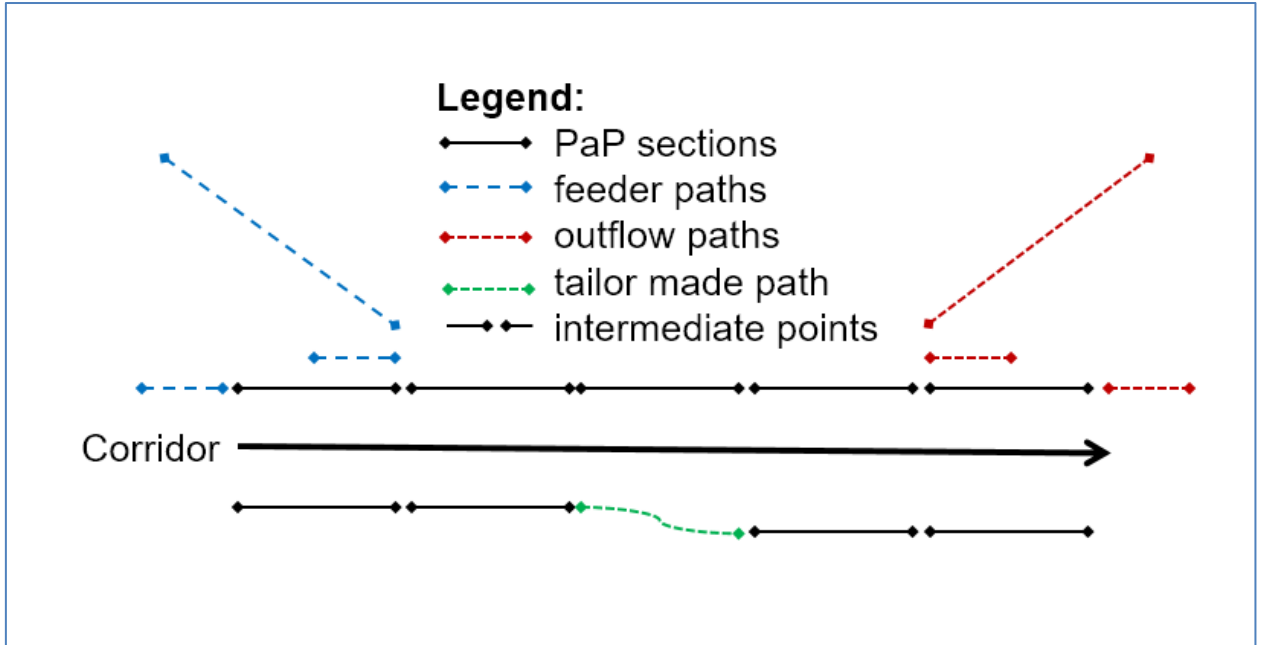
In case available PaPs do not cover the entire requested path, the applicant may include a feeder and/or outflow path to the PaP section(s) in the international request addressed to the C-OSS via PCS in a single request.

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 / 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 4.3.4.16).

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



#### 4.3.4.7 Handling of requests

The C-OSS publishes the PaP catalogue at X-11 in PCS, inspects it in cooperation with IMs/ABs, and performs all needed corrections of errors detected by any of the involved parties until X-10.5. Applicants can submit their requests until X-8. The C-OSS offers a single point of contact to applicants, allowing them to submit requests and receive answers regarding corridor capacity for international freight trains crossing at least one border on a corridor in one single operation. If requested, the C-OSS can support applicants in creating the dossiers in order to prevent inconsistencies and guide the applicants' expectations. The IMs/ABs may support the applicants by providing a technical check of the requests.


#### 4.3.4.8 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 (till X-8)	Withdrawal (X-8)	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	National tool/PCS	National tool/PCS
Additional tool			Email (for pre-						

			booking information)						
--	--	--	----------------------	--	--	--	--	--	--

	North Sea-Mediterranean Corridor
All requests for modification and/or cancellation must be placed in IM's national tool only.	

#### 4.3.4.9 Check of the applications


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

- Request for freight train using PaP and crossing at least one border on a corridor
- Request without major change of parameters

If there are plausibility flaws, the C-OSS may check with the applicant whether these can be resolved:

- if the issue can be solved, the request will be corrected by the C-OSS (after the approval of the applicants concerned) and processed like all other requests. The applicant has to accept or reject the corrections within 5 calendar days. In case the applicant does not answer or reject the corrections, the C-OSS forwards the original request to the IM/AB concerned.
- if the issue cannot be resolved, the request will be rejected.

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).

	North Sea-Mediterranean Corridor
<p>Additional checks include, but are not limited to:</p> <ul style="list-style-type: none"> <li>- Inconsistent times</li> <li>- Inconsistent locations</li> <li>- Tailor-made sections published as PaP</li> </ul>	

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 is used to calculate the priority value (K value) of possible conflicting requests (see more details in 4.3.4.11). The different corridors can thus be seen as part of one combined network.

#### 4.3.4.10 Pre-booking phase

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 4.3.4.11.

On behalf of the IMs/ABs concerned and according to the result of the application of the priority rules - as detailed in 4.3.4.11 - the C-OSS pre-books the PaPs.



The C-OSS also 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), just as might be the case with requests with a lower priority value (priority rule process below). The latter will be handled in the following order:

- consultation may be applied
- alternatives may be offered (if available)
- if none of the above steps were applied or successful, the requested timetable will be forwarded to the IMs/ABs concerned to elaborate a tailor-made offer as close as possible to the initial request.

#### 4.3.4.11 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:
  - o The conflict is only on a single corridor.
  - o Suitable alternative PaPs are available.
- B) Applying the priority rule as described in Annex 1 of the FCA (see Annex 4.A) and in 4.3.4.13 and 4.3.4.14.
  - a. Cases where no Network PaP is involved (see 4.3.4.13)
  - b. Cases where Network PaP is involved in at least one of the requests (see 4.3.4.14)

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

- C) Random selection (see 4.3.4.15).

In the case that more than one PaP is available for the published reference PaP, the C-OSS pre-books the PaPs with the highest priority until the published threshold is reached. When this threshold is reached, the C-OSS will apply the procedure for handling requests with a lower priority as listed above.

	North Sea-Mediterranean Corridor
Rail Freight Corridor North Sea - Mediterranean applies the resolution through consultation.	
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 apply.	

#### 4.3.4.12 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 does not designate any Network PaPs for timetable 2022.

#### 4.3.4.13 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 RFCs included in one request. The definition of a request can be found in Chapter 4.3.3.

$L^{F/O}$  = 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 4.3.4.15.

#### 4.3.4.14 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:

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

$K$  = Priority value

$L^{NetPAP}$  = Total requested length (in kilometres) of the PaP defined as “Network PaP” on either RFC included in one request. The definition of a request can be found in Chapter 4.3.3.

$L^{Other\ PAP}$  = Total requested length (in kilometres) of the PaP (not defined as “Network PaP”) on either RFC included in one request. The definition of a request can be found in Chapter 4.3.3.

$L^{F/O}$  = 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.

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.

#### 4.3.4.15 Random selection

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

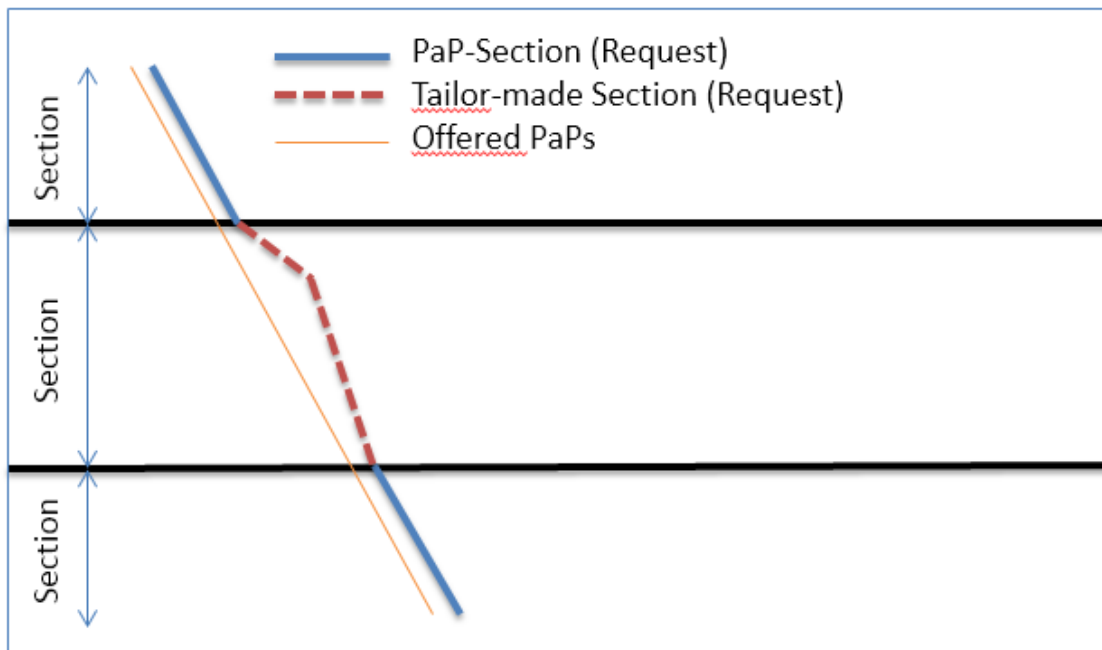
- The respective applicants will be acknowledged of the undecided conflict before X-7.5 and invited to attend a drawing of lots.
- The actual drawing will be prepared and executed by the C-OSS, with complete transparency.
- The result of the drawing will be communicated to all involved parties, present or not, via PCS and e-mail, before X-7.5.

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

#### 4.3.4.16 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:

- 1) PaP section
- 2) Tailor-made section
- 3) PaP section



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

- Construction starting 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.
- Construction starting point at the end: The C-OSS pre-books the PaP sections from the destination of the request until the beginning 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.
- Construction starting point in the middle: The C-OSS pre-books the longest of the requested PaP sections either before or after the interruption. No other sections 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.

#### 4.3.4.17 Result of the pre-booking

The C-OSS provides interim information to applicants regarding the status of their application no later than X-7.5.

In the case that consultation was applied, the applicants concerned are informed about the outcome.

In the case that no consultation was applied, the interim notification informs applicants with a higher priority value (K value) about pre-booking decisions in their favour.


In case of conflicting requests with a lower priority value, the C-OSS shall offer an alternative PaP, if available. 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, or no alternative is available, 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.

#### 4.3.4.18 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 capacity to be republished after X-7.5. This decision depends on the “booking situation” at that moment. More precisely, at least the following three criteria must be fulfilled in the following order of importance):
  1. There must be enough capacity for late requests, if applicable, and RC.
  2. Take into account the demand for international paths for freight trains placed by other means than PCS.
  3. Take into account the need for modification of the capacity offer due to possible changes in the planning of TCRs.

	<p>North Sea-Mediterranean Corridor</p>
<p>Rail Freight Corridor North Sea - Mediterranean handles non-requested PaPs according to case B as described above.</p>	

#### 4.3.4.19 Draft offer


After receiving the pre-booking decision by the C-OSS, the IMs/ABs concerned will elaborate the flexible parts of the requests:

- Feeder, outflow or intermediate sections
- Pre-booked sections for which the published timetable is not available anymore due to external influences, e.g. temporary capacity restrictions
- In case of modifications to the published timetable requested by the applicant
- In case of an alternative offer that was rejected by the applicant or is not available

In case IMs/ABs cannot create the draft offer due to specific wishes of the applicant not being feasible, the C-OSS has to reject the request.

The C-OSSs shall be informed about the progress, especially regarding the parts of the requests that cannot be fulfilled, as well as conflicts and problems in harmonising the path offers.

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, tailor-made sections and tailor-made offers in case of conflicting requests to the applicant via PCS on behalf of the IM/AB concerned.

	<p>North Sea-Mediterranean Corridor</p>
<p>The draft offer of the Corridor is planned to the minute and therefore no flexibility is scheduled.</p>	

#### 4.3.4.20 Observations

Applicants can place observations on the draft timetable offer in PCS one month from the date stated in Annex 4B, which are monitored by the C-OSS. The C-OSS can support the applicants regarding their observations. This procedure only concerns observations related to the original path request — whereas modifications to the original path requests are treated as described in 4.3.7.1 (without further involvement of the C-OSS).

#### 4.3.4.21 Post-processing

Based on the above-mentioned observations the IMs/ABs have the opportunity to revise offers between X-4 and X-3.5. The updated offer is provided to the C-OSS, which – after a consistency check – submits the final offer to the applicant in PCS.

#### 4.3.4.22 Final offer

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, tailor-made sections and tailor-made offers in case of conflicting requests 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 IMs/ABs have to ensure that there are no discrepancies between PCS and the national tool.



North Sea-Mediterranean Corridor

The final offer of the Corridor Rhine-Alpine is planned to the minute and therefore no flexibility is scheduled.

The applicants involved shall accept or reject the final offer within 5 calendar days in PCS.

- Acceptance > leads to allocation
- Rejection > leads to withdrawal and closing of the request
- No answer > The C-OSS will actively try to get an answer. In case there is no answer from the applicants, the C-OSS will end the process (no allocation).

If not all applicants agree on the final offer, the request will be considered as unanswered.

#### 4.3.5 Late path request phase

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



North Sea-Mediterranean Corridor

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


#### 4.3.5.1 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 construction starting point. 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.


	North Sea-Mediterranean Corridor
Rail Freight Corridor North Sea - Mediterranean offers the possibility to place late path requests by using the variant A.	

#### 4.3.5.2 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor if capacity is offered. See 4.3.4.4.

#### 4.3.5.3 Late paths on overlapping sections

See 4.3.4.5.

	North Sea-Mediterranean Corridor
Rail Freight Corridor North Sea – Mediterranean does not provide a common offer for late path requests on overlapping sections.	

#### 4.3.5.4 Handling of requests


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

#### 4.3.5.5 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/PCS	National tool/PCS

	North Sea-Mediterranean Corridor
All requests for modification and/or cancellation must be placed in IM's national tool only.	

#### 4.3.5.6 Check of the applications

The C-OSS checks all requests as described in 4.3.4.9.

#### 4.3.5.7 Pre-booking

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”.

#### 4.3.5.8 Path elaboration

During the path elaboration phase, the IMs/ABs concerned will prepare the Late Path offer under coordination of the C-OSS.

#### 4.3.5.9 Late request offer

All applicants involved shall accept, ask for adaptations or reject the late request offer within 5 calendar days in PCS. By triggering the ‘ask for adaptation’ function, applicants can place comments on the late request offer, which will be monitored by the C-OSS. This procedure only concerns comments related to the original path request – whereas modifications to the original path requests are treated as described in 4.3.7.1 (without further involvement of the C-OSS).

- Acceptance > leads to allocation
- Ask for adaptations > late offer can be returned to path elaboration with comments; IM/AB will make an alternative proposal; however, if no alternatives are possible, the applicant will have to prepare a new request
- Rejection > leads to withdrawal and closing of the request
- No answer > The C-OSS will actively try to get an answer. In case there is still no answer from the applicants, the C-OSS will end the process (no allocation)

If not all applicants agree on the final offer, the request will be considered as unanswered.

#### 4.3.6 Ad-hoc path request phase

##### 4.3.6.1 Reserve capacity (RC)

During the ad-hoc path request phase, the C-OSS offers RC based on PaPs or capacity slots to allow for 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 as well as in the late path request phase.
- 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. The determined slots may not be decreased by the IMs/ABs during the last three months before real time.

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 construction starting point. The indications should respect the indicated standard running times as far as possible.



North Sea-Mediterranean Corridor

Rail Freight Corridor North Sea - Mediterranean offers RC through variant A.

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



Reserve capacity for timetable 2022 was published on 12<sup>th</sup> of October 2021 and is published in PCS and under the following link:

<https://www.rfc-northsea-med.eu/en/page/capacity>

The IMs can modify or withdraw RC for a certain period in case of unavailability of capacity due to force majeure. 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.

#### 4.3.6.2 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor. See 4.3.4.4.

#### 4.3.6.3 Reserve capacity on overlapping sections

See 4.3.4.5.

Rail Freight Corridor North Sea – Mediterranean does not provide a common offer on overlapping sections for reserve capacity.

#### 4.3.6.4 Feeder, outflow and tailor-made paths

See 4.3.4.6. For RC the same concept applies as for PaPs in the annual timetable.

#### 4.3.6.5 Handling of requests

The C-OSS receives and collects all path requests for RC placed via PCS until 30 days before the running day. If requested, the C-OSS can support applicants in creating the dossiers to prevent inconsistencies and guide the applicants' expectations. The IMs/ABs may support the applicants by providing a technical check of the requests.

#### 4.3.6.6 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 and allocation (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/PCS	National tool/PCS

All requests for modification and/or cancellation must be placed in IM's national tool only.

#### 4.3.6.7 Check of the applications

The C-OSS checks all requests as described in 4.3.4.9.

#### 4.3.6.8 Pre-booking

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

#### 4.3.6.9 Path elaboration

During the path elaboration phase, the IMs/ABs concerned will prepare the offer under coordination of the C-OSS.

#### 4.3.6.10 Ad-hoc request offer

Applicants shall receive the ad-hoc offer no later than 10 calendar days before the train run. All applicants involved shall accept, ask for adaptations or reject the ad-hoc offer within 5 calendar days in PCS. By triggering the 'ask for adaptation' function, applicants can place comments on the ad-hoc request offer, which will be monitored by the C-OSS. This procedure only concerns comments related to the original path request – whereas modifications to the original path requests are treated as described in 4.3.7.1 (without further involvement of the C-OSS).

- Acceptance > leads to allocation
- Ask for adaptations > ad-hoc offer can be returned to path elaboration with comments; IM/AB will make an alternative proposal; however, if no alternatives are possible, the applicant will have to prepare a new request
- Rejection > leads to withdrawal of the offer and closing of the request
- No answer > The C-OSS will actively try to get an answer. In case there is still no answer from the applicants, the C-OSS will end the process (no allocation)

If not all applicants agree on the final offer, the request will be considered as unanswered.

### 4.3.7 Request for changes by the applicant

#### 4.3.7.1 Modification

The Sector Handbook for the communication between Railway Undertakings and Infrastructure Managers (RU/IM Telematics Sector Handbook) is the specification of the TAF-TSI (EC) No. 1305/2014 Regulation. According to its Annex 12.2 UML Model of the yearly timetable path request, it is not possible to place change requests for paths (even including PaPs) by the applicant between X-8 and X-5. The only option in this period is the deletion, meaning the withdrawal, of the path request.

#### 4.3.7.2 Withdrawal

Withdrawing a request is only possible


- After submitting the request (until X-8) until the final offer
- before allocation during the late path request phase (where applicable) and ad-hoc path request phase.

Resubmitting the withdrawn dossier will be considered as annual request only until X-8.



North Sea-Mediterranean Corridor

An overview of withdrawal fees and deadlines of the IMs/ABs on the Corridor (extract from the different Network Statements) is listed below:

IM/AB	Withdrawal fees and deadlines
	Free of charge
	No fees
	No charges
	Free of charge
	<ul style="list-style-type: none"> <li>• Normally no fees</li> <li>• Exception: on congested lines the cancellation payment becomes due if the following points are given: <ul style="list-style-type: none"> <li>• a provisionally allocated train path if the allocation had been in place for at least five working days;</li> <li>• an ordered train path if the order leads to conflicts among users and the allocation body informed the users concerned about the conflict more than five working days before.</li> </ul> </li> </ul>



#### 4.3.7.3 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 a transfer.

#### 4.3.7.4 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.

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

 North Sea-Mediterranean Corridor	
An overview of cancellation fees and deadlines of the IMs/ABs on the Corridor (extract from the different Network Statements) is listed below:	
IM/AB	Cancelation fees and deadlines
	Free of charge
	In case of cancellation the amount to be paid is calculated as follows: <ul style="list-style-type: none"> <li>• Cancellation after the scheduled departure: 100%</li> <li>• Cancellation less than 24 hours before the scheduled departure: 75%</li> <li>• Between 24 hours and 4 calendar days before the scheduled departure: 40%</li> <li>• Between 5 calendar days and 30 calendar days before the scheduled departure: 25%</li> <li>• Between 31 calendar days and 60 calendar days before the scheduled departure: 15%</li> </ul>



- More than 60 calendar days before the scheduled departure: 0%

The schemes concerned by a train path cancellation by the candidate are:

- framework agreements: the candidate undertakes to order from SNCF Réseau the number of train path-days corresponding to the infrastructure capacity characteristics within the tolerances and minus the excess, and undertakes to maintain its order as is until the Certification date, in November Y-1. (See Appendix 3.3 and § 3.3.1 of the NS);
- the reciprocal incentive system (see appendix 5.8 of the NS);
- the late cancellation penalty applies if the candidate cancels an allocated train path-day as of 5 p.m. on D-1. This penalty applies to the train path beneficiary and corresponds to 1.2 times the penalty amount applicable on 5 p.m. on D-1 under the reciprocal incentive system (1.2 x IR applicable to the service applications at D-1).

#### **Extraordinary and facultative train paths**

If the cancellation is notified at least 30 calendar days before the planned date of circulation, only the amount covering the administrative costs is due;

If the cancellation is notified less than 30 calendar days before the planned date of circulation, but no later than the third day before the planned date of circulation, 12.5% of the cost for the use of the infrastructure (C + S , calculated on the basis of the planned mass of the train) and the administrative costs are due as a penalty for the cancelled train paths ;

If cancellation is notified after the third day before the scheduled date of train running, but before the scheduled departure time, 25.0% of the cost for the use of the infrastructure (C + S , calculated on the basis of the planned mass of the train) and the administrative costs are due as a penalty for the cancelled train paths .





#### **Regular train paths**

If the cancellation is notified at least 30 calendar days before the planned date of circulation, only the amount covering the administrative costs is due.









If the cancellation is notified less than 30 calendar days before the planned date of circulation, but no later than the third day before the planned date of circulation, 12.5% of the cost for the use of the infrastructure (C + S , calculated on the basis of the planned mass of the train) and the administrative costs are due as a penalty for the cancelled train paths;

If cancellation is notified after the third day before the scheduled date of train running, but before the scheduled departure time, 25.0% of the cost for the use of the infrastructure (C + S , calculated on the basis of the planned mass of the train) and the

 	<p>administrative costs are due as a penalty for the cancelled train paths;</p>
	<ul style="list-style-type: none"> <li>• Cancellation less than 24 hours before the scheduled departure: 100%</li> <li>• Between 24 hours and 4 calendar days before the scheduled departure: 80%</li> <li>• Between 5 calendar days and 30 calendar days before the scheduled departure: 70%</li> <li>• Between 31 calendar days and 60 calendar days before the scheduled departure: 50%</li> <li>• More than 60 calendar days before the scheduled departure: 20%</li> </ul>

#### 4.3.7.5 Unused paths

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

 <span style="margin-left: 20px;">North Sea-Mediterranean Corridor</span>	
<p>An overview of fees for unused paths for the IMs/ABs on the Corridor (extract from the different Network Statements) is listed below:</p>	
<b>IM/AB</b>	<b>An overview of fees for unused paths for the IMs/ABs on the Corridor (extract from the different Network Statements) is listed below</b>
         	<p>Use is made of GTI during the traffic control phase. A railway undertaking can return a path by either 'waiting-room' and 'cancellation'. This is free of charge. However, if a choice is made for 'check-in' or 'reschedule' (and the path is not returned before the time of departure), the path is charged at the standard weight of the running characteristic of the train for which the path was requested.</p>
	<p>Non-use without cancellation leads to 100% of the charge to be invoiced.</p>
	<ul style="list-style-type: none"> <li>• If the train path is not used, a penalty applies to the train path beneficiary, which corresponds to 1.2 times the penalty amount applicable on 5 p.m. on D-1 under the reciprocal incentive system (1.2 x IR applicable to the service applications at D-1).</li> </ul>
	<p>In the absence of a cancellation notified before the scheduled running time ("no show"), the candidate will be liable for a fixed penalty of 500 € per unused path.</p>
	<ul style="list-style-type: none"> <li>• 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 5.3.2.)".</li> </ul>

### 4.3.8 Exceptional transport and dangerous goods

#### 4.3.8.1 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 transport profiles.

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

#### 4.3.8.2 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 the Corridor.

#### 4.3.9 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.

#### 4.3.10 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.

 <span style="float: right;">North Sea-Mediterranean Corridor</span>	
<p>An overview of who has to pay the path charge when a non-RU applicant requests the path on the Corridor per IM/AB (extract from the different Network Statements or the relevant annex thereof) is listed below:</p>	
IM	Explanations
      	<p>Path charge will be invoiced to the RU that used the path.</p> <p>Path charge will be invoiced to the applicant</p> <p>The Running charge (RC) is invoiced to the non-RU applicants.</p> <p>When a non-RU applicant uses the path, the Running Charge (RC) invoiced to the non-RU applicant.</p> <p>Path charge will be invoiced to the RU that used the path.</p>

#### 4.3.11 Appeal procedure

Based on Article 20 of the Regulation: 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.



North Sea-Mediterranean Corridor

The Cooperation Agreement can be found [here](#).

### 4.4 Coordination and Publication of planned Temporary Capacity Restrictions

#### 4.4.1 Goals

In line with Article 12 of the Regulation, the Management Board of the freight corridor shall coordinate and ensure in one place the publication of planned Temporary Capacity Restrictions (TCRs) that could impact the capacity on the Corridor. 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. According to the current legal framework (see 4.4.2), in case of international traffic, these capacity restrictions have to be coordinated by IMs among neighboring countries.

Notwithstanding the above coordination requirements, the process and criteria for the involvement of the Corridor in the coordination of the TCRs on the Corridor are regulated in 4.4.3. The RFC TCR Coordinator appointed by the Management Board is responsible for ensuring that the needs of international freight traffic along the corridors are adequately respected.

Additionally, the Corridor's aim is to regularly update the information and present all known TCRs in an easily accessible way.

#### 4.4.2 Legal background

The legal background to this chapter can be found in:

- Article 53(2) of and Annex VII to Directive 2012/34/EU as amended by Commission Delegated Decision (EU) 2017/2075 - hereafter "Annex VII"
- Article 12 of the Regulation ("Coordination of works").

A framework has been developed by RNE in the "[Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions for the European Railway Network](#)" and it is reflected in the Corridor's specific procedures.

#### 4.4.3 Coordination process of corridor-relevant TCRs

Coordination is the continuous process of planning TCRs with the aim to reduce their impact on traffic. If this impact of a TCR is not limited to one network, cross-border coordination between IMs is necessary. It results in optimising the common planning of several TCRs, and in offering alternative capacity for deviations on relevant lines to keep international freight traffic running.

##### 4.4.3.1 Timeline for coordination

Different types of TCR (see 4.4.5.1) require a different deadline for final coordination:

- Major impact: 18 months before the start of the annual timetable
- High and medium impact: 13,5 months before the start of the annual timetable
- Minor impact: 5 months before the start of the annual timetable


Coordination of corridor-relevant TCRs is carried out according to the following procedure.

#### 4.4.3.2 Coordination between neighbouring IMs (first level of coordination)

Coordination will be performed during regular coordination processes between neighbouring IMs on the Corridor during coordination meetings. The result of coordination is:


- a. common agreement between the involved IMs about coordinated TCRs linked to the timing of the TCR and describing the impact on capacity as far as it is known and
- b. a common understanding of open issues, which have to be resolved, and a timeline for how to continue with the unresolved issues.

Criteria for coordination between IMs are set up in Annex VII, but additional criteria are taken into account, if according to IMs' expertise they are relevant for international traffic.

	North Sea-Mediterranean Corridor
Coordination meetings are organised by the respective IMs, with support of the RFC TCR Coordinator, if called for. The RFC TCR Coordinator will be invited and will be informed about the results and open issues concerning TCRs on Corridor lines. The RFC TCR Coordinator monitors the results of the coordination and if required, proposes additional actions to find solutions for open issues.	

#### 4.4.3.3 Coordination at Corridor level (second level of coordination)


Coordination at Corridor level is necessary if the impact of the TCR is not limited to the second network and a third or a fourth network is involved or the aggregated impact of several TCRs exceeds the criteria agreed.

	North Sea-Mediterranean Corridor
Rail Freight Corridor North Sea –Mediterranean has no specific criteria for initiating coordination on Corridor level.	

#### 4.4.3.4 Conflict resolution process

Unresolved conflicts on Corridor lines shall be reported by the RFC TCR Coordinator to the Corridor's Management Board directly when it becomes clear that the coordination has not lead to sufficient results.

IMs involved in the conflict will initiate the conflict resolution process (e.g. by initiating specific bi/multi-lateral meetings). The specific Corridor's process is described in the box below.

	North Sea-Mediterranean Corridor
Experts with relevant knowledge of planning TCRs and of planning timetables will work on proposals for alternatives to find solutions. The management of the IM(s) where the works take place, is responsible for the final decision. The results will be reported to the management of the affected IMs and MB of the involved corridor.	

#### 4.4.4 Involvement of applicants

Each IM has its own national agreements, processes and platforms to consult and inform their applicants about TCRs during the various phases. 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 TCR's coordination that are known for principal and diversionary lines of Rail Freight Corridor North Sea - Mediterranean are published on Rail Freight Corridor North Sea - Mediterranean website. At least once a year, a telco will be organised to gather comments from Applicants. Applicants may also send their comments on the planned TCRs to the TCR Coordinator. 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) and Terminal Advisory Group (TAG) may be used to discuss issues related with TCRs.
3. Additional meetings with Applicants, to discuss and resolve open issues, will be treated on a case by case basis.

#### 4.4.5 Publication of TCRs

##### 4.4.5.1 Criteria for publication

	Consecutive days	Impact on traffic (estimated traffic cancelled, re-routed or replaced by other modes of transport)
Major impact TCR <sup>1</sup>	More than 30 consecutive days	More than 50% of the estimated traffic volume on a railway line per day
High impact TCR <sup>1</sup>	More than 7 consecutive days	More than 30% of the estimated traffic volume on a railway line per day
Medium impact TCR <sup>1</sup>	7 consecutive days or less	More than 50% of the estimated traffic volume on a railway line per day
Minor impact TCR <sup>2</sup>	unspecified <sup>3</sup>	More than 10% of the estimated traffic volume on a railway line per day

1) Annex VII of Directive 2012/34/EU, article (11);

2) Annex VII of Directive 2012/34/EU, article (12).

3) according to Annex VII of Directive 2012/34/EU, article (12) "7 consecutive days or less", modified here.

Rail Freight Corridor North Sea - Mediterranean also publishes other relevant TCRs on its website.

After initial publication of TCRs, further details may be added as soon as they are available.


##### 4.4.5.2 Dates of publication

IMs have to publish their major, high and medium impact TCRs at X-12. The Corridor publishes the relevant TCRs for TT 2022 – 2024 on the following dates:

	January 2021 (X-11)	January 2021 (X-23)	August 2021 (X-3.5)	January 2022 (X-11)	January 2022 (X-23)
<b>Major</b>	X (second publication)	X (first publication)		X (second publication)	X (first publication)
<b>High</b>	X (second publication)	X (first publication)		X (second publication)	X (first publication)
<b>Medium</b>	X (international impact)			X (international impact)	
<b>Minor</b>			X		
<b>Applicable timetable</b>	<b>TT 2022</b>	<b>TT 2023</b>	<b>TT 2022</b>	<b>TT 2023</b>	<b>TT 2024</b>

#### 4.4.5.3 Tool for publication

After coordination between all IMs involved on the Corridor the results are published in the harmonised Excel overview which is available on the Corridor's website and/or in the CIP.

	North Sea-Mediterranean Corridor
<p>Rail Freight Corridor North Sea - Mediterranean publishes an overview of the TCRs on its website using the RNE excel template: <a href="https://www.rfc-northsea-med.eu/en/page/temporary-capacity-restrictions">https://www.rfc-northsea-med.eu/en/page/temporary-capacity-restrictions</a> , with an enhanced overview on the TCRs with the heaviest impact on capacity.</p>	

#### 4.4.6 Legal disclaimer

By publishing the overview of the corridor relevant TCRs, the IMs concerned present the planning status for TCRs to infrastructure availability along the Corridor. The published TCRs are a snapshot of the situation at the date of publication and may be subject to further changes. The information provided can be used for orientation purposes only and may not constitute the basis for any legal claim. Therefore, any liability of the Corridor organisation regarding damages caused using the TCR parameters (e.g. day, time, section, etc.) shall be excluded.


The publication of TCRs at Corridor level does not substitute the publication of TCRs in accordance with the relevant provisions of national and European law. It lies within the IMs' responsibility to publish and communicate TCRs in accordance with the process described in their network statements and/or defined in law.

#### 4.5 Traffic management

In line with Article 16 of the Regulation, the Management Board of the freight corridor has put in place procedures for coordinating traffic management along the freight corridor.


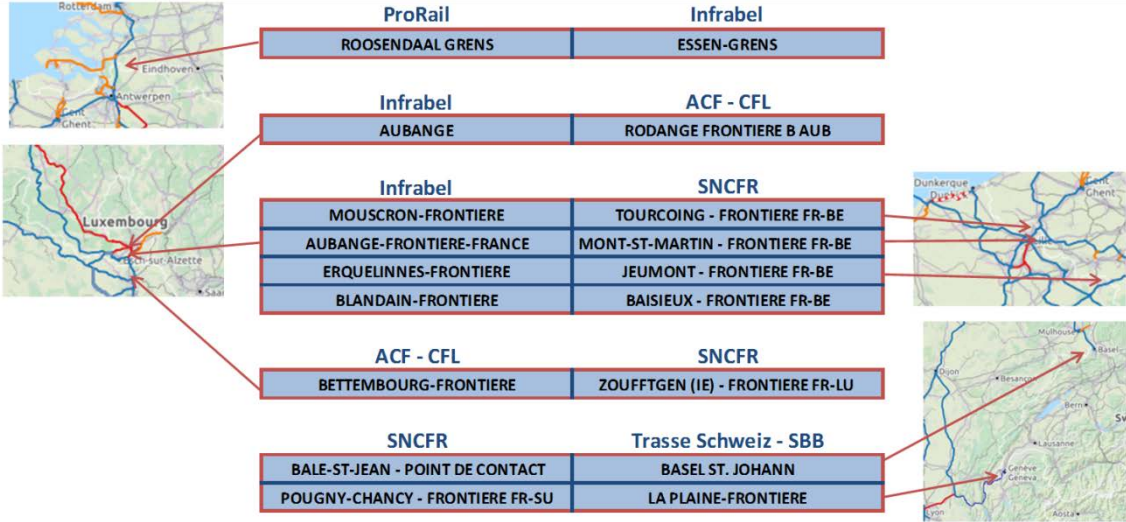
Traffic management is the prerogative of the national IMs and is subject to national operational rules. The goal of traffic management is to guarantee the safety of train traffic and achieve high quality performance. Daily traffic shall operate as close as possible to the planning.

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.

	<h3>North Sea-Mediterranean Corridor</h3>
<p>Rail Freight Corridor North Sea – Mediterranean organises approximately 3 meetings per year with IMs. The objective is to ensure a coordination between IM’s on the most important identified topics (ex: TIS data exchange implementation).</p>	

#### 4.5.1 Cross-border section information


In the table below, all cross-border sections covered by the Corridor are listed:

	<h3>North Sea-Mediterranean Corridor</h3>	
	<b>ProRail</b> ROSENDAAL GRENS	<b>Infrabel</b> ESSEN-GRENS
	<b>Infrabel</b> AUBANGE	<b>ACF - CFL</b> RODANGE FRONTIERE B AUB
	<b>Infrabel</b> MOUSCRON-FRONTIERE AUBANGE-FRONTIERE-FRANCE ERQUELINNES-FRONTIERE BLANDAIN-FRONTIERE	<b>SNCFR</b> TOURCOING - FRONTIERE FR-BE MONT-ST-MARTIN - FRONTIERE FR-BE JEUMONT - FRONTIERE FR-BE BAISIEUX - FRONTIERE FR-BE
	<b>ACF - CFL</b> BETTEMBOURG-FRONTIERE	<b>SNCFR</b> ZOUFFTGEN (IE) - FRONTIERE FR-LU
	<b>SNCFR</b> BALE-ST-JEAN - POINT DE CONTACT POUAGNY-CHANCY - FRONTIERE FR-SU	<b>Trasse Schweiz - SBB</b> BASEL ST. JOHANN LA PLAINE-FRONTIERE

##### 4.5.1.1 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 concerning running through the border (administrative and technical preconditions)
  - Special rules in case of system breakdown (communication system failure, safety system failure).

	<h3>North Sea-Mediterranean Corridor</h3>
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For 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 (<http://www.rne.eu/tm-tpm/other-activities-2> )
- On RFC North Sea-Med website, section “Traffic Management’ (<https://www.rfc-northsea-med.eu/en/page/traffic-management>) and via the customer information platform ([https://cip.rne.eu/apex/f?p=cip:65:::P65\\_CORRIDOR:2](https://cip.rne.eu/apex/f?p=cip:65:::P65_CORRIDOR:2))

#### 4.5.1.2 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 the Corridor can be found in the overview below and contain the following information:

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



#### North Sea-Mediterranean Corridor

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

- On the RFC North Sea-Med website, section “Traffic Management’ (<https://www.rfc-northsea-med.eu/en/page/traffic-management>)
- Via the Network Statements of the IMs involved in the corridor
- Via the RNE website – Traffic Management Information – Border agreements Level 1 and Level 2 sheets within the Excel table (<http://www.rne.eu/tm-tpm/other-activities-2>)

#### 4.5.2 Priority rules in traffic management

In accordance with the Regulation, IMs involved in the Corridor commit themselves to treating international freight trains 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.



#### North Sea-Mediterranean Corridor

No specific priority rules have been agreed on Corridor level.

To see the overview of national IM priority rules in traffic management, please visit: <http://www.rne.eu/tm-tpm/other-activities-2/>

### 4.5.3 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.

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

In case of disruptions of international traffic longer than 3 days with a high impact on international traffic, (if 50% of the trains on the affected section need an operational treatment), the initiating IM shall declare a case of International Contingency Management (ICM).

To allow continuation of freight and passenger traffic flows at the highest possible level despite an international disruption and to ensure non-discriminatory treatment of the RUs, transparency of the status of the disruption and its impact on traffic flows for all relevant stakeholders across Europe, the IMs should apply the rules and procedures defined in the '[Handbook for International Contingency Management](#)' (ICM Handbook) approved by the RNE General Assembly.

According to the ICM Handbook, the Corridors act as facilitators with respect to the disruption management and the communication process.



North Sea-Mediterranean Corridor

Apart from the mandatory processes defined in the ICM Handbook, RFC-specific decisions on the following matters shall be taken:

1. There is no back-up organisation to take over this responsibility and the RFC team would take up the task during the usual business hours.
2. Need to organise a communication telco during an ICM case in order to coordinate the public communication: The communication telco would be organised under certain condition (decided case by case by the RFC (team) in coordination with the initiating IM).
3. List of stakeholders to be additionally informed during an ICM case (e.g. sector associations, etc.) taking into account the suggestions defined in the ICM Handbook: Any other stakeholders deemed as relevant by the RFC.

#### 4.5.3.1 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.

In case of international disruptions longer than 3 days with a high impact on international traffic, the international contingency management communication procedures as described in the ICM Handbook will be applied.



North Sea-Mediterranean Corridor

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 on RFC North Sea-Med website (<https://www.rfc-northsea-med.eu/en/page/traffic-management>)

#### 4.5.3.2 Operational scenarios on the Corridor in the event of disturbance

For international disruptions longer than 3 days with a high impact on international traffic, the Corridor with its member IMs and related corridors developed an international corridor re-routing overview combining national re-routing plans across borders along the Corridor, according to the ICM Handbook.



#### North Sea-Mediterranean Corridor

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. An overview can be found [here](#).

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

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 – Operational scenarios sheet within the Excel table (<http://www.rne.eu/tm-tpm/other-activities-2>)

On our website, section “Traffic Management” (<https://www.rfc-northsea-med.eu/en/page/traffic-management>)

#### 4.5.3.3 Allocation rules in the event of disturbance

In case of international disruptions longer than 3 days with a high impact on international traffic, the international contingency management allocation principles as described in the ICM Handbook will be applied.



#### North Sea-Mediterranean Corridor

No additional corridor-specific allocation rules have been agreed.

#### 4.5.4 Traffic restrictions

Information about planned restrictions can be found in 4.4, Coordination and Publication of Planned Temporary Capacity Restrictions (TCRs).



#### North Sea-Mediterranean Corridor

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 Corridor
- In the relevant section on the IM's website (where applicable)

#### 4.5.5 Dangerous goods

Detailed information about conditions for the transport of dangerous goods can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal (see Section 2).

#### 4.5.6 Exceptional transport

Detailed information about conditions for the carriage of exceptional consignments can be found in the Network Statements of the IMs involved in the Corridor in the NCI portal (Section 2).

#### 4.6 Train Performance Management

The aim of the Corridor Train Performance Management (TPM) is to measure the performance on the Corridor, analyse weak points and recommend corrective measures, thus managing and improving the train performance of international services. RNE has developed guidelines for train performance management on corridors ([http://www.rne.eu/wp-content/uploads/RNE\\_Guidelines\\_for\\_Train\\_Performance\\_Management\\_on\\_RFCs.pdf](http://www.rne.eu/wp-content/uploads/RNE_Guidelines_for_Train_Performance_Management_on_RFCs.pdf)) as a recommendation for processes and structures. However, the implementation of the TPM is subject to particular Corridor decision.

A necessary precondition for analysis of TPM is the implementation and use of the RNE Train Information System (as described in 1.8.2) by all involved IMs.

Corridors publish in the CIP or on their websites a management summary of the Corridor's monthly punctuality report, harmonised among the corridors.

Several different reports have been developed by RNE for the needs of corridors. Interested parties (applicants, terminals and others) are welcome to contact the Corridor TPM WG leader in case of need for further, specific, detailed analyses. The list of Corridor TPM WG leaders can be found on the RNE website: <http://www.rne.eu/tm-tpm/tpm-on-rfcs/>. In addition, direct access to the reporting tool can be requested by applicants via the [RNE Joint Office](#).



#### North Sea-Mediterranean Corridor

## 1. Introduction

The aim of Train Performance Management is to build an international common system and international common procedures which enables a corridor organization to measure, analyse (raw data, weak points, operational information ...) and take actions to improve train performance along the corridor lines. TPM follows a process on international rail traffic and relations to prepare the base for its improvements. These improvements produce benefits for all involved parties within international rail transports, for instance getting more efficiency on rail transport. This will be:

- Improved competitiveness for RUs
- Optimized use of capacity for IMs
- Shifting transport from road to rail

In consequence, this supports the modal shift target of the European Commission.

Train Performance Management allows:

- an international approach for punctuality analysis
- appointing a dedicated team of Performance Managers
- the identification of quality problems as a basis for improvement
- the fulfilment of customer expectations, the improvement of customer satisfaction and the increase of railway transportation
- the fulfilment of current and future obligations with respect to the monitoring of punctuality
- the promotion of international cooperation (look across the borders), involvement of Railway Undertakings (RU) in existing international working groups
- positive influence to insure a stable national network and international traffic

## 2. TPM Objectives

- a. General description of procedure

Train Performance Management leads to a continuous improvement through systematic monitoring and intervention (if necessary) to achieve an optimal quality in the whole production process.



	<b>Act: (improve)</b> <b>Post-processing</b> Normative / actual value comparison  Set defaults  Identification of problems	<b>Plan: (prepare)</b> <b>Operation</b> Clarify and define improvement topic  Define and describe the problem  Collecting information Find of causes Formulation of improvements Set of measures
	<b>Check: (evaluate)</b> <b>Analysis</b> Monitoring of results Registration of results Summary of results Visualization of results	<b>Do: (implement)</b> <b>Operation</b> Implementation of the measures  Keep deadlines  Documentation of measures

*TPM Production Process*

All activities regarding quality improvements have to be covered by a circle of management, which describes all necessities of planning, doings, check and acting. This means in particular to create exactly defined measures for all phases of improving quality on the rail network. The main purpose of such a working approach will be at least to have a very clear process description for all involved participants. The input for all phases has to be predefined by experts, worked out within special meetings of sub-groups.

**Measure punctuality**

Punctuality of a train is measured on the base of comparisons between the planned time in the timetable of a train identified by its train number and the actual running time at certain measuring points. A measuring point is a specific location on the route where the trains running data is captured. One can choose to measure arrival, departure or both, or run through time. Punctuality measurement is based on the internationally agreed timetable for the whole train run. Some IMs allocate a new timetable in case of delays. There may be cases where train runs should not be considered and are excluded from the punctuality measurement, e.g. allocation of a new timetable in case of big delays for the remaining part of the train run (load shifting), missing running advices at specific measuring points, timetable inconsistencies at the border etc....

The main Corridor axes are defined, on which the traffic is monitored. Per axis, different measuring points are selected based on the number of trains passing, data quality and handling importance. This list is updated periodically.

It is neither possible nor advisable to monitor all the trains running along the Corridor. Therefore, a selection must be made. This selection is revised on a regular basis. The basic principles to take a train into account in the selection are the following:

- *Only trains which are available in the information tool (TIS)*
- *Only trains crossing at least one Corridor border point AND one other predefined corridor TPM point*

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### Cross corridor reporting

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If traffic flows on several corridors can be identified, cross-corridor reporting may be considered.

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### Data quality checks

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Data quality needs to be monitored and is an integral part of Train Performance Management. A systematic procedure for the analysis of data quality issues as well as for the setting up of corrective actions is necessary. It does not concern the analysis of performance and related improvement actions. The data source is TIS and data is processed by Oracle Business Intelligence (OBI SE 1) through standardized templates provided by RNE.

#### b. Tasks & roles of IM/RU members in Train Performance Management

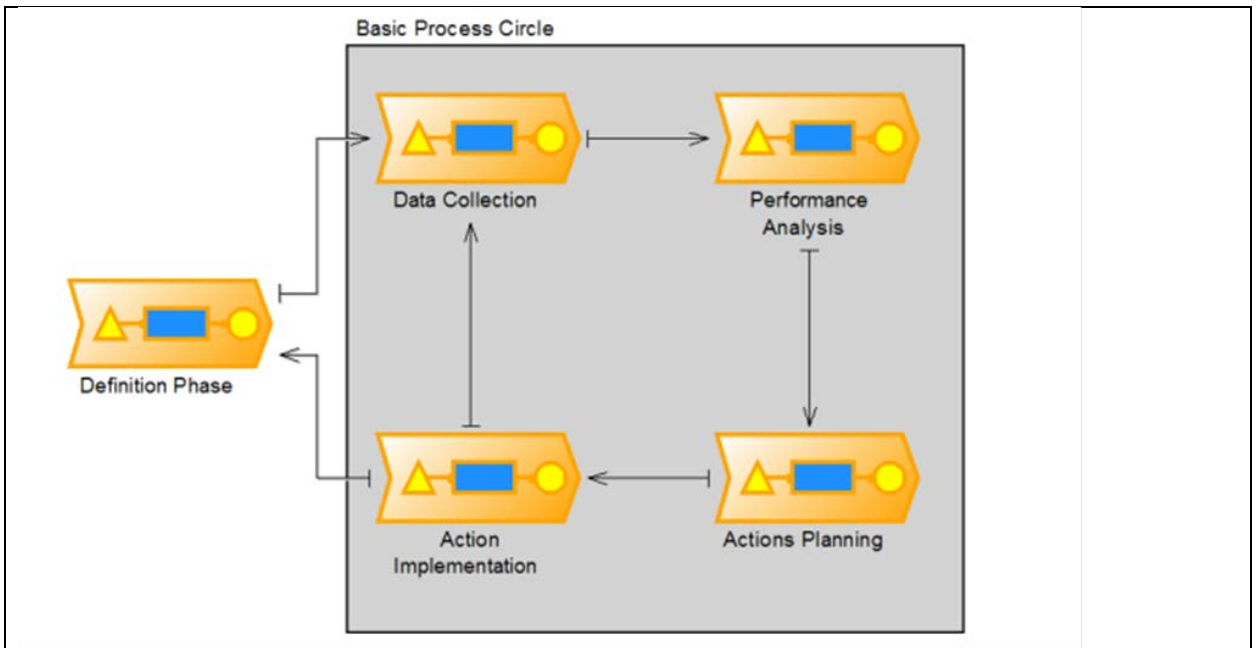
The project is guided by the TPM Working Group, with dedicated tasks and roles. This expert working group consists of:

- *A Project Leader (member of the Corridor Permanent Team)*
- *A Corridor Performance Coordinator (person, member of an IM, in charge of the overall coordination of IM Performance Managers along a corridor and acting as a consultation partner for the Project Leader regarding questions of performance analyses)*
- *IM Performance Managers (person who represents their IM in the expert working group. This person is also responsible for taking care of needed measures in his area to improve the punctuality (together with the concerned RU(s)).*

The TPM WG meets approximately 4 times a year. Generally, for two of these meetings, RUs are invited to participate to give feedback on ongoing issues. These numbers are only indicative.

Apart from the TPM WG, pragmatic bilateral working groups can be set-up, with composition depending on subject and/or corridor section, to act on issues raised in the TPM WG. These working groups are led by an IM Performance Manager (or the TPM Project Leader, when needed), and include concerned IM and RU representatives. The goal of these bilateral working groups is to investigate more deeply the concerned issues, draft an action plan, and follow-up on measures to be taken.

The following graphic shows the work flow for each part of the whole TPM-process:



*work flow for each part of the TPM-process*

A non-exhaustive list of tasks and responsibilities of the TPM WG-members can be found below:

Allocation of TPM Tasks	Project Leader	Performance Coordinator	IM Performance Manager
<b>Definition Phase</b>			
Defining processes and standards for the TPM	R	X	X
Implementing processes for the TPM	R	X	X
Requesting development of IT tools based on requirements of TPM	R	X	X
Defining punctuality thresholds related to international products and traffics	R	X	X
Makes strategic decisions	R	X	X
Contact point for questions related to corridor issues at PM meetings	X		X
Checking processes and standards for the TPM		R	
<b>Data Collection</b>			
Updating train lists	X	R	X

Collection of data		X	R
Defining/implementing/checking the templates for reporting	X	R	X
Ensuring high data quality (raw data)		X	R
Distributing of defined performance reports	R	X	
<b>Performance Analysis</b>			
Combining national data into international performance data		R	X
Analysing the punctuality and delay causes in the reports		R	X
Analysing and ensuring high data quality, addressing problems to improve data completeness		X	R
Interpretation of graphs to define the problems	X	X	R
Addressing of weak points to the proper working group for taking actions	X	X	R
Receiving of feedbacks in terms of concrete actions and deadlines		X	R
Controlling of results of implemented measures		X	R
Combining national data into international performance data		R	X
<b>Action Planning</b>			
Organising TPM meetings for freight	R		X
Organising operational bilateral or multilateral meetings for freight and passenger	X	X	R
Analysing the reasons behind the problems		X	R
International escalation process	R	X	
<b>Action Implementation</b>			
Taking actions to eliminate the problems	X	R	X

*R = responsible, X = involved in the process*

During all tasks, Corridor and IM representatives may consult concerned RUs to execute these topics in the most optimal way.

c. Documentation of results

The major tools for documenting results of TPM are explained below.

i. Reporting incl. catalogue of measures

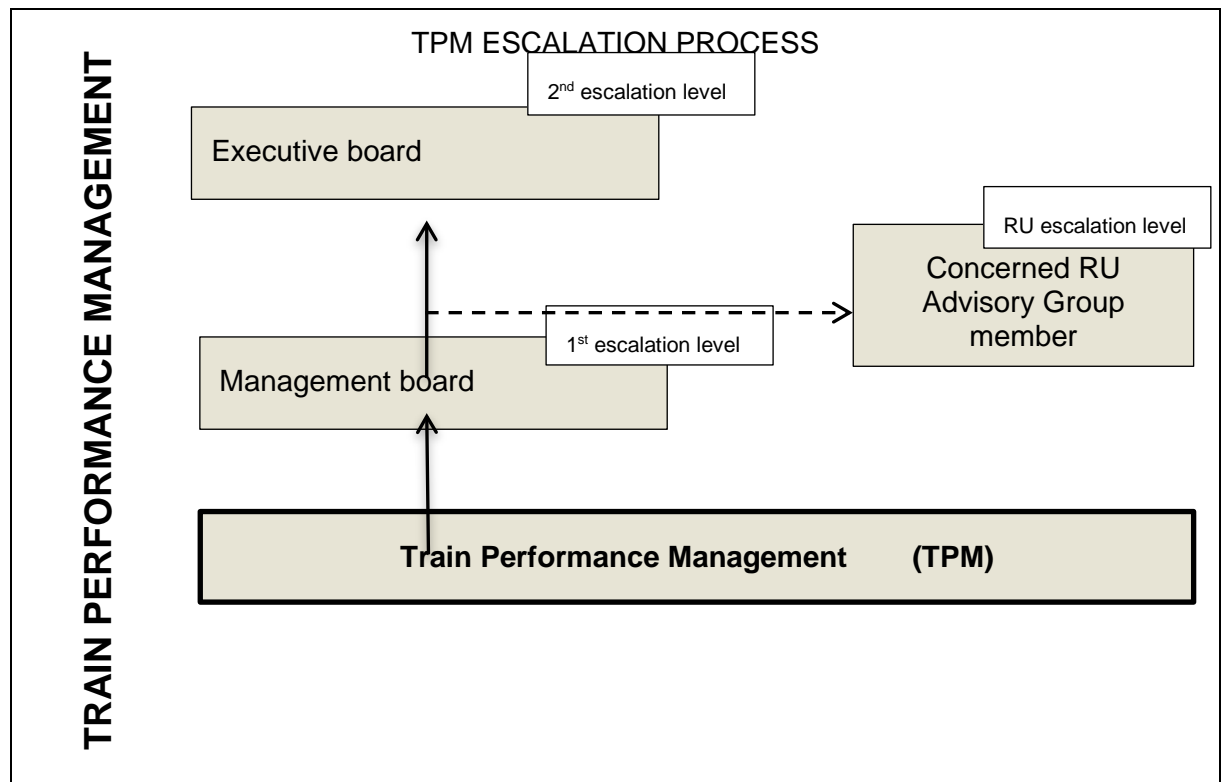
Train Performance Management works with standardized templates which are used by all participating countries. In this way comparability and aggregation is promoted. All monitored traffic will be evaluated and regularly reported. The reports show the current development of important key figures. Some of these figures are used to calculate the KPI described in chapter 4.8.1 of this Implementation Plan. The identified weaknesses and the formulated measures to eliminate them are collected in a catalogue of measures.

d. Escalation

Insufficient quality in the production process has to be addressed at the appropriate level and is escalated where necessary. Primarily, the problem must be solved on the national level by the involved IMs and RUs according to national processes. If the problem is not solvable by the IMs and RUs themselves, an escalation process can be started.

Different scenarios like:

- *problem in the cooperation amongst IMs*
- *problems in the cooperation between IMs and RUs*



*TPM escalation process*

During all TPM WG meetings, reporting is done concerning the past TPM bilateral meetings. Problems that occur during these meetings can be identified, and possible escalation can be discussed.

If the TPM WG agrees on the escalation of a given case, the TPM Project Leader will address this case to the Management board.

The Management board can decide to tackle this issue within the higher hierarchy of the concerned IM or to escalate further.

This further escalation can imply three decisions: the MB can decide if this case will be discussed in a RAG meeting (for problems concerning all RUs), in a bi- or multilateral meeting with the involved RU representatives to the RAG, or to escalate immediately to the Executive board of the Corridor.

e. Used tools

i. RNE Train Information System (TIS)

The Train Information System (TIS) supports international train management by delivering real-time train data concerning international passenger and freight trains. The tool allows tracking the complete train run of an international train across European borders. TIS serves as a source of information for international quality analysis, e.g. TPM.

TIS data is based on the standard UIC data exchange process. Most RFC North Sea-Mediterranean routes are currently covered by TIS.

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. All collected data for the train runs, is accessible in TIS.

**Annexes:****Annex 3A List of the terminals along the Corridor**

Mentioned in Section 3.

<b>Country</b>	<b>Terminal Name</b>	<b>Handover Point</b>	<b>Link to Terminal Description (if provided)</b>
NL	<b>Pernis Combi Terminal</b>	Pernis	<a href="#">link</a>
NL	<b>CdMR Terminal</b>	Kijfhoek Noord	<a href="#">link</a>
NL	<b>Rotterdam Maasvlakte</b>	Maasvlakte	<a href="#">link</a>
NL	<b>ECT Delta Terminal</b>	Europoort	<a href="#">link</a>
NL	<b>Rotterdam RSC</b>	Europoort	<a href="#">link</a>
NL	<b>Moerdijk</b>	Lage Zwaluwe	<a href="#">link</a>
NL	<b>Kijfhoek</b>	Kijfhoek Noord	N/A
NL	<b>Port of Vlissingen / Sloehaven</b>	Vlissingen	<a href="#">link</a>
NL	<b>Rietlanden</b>	Amsterdam-Westhaven	<a href="#">link</a>
NL	<b>OBA Bulk Terminal Amsterdam</b>	Houtrakpolder	<a href="#">link</a>

BE	<b>Antwerpen Cirkeldyk</b>	Antwerpen Haven bundel Berendrecht	N/A
BE	<b>Antwerp Zomerweg Terminal (AZT)</b>	Antwerpen Haven bundel Angola	
BE	<b>DP World Antwerp Gateway</b>	Antwerpen bundel Zuid	<a href="https://www.dpworld.com/en/antwerp/connectivity/rail">https://www.dpworld.com/en/antwerp/connectivity/rail</a>
BE	<b>Hupac Terminal Antwerpen</b>	Antwerpen Haven bundel Oorderen	N/A
BE	<b>Lineas intermodal Main Hub Antwerp</b>	Antwerpen Haven bundel A1	N/A
BE	<b>Combinant</b>	Antwerpen Haven bundel B3	<a href="#">Rail Facilities Portal</a> (a direct link is not possible – search for the terminal in the portal)
BE	<b>ATO (Associated Terminal Operators)</b>	Antwerpen Haven bundel Angola	N/A
BE	<b>PSA Noordzee Terminal</b>	Antwerpen Haven bundel Buitenschuur	N/A
BE	<b>PSA Europa Terminal</b>	Antwerpen Haven bundel Oudendijk 1	N/A



BE	<b>SHIPIT</b>	Antwerpen bundel Zuid	N/A
BE	<b>MSC/PSA European Terminal (MPET)</b>	Antwerpen bundel Zuid	<a href="https://www.psa-antwerp.be/nl/mpet/spoortoegang">https://www.psa-antwerp.be/nl/mpet/spoortoegang</a>
BE	<b>Antwerpen-Noord MY</b>		<a href="https://infrabel.be/en/networkstatement">https://infrabel.be/en/networkstatement</a> (see annexe E.5 of the NS)
BE	<b>Antwerpen-Schijnpoort</b>	Antwerpen Schijnpoort	<a href="https://infrabel.be/en/networkstatement">https://infrabel.be/en/networkstatement</a> (see chapter 7 of the NS)
BE	<b>Terminal Container Athus</b>	Athus	N/A
BE	<b>Trimodal Terminal Brussels</b>	Schaerbeek	N/A
BE	<b>Charleroi Dry Port</b>	Châtelet	N/A
BE	<b>Mercator dok Multimodal Terminal (MMT)</b>	Bundel Mercator	N/A
BE	<b>Interface Terminal Gent - ITG</b>	Bundel Zandeken	N/A
BE	<b>Ghlin-Badour-Sud</b>	Ghlin	N/A
BE	<b>La Louvière Garocentrale</b>	La Louvière Gare industrielle	N/A

BE	<b>Delcaterminal (L.A.R.)</b>	Lauwe L.A.R.	
BE	<b>Trilogiport</b>	Bressoux	N/A
BE	<b>Liège Container Terminal</b>	Kinkempo is-Réception	N/A
BE	<b>Liège Logistics Intermodal</b>	Kinkempo is-Réception	<a href="https://infrabel.be/sites/default/files/generated/files/paragraphe/20200506_Description_IdS_LLI.pdf">https://infrabel.be/sites/default/files/generated/files/paragraphe/20200506_Description_IdS_LLI.pdf</a>
BE	<b>Ambrogio</b>	Muizen goederen	N/A
BE	<b>Ardenne Logistics</b>	Neufchâteau	N/A
BE	<b>CSP Zeebrugge Terminal</b>	Zeebrugge voorhaven west	N/A
BE	<b>Container Handling Zeebrugge (CHZ)</b>	Zeebrugge Vorming	N/A
BE	<b>Terminal P&amp;O Ferries</b>	Zeebrugge voorhaven west	N/A
BE	<b>2XL</b>	Zeebrugge Vorming	N/A
BE	<b>Zeebrugge International Port</b>	Zeebrugge voorhaven west	N/A
LU	<b>Belval-Usines</b>	Belval-Usines	N/A

LU	<b>Bettembourg - Dudelange</b>	Bettembourg	<a href="#">link</a>
LU	<b>Differdange</b>	Differdange	N/A
LU	<b>Esch/Alzette</b>	Esch/Alzette	N/A
LU	<b>Luxembourg</b>	Luxembourg	N/A
LU	<b>Port de Mertert / Luxport S.A.</b>	Mertert	<a href="#">link</a>
LU	<b>Pétange</b>	Pétange	N/A
FR	<b>Ambérieu</b>	Ambérieu	N/A
FR	<b>Aulnoye-Aymeries</b>	Aulnoye-Aymeries	N/A
FR	<b>Badan</b>	Badan	N/A
FR	<b>Blainville</b>	Blainville	N/A
FR	<b>Bonneuil-sur-Marne</b>	Bonneuil-sur-Marne	N/A
FR	<b>Port de Boulogne</b>	Boulogne-sur-Mer	<a href="#">link</a>
FR	<b>Bourg-en-Bresse</b>	Bourg-en-Bresse	N/A
FR	<b>Port de Calais</b>	Calais	<a href="#">link</a>
FR	<b>Calais Fréthun</b>	Calais	N/A
FR	<b>Chalindrey</b>	Chalindrey	N/A

FR	<b>Aproport CHALON</b>	Chalon-sur-Saône	<a href="#">link</a>
FR	<b>Colmar-Neufbrisch</b>	Colmar	<a href="#">link</a>
FR	<b>Delta 3</b>	Dourges	<a href="#">link</a>
FR	<b>Dunkerque (Grande Synthe)</b>	Dunkerque	N/A
FR	<b>Port de Dunkerque</b>	Dunkerque	<a href="#">link</a>
FR	<b>Port de Nancy/Frouard</b>	Frouard	<a href="#">link</a>
FR	<b>Gennevilliers</b>	Gennevilliers	<a href="#">link</a>
FR	<b>Gevrey</b>	Gevrey-Chambertin Faisceau Plateforme Multimodale	N/A
FR	<b>Hausbergen</b>	Hausbergen	N/A
FR	<b>Is sur Tille</b>	Is sur Tille	N/A
FR	<b>Le Bourget</b>	Le Bourget	N/A
FR	<b>Lérrouville</b>	Lérrouville	N/A
FR	<b>Port fluvial de Lille</b>	Lille	<a href="#">link</a>
FR	<b>Lyon Port Edouard Herriot</b>	Lyon	<a href="#">link</a>

	<b>(idem Lyon terminal 2)</b>		
FR	<b>Aproport Mâcon</b>	Mâcon-port-fluvial	<a href="#">link</a>
FR	<b>Intramar</b>	Marseille	N/A
FR	<b>Trimet</b>	Marseille	N/A
FR	<b>TAS et CAT</b>	Marseille	N/A
FR	<b>Marseille Manutention</b>	Marseille	<a href="#">link</a>
FR	<b>Distriport</b>	Fos-sur-Mer	N/A
FR	<b>Seayard</b>	Fos-sur-Mer	<a href="#">link</a>
FR	<b>Eurofos</b>	Fos-sur-Mer	<a href="#">link</a>
FR	<b>Zone de Services Portuaires</b>	Fos-sur-Mer	N/A
FR	<b>Nicolas Frères</b>	Fos-sur-Mer	<a href="#">link</a>
FR	<b>Sosersid</b>	Fos-sur-Mer	<a href="#">link</a>
FR	<b>SEPT</b>	Fos-sur-Mer	N/A
FR	<b>Everé</b>	Fos-sur-Mer	N/A
FR	<b>Carfos</b>	Fos-sur-Mer	N/A
FR	<b>Metz port</b>	Woippy	<a href="#">link</a>

FR	<b>Metz-Sablon</b>	Woippy	N/A
FR	<b>Mulhouse-Nord</b>	Mulhouse	N/A
FR	<b>Mulhouse [Ottmarsh eim]</b>	Mulhouse	<a href="#">link</a>
FR	<b>Champigneulles (Nancy)</b>	Champigneulles	N/A
FR	<b>Noisy-le-Sec</b>	Noisy-le-Sec	N/A
FR	<b>Technoport</b>	Pagny sur Saône	<a href="#">link</a>
FR	<b>Perrigny</b>	Perrigny	N/A
FR	<b>Prouvy (Valenciennes)</b>	Prouvy	N/A
FR	<b>Saint Germain au Mont d'Or</b>	Saint Germain au Mont d'Or	N/A
FR	<b>Sibelin</b>	Sibelin	N/A
FR	<b>Somain</b>	Somain	N/A
FR	<b>Port Autonome de Strasbourg</b>	Strasbourg-Port-du-Rhin	<a href="#">link 1 (marshalling yard)</a>
FR			<a href="#">link 2 (intermodal)</a>
FR	<b>Tergnier</b>	Tergnier	N/A
FR	<b>Thionville</b>	Thionville	N/A
FR	<b>Ports de Thionville-Illange et Metz Nord</b>	Thionville	<a href="#">link</a>

FR	<b>Valenton</b>	Valenton	N/A
FR	<b>Vénissieux</b>	Vénissieux	N/A
FR	<b>Woippy</b>	Woippy	N/A
FR	<b>Badan</b>	Grigny	N/A
FR	<b>Chasse-sur-Rhône</b>	Chasse-sur-Rhône	N/A
FR	<b>GIE Osiris</b>	Roussillon	<a href="#">link</a>
FR	<b>Compagnie Nationale du Rhône Salaise</b>	Salaise	<a href="#">link</a>
FR	<b>St-Rambert-d'Albon</b>	St-Rambert-d'Albon	N/A
FR	<b>Plateforme militaire des Combeaux</b>	Valence	N/A
FR	<b>Portes</b>	Portes-lès-Valence	N/A
FR	<b>Portes CNR</b>	Portes-lès-Valence	<a href="#">link</a>
FR	<b>Le Teil</b>	Le Teil	N/A
FR	<b>Port de Marseille</b>	Marseille + Fos-sur-Mer	<a href="#">link</a>
CH	<b>Basel Birsfelden Hafen</b>	Basel St Jacob	<a href="#">link</a>

CH	<b>Frenkendorf-Füllinsdorf</b>	Basel St Jacob	<a href="#">link</a>
CH	<b>Basel Kleinhüningen Hafen</b>	Basel St Jacob	<a href="#">link</a>
CH	<b>Basel Auhafen</b>	Basel St Jacob	<a href="#">link</a>
CH	<b>Basel CT</b>	Basel St Jacob	N/A
CH	<b>Basel SBB RB</b>	Basel St Jacob	N/A

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

Mentioned in 4.3.1, 4.2.4, 4.3.4.10 and 4.3.4.11

The FCA can be consulted and downloaded via following link:

[https://www.rfc-northsea-med.eu/sites/rfc2.eu/files/telechargements/exbonsm\\_decision\\_181212\\_fca\\_en.pdf](https://www.rfc-northsea-med.eu/sites/rfc2.eu/files/telechargements/exbonsm_decision_181212_fca_en.pdf)

#### **Annex 4.B Table of deadlines**

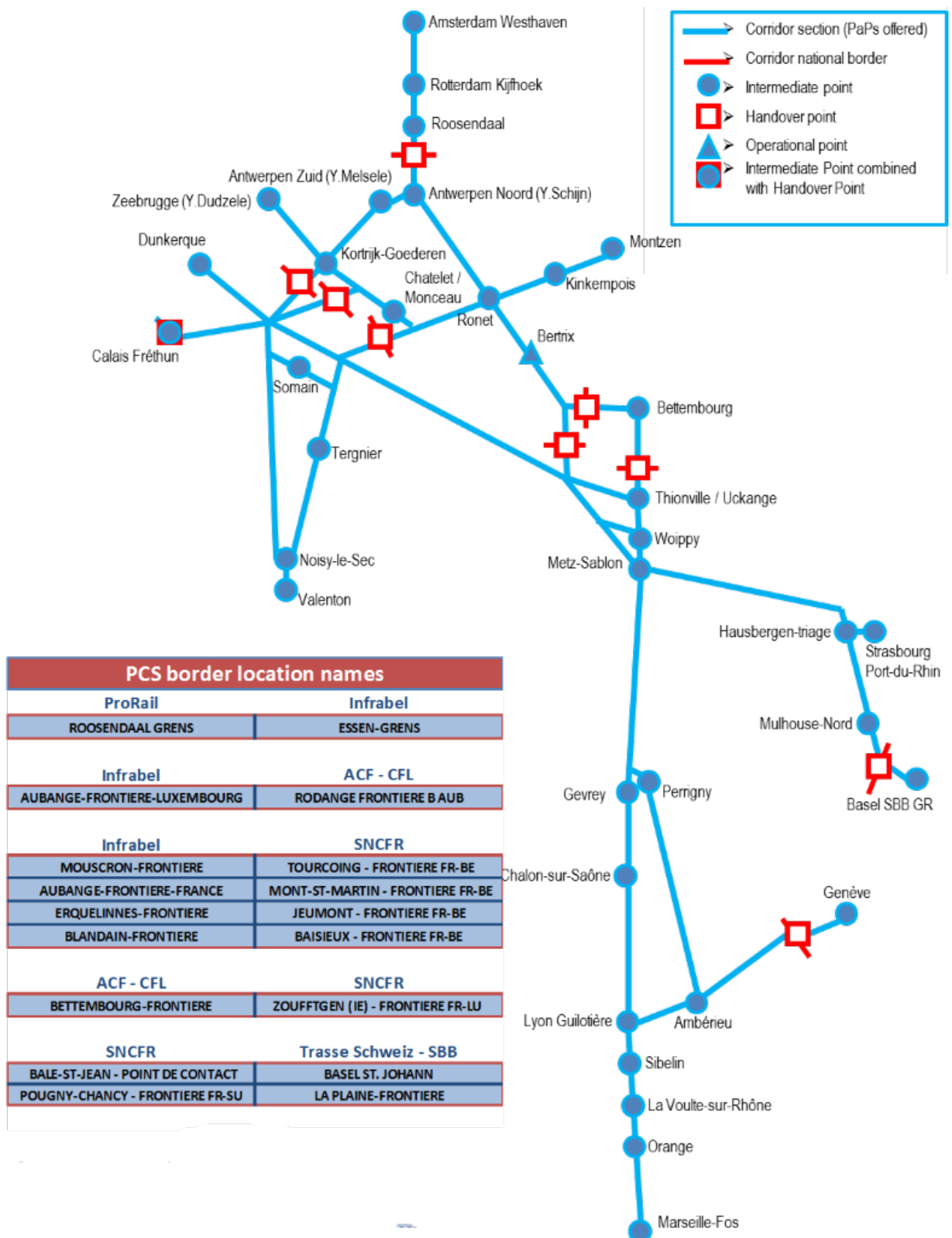
Date / Deadline	Date in X-System	Description of Activities
11 January 2021	X-11	Publication of PaP Catalogue
11 January 2021 – 25 January 2021	X-11 – X-10.5	Correction phase (corrections of errors to published PaPs)
12 April 2021	X-8	Last day to request a PaP



19 April 2021		Last day to inform applicants about the alternative PaP offer
26 April 2021	X-7.5	Last day for C-OSS to send PaP pre-booking information to applicants
5 July 2021	X-5	Publication of draft timetable
6 July 2021 – 6 August 2021	X-5 – X-4	Observations and comments from applicants
27 April 2021 – 18 October 2021	X-7.5 – X-2	Late path request application phase via the C-OSS
24 August 2021 – 15 November 2021	X-3.5 – X-1	Late path request allocation phase
23 August 2021	X-3.5	Publication of final offer
28 August 2021	X-3	Acceptance of final offer
11 October 2021	X-2	Publication of RC
12 December 2021	X	Timetable change
19 October 2021 – 9 December 2022	X-2 - X+12	Application and allocation phase for RC

#### **Annex 4.C Maps of the Corridor**

Mentioned in 4.3.4.2, 4.3.4.4, 4.3.4.5



### Annex 4.D Specificities on specific PaP sections on the Corridor

Mentioned in 4.3.4.3

#### **Annex 4.D-1 Netherlands / ProRail**

All PaPs on ProRail sections are published in PCS as Flex PaPs. Only the displayed timetable is guaranteed. Border times should be respected in all cases.

Specific rules apply for the section 'Roosendaal – Kijfhoek' in the scope of the TTR pilot Antwerp-Rotterdam. PaPs are published for the annual timetable (normal PaPs) or for rolling planning. For the latter a specific procedure applies. These PaPs are identified in January via the pilot capacity model and the RFC North Sea-Med PaP catalogue, but can only be ordered via PCS and the RFC North Sea-Med C-OSS from X-4 (before the first scheduled train run). More information can be found in the Pilot Information Document which can be found [here](#).

#### **Annex 4.D-2 Belgium / 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. Border times should be respected in all cases.

Specific rules apply for the section 'Y.Schijn – Essen grens' in the scope of the TTR pilot Antwerp-Rotterdam. PaPs are published for the annual timetable (normal PaPs) or for rolling planning. For the latter a specific procedure applies. These PaPs are identified in January via the pilot capacity model and the RFC NSM PaP catalogue, but can only be ordered via PCS and the RFC NSM C-OSS from X-4 (before the first scheduled train run). More information can be found in the Pilot Information Document which can be found [here](#).

#### **Annex 4.D-3 Luxemburg / 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. Border times should be respected in all cases.

#### **Annex 4.D-4 Switzerland / SBB / TVS**

All PaPs on SBB/TVS 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. Border times should be respected in all cases.

Additionally, the following elements should be respected when placing a path request:

<b>Section / Location</b>	<b>Parameter</b>	<b>Condition</b>
<b>Stopping time in border shunting yard</b>	Basel from / to France	standard 60 minutes / max 90 minutes

#### **Annex 4.D-5 France / 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. Border time should be respected in all cases.

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

Mentioned in 4.3.4.11

	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	Erquelinnes 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

SN CF R	S14	Zoufftgen Frontière - Thionville	S13	15
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	<b>S15</b>	Mont Saint Martin Frontière - Thionville	<b>S7d</b>	<b>69.5</b>
	<b>S16</b>	Thionville - Metz		<b>34.3</b>
	<b>S17</b>	Metz - Strasbourg		<b>159.9</b>
	<b>S18</b>	Strasbourg - St.Louis Frontière	<b>S34</b>	<b>138.3</b>
	<b>S19</b>	Metz - Toul		<b>71.5</b>
	<b>S20</b>	Toul - Dijon		<b>194.6</b>
	<b>S21</b>	Dijon - Ambérieu		<b>193.8</b>
	<b>S22</b>	Dijon - Lyon		<b>196.7</b>
	<b>S23</b>	Tourcoing Frontière - Lille	<b>S6</b>	<b>15.6</b>
	<b>S24</b>	Baisieux Frontière - Lille	<b>S8</b>	<b>11.3</b>
	<b>S25</b>	Lille - Dunkerque		<b>95.6</b>
	<b>S26</b>	Lille - Calais	<b>S36</b>	<b>99.8</b>
	<b>S27</b>	Lille - Somain		<b>42.8</b>
	<b>S28</b>	Lille - Valenciennes		<b>47.8</b>
	<b>S29</b>	Lille - Paris		<b>242.8</b>
	<b>S30</b>	Jeumont Frontière - Somain	<b>S9</b>	<b>81.3</b>
	<b>S31</b>	Somain - Tergnier		<b>99.6</b>
	<b>S32</b>	Tergnier - Paris		<b>175.9</b>
	<b>S33</b>	Valenciennes - Thionville		<b>272.8</b>
	<b>S34</b>	Lyon - Marseille		<b>341.2</b>
	<b>S35</b>	Ambérieu - Pougny-Chancy Frontière	<b>S41</b>	<b>100.8</b>

<b>SBB-TVS</b>	<b>S40</b>	St.Johann Grenze - Basel SBB RB	<b>S18</b>	<b>11</b>
	<b>S41</b>	La Plaine Frontière - Geneva (La Praille)	<b>S35</b>	<b>18</b>