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Rail Freight Corridor
North Sea – Baltic

RFC North Sea – Baltic Corridor Information Document

Book 4 Procedures for Capacity and Traffic Management

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starting in January 2020, ending in December 2021

Timetable 2021



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Table of contents

1	Introduction	7
2	Corridor OSS.....	8
2.1	Function.....	8
2.2	Contact.....	8
2.3	Corridor language	8
2.4	Tasks of the C-OSS.....	8
2.4.1	Path register	10
2.5	Tool	10
3	Capacity allocation	10
3.1	Framework for Capacity Allocation.....	10
3.2	Applicants	11
3.3	Requirements for requesting capacity	12
3.4	Annual timetable phase	13
3.4.1	Products	13
3.4.1.1	PaPs.....	13
3.4.1.2	Schematic corridor map.....	14
3.4.1.3	Features of PaPs	15
3.4.1.4	Multiple corridor paths	16
3.4.1.5	PaPs on overlapping sections.....	16
3.4.1.6	Feeder, outflow and tailor-made paths.....	17
3.4.2	Handling of requests.....	18
3.4.2.1	Leading tool for the handling of capacity requests	18
3.4.2.2	Check of the applications.....	19
3.4.3	Pre-booking phase	19
3.4.3.1	Priority rules in capacity allocation	20
3.4.3.2	Network PaP.....	20
3.4.3.3	Priority rule in case no Network PaP is involved	21
3.4.3.4	Priority rule if a Network PaP is involved in at least one of the conflicting requests.....	21
3.4.3.5	Random selection.....	22
3.4.3.6	Special cases of requests and their treatment	22
3.4.3.7	Result of the pre-booking.....	23
3.4.3.8	Handling of non-requested PaPs	24
3.4.4	Path elaboration phase.....	24
3.4.4.1	Preparation of the (draft) offer.....	24
3.4.4.2	Draft offer	24



3.4.4.3	Observations	25
3.4.4.4	Post-processing	25
3.4.5	Final offer	25
3.5	Late path request phase	25
3.5.1	Product	25
3.5.1.1	Multiple corridor paths	26
3.5.1.2	Late paths on overlapping sections	26
3.5.2	Handling of requests	26
3.5.2.1	Leading tool for late path requests	26
3.5.2.2	Check of the applications	27
3.5.3	Pre-booking	27
3.5.4	Path elaboration	27
3.5.5	Late request offer	27
3.6	Ad-hoc path request phase	28
3.6.1	Product	28
3.6.1.1	Reserve capacity (RC)	28
3.6.1.2	Multiple corridor paths	29
3.6.1.3	Reserve capacity on overlapping sections	29
3.6.1.4	Feeder, outflow and tailor-made paths	30
3.6.2	Handling of requests	30
3.6.2.1	Leading tool for ad-hoc requests	30
3.6.2.2	Check of the applications	30
3.6.3	Pre-booking	30
3.6.4	Path elaboration	30
3.6.5	Ad-hoc request offer	30
3.7	Request for changes by the applicant	31
3.7.1	Modification	31
3.7.2	Withdrawal	31
3.7.2.1	Overview of withdrawal fees and deadlines	31
3.7.3	Transfer of capacity	32
3.7.4	Cancellation	32
3.7.4.1	Addressing and form of a cancellation	32
3.7.4.2	Overview of cancellation fees and deadlines	32
3.7.5	Unused paths	37
3.7.5.1	Overview of fees for unused paths	37
3.8	Exceptional transport and dangerous goods	38



3.8.1 Exceptional transport	38
3.8.2 Dangerous goods	38
3.9 Rail related services	38
3.10 Contracting and invoicing	38
3.11 Appeal procedure	39
4 Coordination and Publication of planned Temporary Capacity Restrictions	39
4.1 Goals	39
4.2 Legal background	40
4.3 Coordination process of corridor relevant TCRs	40
4.3.1 Timeline for coordination	40
4.3.2 Coordination between neighbouring IMs (first level of coordination)	40
4.3.3 Coordination at Corridor level (second level of coordination)	41
4.3.4 Conflict resolution process	41
4.4 Involvement of applicants	41
4.5 Publication of TCRs	41
4.5.1 Criteria for publication	41
4.5.2 Dates of publication	42
4.5.3 Tool for publication	42
4.6 Legal disclaimer	43
5 Traffic management	43
5.1 Cross-border section information	43
5.1.1 Technical features and operational rules	44
5.1.2 Cross-border agreements	45
5.2 Priority rules in traffic management	45
5.3 Traffic management in the event of disturbance	45
5.3.1 Communication procedure	46
5.3.2 Operational scenarios on the Corridor in the event of disturbance	46
5.3.3 Allocation rules in the event of disturbance	46
5.4 Traffic restrictions	46
5.5 Dangerous goods	47
5.6 Exceptional transport	47
6 Train performance management	47
Annex 4.A Framework for Capacity Allocation	49
Annex 4.B Table of deadlines	50
Annex 4.C Maps of Corridor North Sea - Baltic	51
Annex 4.D Specificities on specific PaP sections on Corridor North Sea - Baltic	52



Annex 4.E Table of distances (PaP sections)	53
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1 Introduction

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

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


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

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

In addition, specific rules and terms on capacity allocation are applicable to parts of the corridors which the management board of the particular corridors decide upon. These rules and terms are described and defined in Annex 4 of the *Framework for Capacity Allocation* and refer to the pilot that is being conducted to test the results of the RNE-FTE project 'Redesign of the international timetabling process' (TTR) on the following lines:

The lines concerned are


- RFC North Sea-Mediterranean: Rotterdam - Antwerp
- RFC Scandinavian-Mediterranean: Munich - Verona
- RFC Atlantic: Mannheim - Miranda de Ebro
- RFC Baltic-Adriatic: Breclav – Tarvisio-B./Jesenice/Spielfeld

	Corridor North Sea - Baltic
Corridor North Sea - Baltic does not participate in a TTR pilot project.	

For all other sections of the above corridors, the rules described in this Book 4 apply.

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

A general glossary can be found in the annex of the CID Book 1, which is harmonised over all corridors and is available under the following link:

	Corridor North Sea - Baltic
http://rne.eu/wp-content/uploads/RNE_NS_CID_Glossary_2019_final.xlsx	



2 Corridor OSS

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

2.1 Function


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

2.2 Contact

 Corridor North Sea - Baltic	
Address	C-OSS RFC North Sea - Baltic Mainzer Landstr. 203 D-60326 Frankfurt am Main Germany
Phone	Phone: +49 69 265 26778 Mobile: +49 160 9745 7524
Email	coss@rfc8.eu

2.3 Corridor language

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

 Corridor North Sea - Baltic
The C-OSS has beside English no additional official languages for correspondence.

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, running days calendar 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
 - Manage the resolution of conflicting requests through consultation where applicable
 - In case of conflicting requests, take a decision on the basis of priority rules adopted by the Executive Board (Ministries responsible for transport) along Corridor North Sea - Baltic (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

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.

2.5 Tool

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

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

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

3 Capacity allocation

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

3.1 Framework for Capacity Allocation

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

- Annex 4.A Framework for Capacity Allocation



Decision of the Executive Board of Rail Freight Corridor North Sea - Baltic adopting the Framework for capacity allocation on the Rail Freight Corridor North Sea – Baltic (FCA), was signed by the chairperson on behalf of the Executive Board on 05.10.2020.

The document is available under:

http://rfc8.eu/files/public/uploads/Downloads/Framework_for_capacity_allocation_v.12.10.2020.pdf

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

3.2 Applicants

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

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 North Sea - Baltic CID and, in particular, its Book 4,
- complies with all conditions set by applicable legislation and by the IMs/ABs involved in the paths it has requested, including all administrative and financial requirements,
- shall provide all data required for the path requests,
- accepts the provisions of the national network statements 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.



Corridor North Sea - Baltic

An overview of the deadlines of the IMs/ABs on Corridor North Sea-Baltic (extract from the different network statements) is listed below.



IM/AB	Deadline
ProRail, Netherlands	30 days before traffic day
Infrabel, Belgium	7 days before the first running day
DB Netz AG, Germany	30 days before first running day
Správa železnic, Czech Republic	Time of Path Request
PKP PLK, Poland	In yearly TT till 05 th of June 2020, In a mode other than yearly TT Time of Path Request
LTG Infra, Lithuania	Time of Path Request
LatRailNet, Latvia	Time of Path Request
Eesti Raudtee, Estonia	Time of Path Request

3.3 Requirements for requesting capacity

Corridor North Sea - Baltic 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 chapter 2.5. Details are explained in the PCS User Manual <http://cms.rne.eu/pcs/pcs-documentation/pcs-basics>)
- it must cross at least one border on a corridor
- it must comprise a train run from origin to destination, including 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.

 Corridor North Sea - Baltic
No corridor specific requirements for additional cases on RFC North Sea – Baltic.

3.4 Annual timetable phase


3.4.1 Products

3.4.1.1 PaPs

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

PaPs constitute an off-the-shelf capacity product for international rail freight services. In order to meet the applicants' need for flexibility and the market demand on Corridor North Sea – Baltic, PaPs are split up in several sections, instead of being supplied as entire PaPs, as for example from Y. Schijn to Šeštokai. 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.

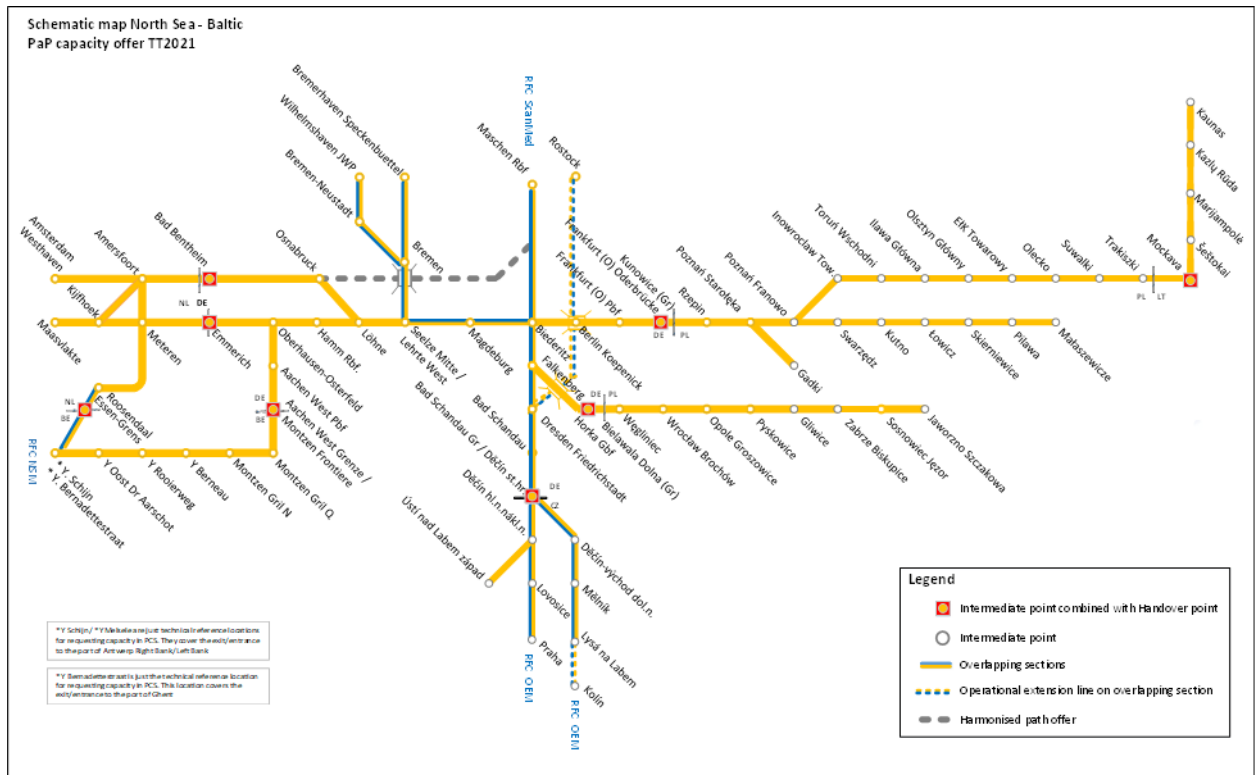
A catalogue of PaPs is published by the C-OSS in preparation of each timetable period. It is published in PCS and on the Corridor's website.

 Corridor North Sea - Baltic
<p>The PaP catalogue can be found under the following link: http://rfc8.eu/our-offer/pre-arranged-paths/</p> <p>Corridor North Sea – Baltic offers in addition:</p> <p>Operational extension lines on overlapping sections between</p> <ul style="list-style-type: none">- Děčín and Rostock Seehafen;- Lysá nad Labem and Kolín <p>Harmonized path offer between:</p> <ul style="list-style-type: none">- Osnabrück and Maschen

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.



3.4.1.2 Schematic corridor map



Corridor North Sea - Baltic


A schematic map of the Corridor North Sea – Baltic can be found in Annex 4.C.

Symbols in schematic corridor map:

Nodes along the Corridor North Sea - Baltic, 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

3.4.1.3 Features of PaPs


The capacity offer on a Corridor has the following features:

A PaP timetable is published containing:

- 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 3.4.1.2) 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 has to be respected).
 - Applicants are free to include their own requirements in their PaP request within the parameters mentioned in the PaP catalogue.
 - Where applicable, the indication of standard journey times for each corridor section has to be respected.
 - Optional: Intermediate Points (as defined in Chapter 3.4.1.2) without fixed times. Other points on the Corridor may be requested.
 - Optional: Operational Points (as defined in Chapter 3.4.1.2) without fixed times.

Requests for changes outside of the above-mentioned flexibility have to be examined by the IMs/ABs concerned if they accept the requests. The changes can only be accepted if they are feasible.

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

	Corridor North Sea - Baltic
<p>Corridor North Sea – Baltic offers:</p> <ul style="list-style-type: none"> - FixPaPs on the sections in the Netherlands and Belgium; - FlexPaPs with a bandwidth approach on the sections in Germany, Czech Republic, Poland and Lithuania. 	



Times in FlexPaPs can be modified within the bandwidth of the originally published PaP. Bandwidths are defined and displayed in Annex 4D.

3.4.1.4 Multiple corridor paths

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

Multiple corridor paths on Corridor North Sea - Baltic are displayed in the PaP catalogue.



Corridor North Sea - Baltic

Corridor North Sea – Baltic provides multiple PaPs in cooperation with Corridor Orient/East-Med.

3.4.1.5 PaPs on overlapping sections

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



Corridor North Sea - Baltic

Overlapping section with partly common offer	Involved RFCs	Responsible C-OSS
Bremen – Bremerhaven	Orient/East-Med North Sea – Baltic	North Sea – Baltic
Bremen – Wilhelmshaven	Orient/East-Med North Sea – Baltic	North Sea – Baltic
Bremen – Magdeburg	Orient/East-Med North Sea – Baltic	North Sea – Baltic
Hamburg – Magdeburg	Orient/East-Med North Sea – Baltic	North Sea – Baltic
Magdeburg – Dresden	Orient/East-Med North Sea – Baltic	North Sea – Baltic



Rostock – Dresden	Orient/East-Med North Sea – Baltic	North Sea – Baltic
Dresden - Děčín	Orient/East-Med North Sea – Baltic	North Sea – Baltic
Děčín – Lovosice - Praha	Orient/East-Med North Sea – Baltic	North Sea – Baltic
Děčín –Melník - Kolín	Orient/East-Med North Sea - Baltic	North Sea – Baltic
Y-Schijn - Roosendaal	North Sea – Mediterranean North Sea – Baltic	North Sea - Baltic
Description of common offers on overlapping sections on Corridor North Sea - Baltic can be found on a map in Annex 4C.		

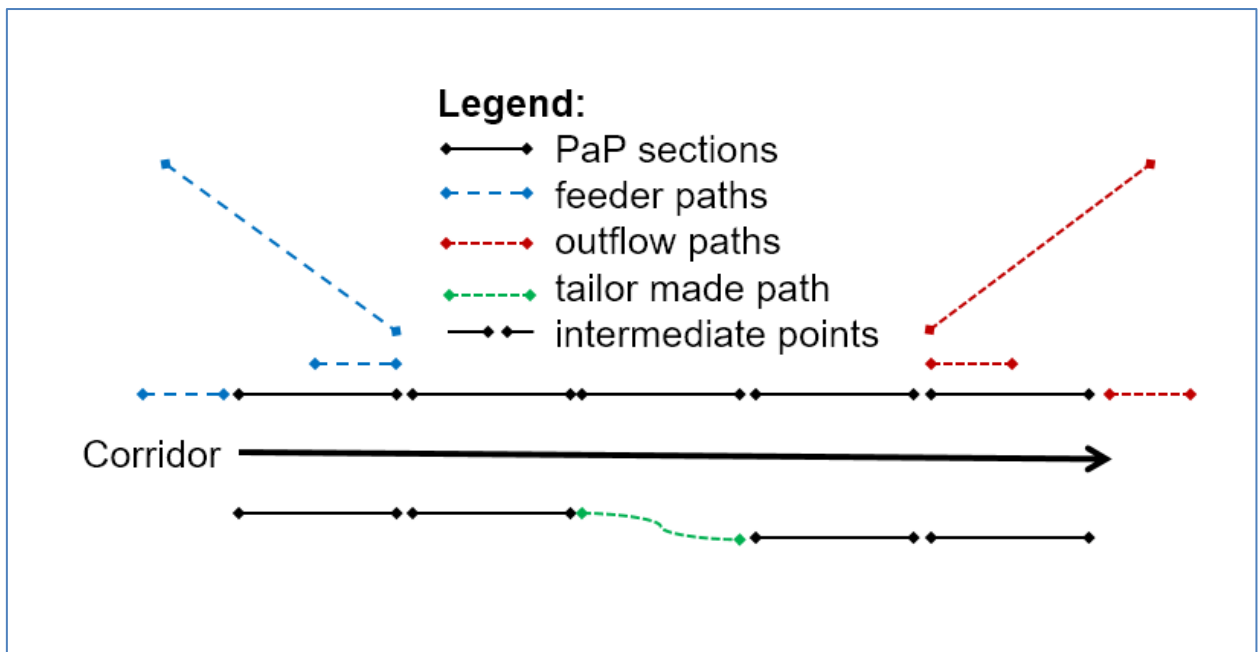
3.4.1.6 Feeder, outflow and tailor-made paths

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

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

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

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



3.4.2 Handling of requests

The C-OSS 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.

3.4.2.1 Leading tool for the handling of capacity requests


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

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

Phase	Application (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 tools/PCS	National tool/PCS



Additional tool			Email (for pre-booking information)						
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	Corridor North Sea - Baltic
All requests for modification and / or cancellation after X-4 must be placed by IM's national tool only	

3.4.2.2 Check of the applications


The C-OSS assumes that the applicant has accepted the published PaP characteristics by requesting the selected PaP. However, 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).

	Corridor North Sea - Baltic
No additional checks on Corridor North Sea – Baltic.	

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 Chapter 3.4.3.1). The different corridors can thus be seen as part of one combined network.

3.4.3 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 Chapter 3.4.3.1.



On behalf of the IMs/ABs concerned and according to the result of the application of the priority rules - as detailed in 3.4.3.1 - 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.

3.4.3.1 Priority rules in capacity allocation


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

- A) A resolution through consultation may be promoted and performed between applicants and the C-OSS, if the following criteria are met:
 - 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 Chapter 3.4.3.3 and 3.4.3.4 of this Book 4.
 - a. Cases where no Network PaP is involved (see 3.4.3.3)
 - b. Cases where Network PaP is involved in at least one of the requests (see 3.4.3.4)

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


- C) Random selection (see 3.4.3.5).

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.

 <p>Rail Freight Corridor North Sea – Baltic</p>	Corridor North Sea - Baltic
Corridor North Sea - Baltic does not apply the resolution through consultation.	

3.4.3.2 Network PaP

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

 <p>Rail Freight Corridor North Sea – Baltic</p>	Corridor North Sea - Baltic
Corridor North Sea – Baltic does not designate any Network PaPs.	



3.4.3.3 Priority rule in case no Network PaP is involved

The priority is calculated according to this formula:

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

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

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

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

K = The rate for priority

All lengths are counted in kilometres.

The method of applying this formula is:

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

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

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

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

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 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 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.

3.4.3.5 Random selection

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

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

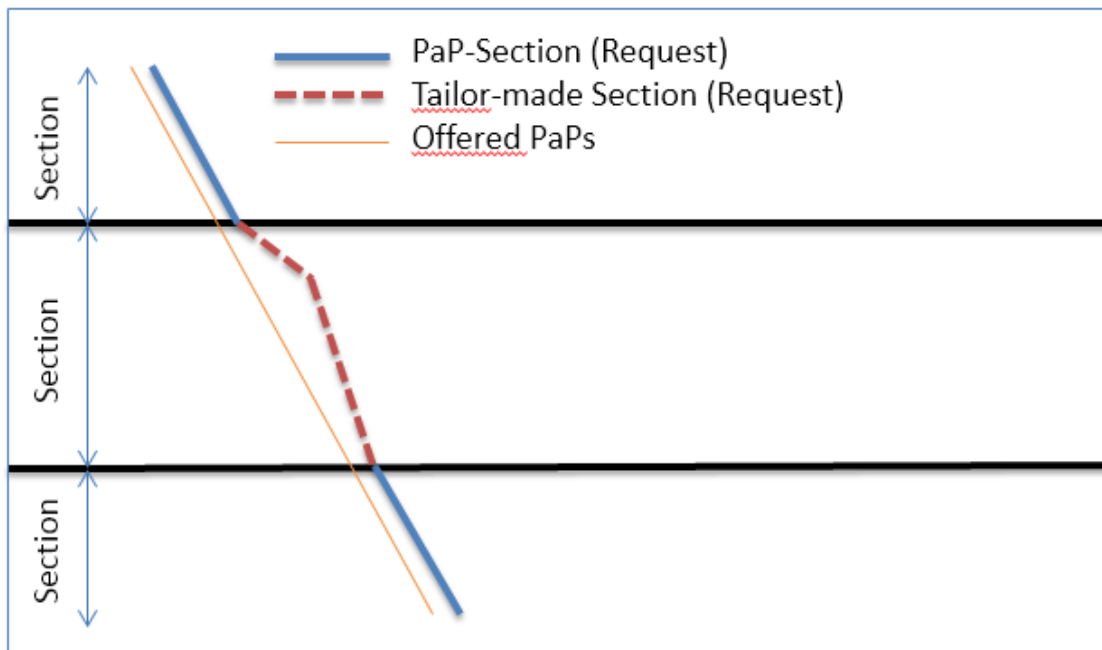
	Corridor North Sea - Baltic
Corridor North Sea - Baltic uses the above described random selection.	

3.4.3.6 Special cases of requests and their treatment

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

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

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



These requests will be taken into consideration, depending on the 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 end of the last continuous PaP section. No sections between the origin and the interruption of the PaP sections will be pre-booked; they will be treated as tailor-made.
- 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.

3.4.3.7 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.

3.4.3.8 Handling of non-requested PaPs

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

- A) After pre-booking, all non-requested PaPs are handed over to the IM/AB.
- B) The MB takes a decision regarding the 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.

	Corridor North Sea - Baltic
Corridor North Sea - Baltic handles non-requested PaPs according to A above.	

3.4.4 Path elaboration phase

3.4.4.1 Preparation of the (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.

3.4.4.2 Draft offer

At the RNE draft timetable deadline (X-5) the C-OSS communicates the draft timetable offer for every handled request concerning pre-booked PaPs including feeder and/or outflow, tailor-made



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

3.4.4.3 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 Chapter 3.7.1 (without further involvement of the C-OSS).

3.4.4.4 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.

3.4.5 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.

	Corridor North Sea - Baltic
Corridor North Sea - Baltic does not include flexibility into the final offer.	


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.

3.5 Late path request phase

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

	Corridor North Sea - Baltic
Corridor North Sea - Baltic does not offer the possibility to place late path requests. The applicant can make a late path request on another corridor and request a feeder/outflow for the lines of Corridor North Sea – Baltic.	

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.

	Corridor North Sea - Baltic
Corridor North Sea - Baltic does not offer the possibility to place late path requests. The applicant can make a late path request on another corridor and request a feeder/outflow for the lines of Corridor North Sea – Baltic.	


3.5.1.1 Multiple corridor paths

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

	Corridor North Sea - Baltic
Corridor North Sea - Baltic does not offer the possibility to place late path requests. The applicant can make a late path request on another corridor and request a feeder/outflow for the lines of Corridor North Sea – Baltic.	

3.5.1.2 Late paths on overlapping sections

See Chapter 3.4.1.5.

	Corridor North Sea - Baltic
Corridor North Sea - Baltic does not offer the possibility to place late path requests. The applicant can make a late path request on another corridor and request a feeder/outflow for the lines of Corridor North Sea – Baltic.	

3.5.2 Handling of requests

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

3.5.2.1 Leading tool for late path requests

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


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



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

3.5.2.2 Check of the applications

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

	Corridor North Sea - Baltic
Corridor North Sea - Baltic does not offer the possibility to place late path requests. The applicant can make a late path request on another corridor and request a feeder/outflow for the lines of Corridor North Sea – Baltic.	

3.5.3 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”.

3.5.4 Path elaboration

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

3.5.5 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 Chapter 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.



3.6 Ad-hoc path request phase


3.6.1 Product

3.6.1.1 Reserve capacity (RC)

During the ad-hoc path request phase, the C-OSS 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.

	Corridor North Sea - Baltic
Corridor North Sea - Baltic offers RC through variant B. The timeframe for RC requests is +/- 3 hours from the reference point the applicant indicates (start or end of request).	

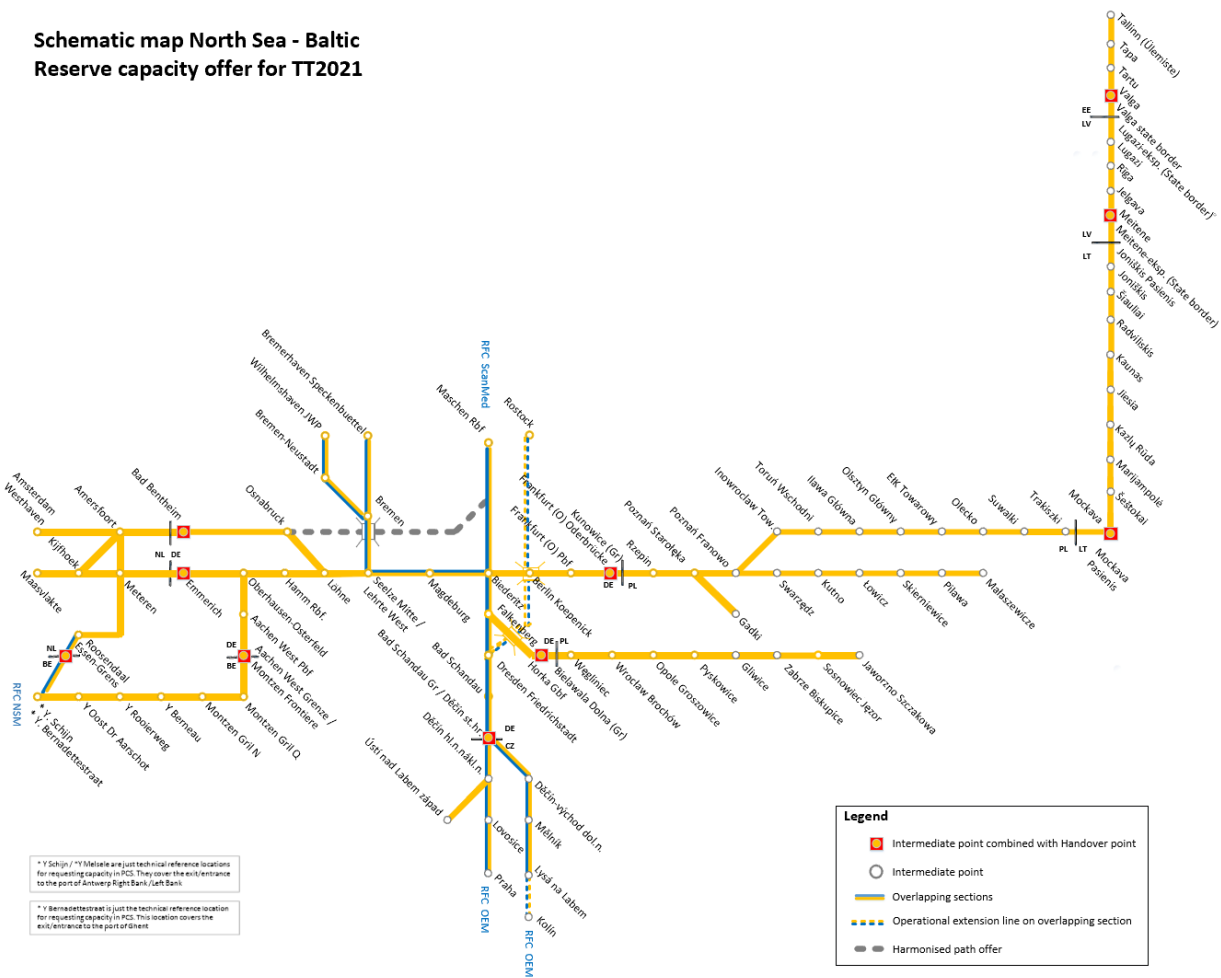
RC is published by the C-OSS at X-2 in PCS and on the website of Corridor North Sea - Baltic under the following link:

	Corridor North Sea - Baltic
Link to RC catalogue: https://pcs-online.rne.eu/pcs/#/login	

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.



**Schematic map North Sea - Baltic
Reserve capacity offer for TT2021**



Corridor North Sea - Baltic

A schematic map of the Corridor North Sea – Baltic can be found in Annex 4.C.

3.6.1.2 Multiple corridor paths

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

3.6.1.3 Reserve capacity on overlapping sections

See Chapter 3.4.1.5.



Corridor North Sea - Baltic

With Corridor Orient/East-Med there are overlapping sections between Praha/Kolín and:

- Bremerhaven;
- Wilhelmshaven;
- Hamburg;



- Rostock.

The connecting points between both corridors are Praha and Kolín. On the overlapping sections the C-OSS of Corridor North Sea - Baltic is responsible for offering and allocating Reserve Capacity. To provide a single point of contact applicants can contact the C-OSS of both corridors for further information and support.

3.6.1.4 Feeder, outflow and tailor-made paths

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

3.6.2 Handling of requests

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

3.6.2.1 Leading tool for ad-hoc requests

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

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

Phase	Application 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



Corridor North Sea - Baltic

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

3.6.2.2 Check of the applications

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

3.6.3 Pre-booking

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

3.6.4 Path elaboration

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

3.6.5 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 Chapter 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.

3.7 Request for changes by the applicant

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.


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.

3.7.2.1 Overview of withdrawal fees and deadlines

 Corridor North Sea - Baltic	
An overview of withdrawal fees and deadlines of the IMs/ABs on Corridor North Sea - Baltic (extract from the different network statements) is listed below.	
IM/AB	Withdrawal fees and deadlines
ProRail, Netherlands	No fees
Infrabel, Belgium	Free of charge
DB Netz AG; Germany	Withdrawal between X-8 – X-4: Prior to receiving a path offer from DB Netz AG, applicants may withdraw a request at any time. They will not be charged by DB



	<p>Netz AG for withdrawing a request as long as they have not received a path offer.</p> <p>RUs will be charged after having received the final offer at X-4</p>
PKP-PLK, Poland	Free of charge
Správa železnic, Czech Republic	Free of charge
LTG Infra, Lithuania	Same as cancellation, see 3.7.4.2
LatRailNet, Latvia	Free of charge
Eesti Raudtee, Estonia	Same as cancellation, see 3.7.4.2

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.


3.7.4 Cancellation

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

3.7.4.1 Addressing and form of a cancellation

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

3.7.4.2 Overview of cancellation fees and deadlines

 Corridor North Sea - Baltic	
An overview of cancellation fees and deadlines of the IMs/ABs on Corridor North Sea - Baltic (extract from the different network statements) is listed below.	
IM/AB	Cancellation fees and deadlines
ProRail, Netherlands	Time of cancellation Charge (per path) After planned departure Train path price*
	< 24 hours before departure € 10**
	Between 24 hours and 4 days € 10**
	Between 5 days and 30 days € 10**



	<p>Between 31 days and 60 days € 10**</p> <p>> 60 days before scheduled departure € 10**</p> <p>* train path charge calculated on the basis of the standard weight of the train type</p> <p>** the charge will not be differentiated in 2021 according to the time of cancellation.</p> <p>The cancellation charge is not due in the following situations:</p> <ul style="list-style-type: none"> • Force majeure: Circumstances beyond the control of the railway undertaking which, despite precautions or efforts to avoid (the effects of) these circumstances, cannot be prevented, such as terrorism, riots, fire, explosions, suicide, landslide, earthquake. The railway undertaking shall notify ProRail if it cancels a train path or does not use it in case of force majeure. ProRail will then assess whether force majeure has occurred. If the railway undertaking and ProRail change the timetable in consultation, for example in anticipation of bad weather conditions, no cancellation charge will be due. Cancellation or non-utilization of a train path due to fluctuations in market conditions, public holidays, the unavailability of related rail capacity at terminals, transshipment companies, industrial estates or foreign infrastructure managers, etc., is not a reason for not applying the cancellation charge. • No capacity at a foreign network manager: No cancellation charge is due for trains from and to foreign countries with an international train number that are cancelled by the network manager in a foreign country and cannot travel in the Netherlands as a result. • Changes to train path: Changes to the train path within a period of 18 hours before or after the scheduled departure (e.g. rescheduling in the Netherlands due to delays abroad) are not regarded as cancellations. In this case, no cancellation charge is due. • Cancellation of part of a train path: Cancellation of part of a train path is not regarded as a cancellation. In this case, no cancellation charge is due. Only if the entire train path is cancelled will a cancellation charge be applied. 	
Infrabel, Belgium	In case of cancellation or non-use of capacity without cancellation, the amount to be paid for the unused capacity is calculated as follows:	
	Non-use without cancellation or cancellation after the scheduled departure time	100%
	Cancellation less than 24 hours before the scheduled departure time	75%



	Between 24 hours and 4 days before the scheduled departure time	40%
	Between 5 days and 30 days before the scheduled departure time	25%
	Between 31 days and 60 days before the scheduled time of departure	15%
	More than 60 days before the scheduled departure time	0%
DB Netz, Germany	<p>Until 30 calendar days before the running day, a minimum cancellation fee has to be paid:</p> <ul style="list-style-type: none"> • In case of cancellations, a minimum cancellation fee is generally charged for each day of service cancelled, depending on the expense associated therewith. • No minimum cancellation fee accrues for days of service for which an increased cancellation fee is charged • The minimum cancellation fee is calculated by multiplying the timetable costs according to the working timetable by the number of train-path kilometers affected by the amendment, multiplied by the number of amended days of service. The minimum cancellation fee is limited by a maximum of € 507. <p>Calculation:</p> <p>$0,03 \times \text{number of train-path kilometers} \times \text{number of amended days of service}$.</p>	
	An increased cancellation fee is charged in case of cancellations within 30 days before departure:	
	Between 30 days and 5 days (included) before the running day	15 % of calculation basis * number of train-path kilometers * number of amended days of service.
	Between 4 days and 24h hours before the running day	30 % of calculation basis * number of train-path kilometers * number of amended days of service.
	24h hours or less before the running day	80 % of calculation basis * number of train-path kilometers * number of amended days of service.
	<p>Calculation basis:</p> <p>the saved direct costs of train operation for maintenance and depreciation are deducted from the charge for the cancelled train path. This results in the calculation basis for the cancellation fee.</p>	



	<p>If the Applicant cancels several days of service, the relevant increased cancellation fee is determined for each day of service and added up for the affected days of service. If a train path is cancelled and/or amended on different days of service, the relevant increased cancellation fee per day of service and the relevant minimum cancellation charge per day of service are added up. No minimum cancellation fee accrues for days of service for which an increased cancellation fee is charged.</p>	
PKP-PLK, Poland	<p>Reservation charge collected from applicants for non-usage of allocated capacity, if an applicant does not appoint railway undertaking who has to use allocated capacity or railway undertaking appointed by the applicant does not conclude with PLK Contract of use amounts 100% of basic charge for planned train journey, never less than 1000 PLN</p> <p>In case of non-usage by railway undertaking of train path allocated within annual timetable by reasons laying on his side entirely or partially, the reservation charge for unused part of allocated train path amounts:</p>	
	1) for planned train journey:	
	a) in case when allocated path cancellation was not submitted	25% of basic charge
	b) for the period from the date of submission of cancellation to the day of introduction of timetable update, for which the deadline for submitting applications has not yet expired	25% of basic charge
	2) for planned train journey, in case when allocated path cancellation was submitted, for the period from the date of introduction of timetable update, for which the deadline for submitting applications has not yet expired to the end of annual timetabling period	5% of basic charge
	<p>In case of non-usage by railway undertaking of train path allocated in a mode other than annual timetable by reasons laying on his side entirely or partially, the reservation charge for unused part of allocated train path amounts:</p>	
	1) for planned train journey when cancellation of allocated train path is not submitted or it was submitted within deadline shorter than 12 hours prior to scheduled train departure	25% of basic charge
	2) for planned train journey when cancellation of allocated train path was submitted within deadline not shorter than 12 hours and shorter than 36	20% of basic charge



	hours prior to scheduled train departure	
	3) for planned train journey when cancellation of allocated train path was submitted within deadline not shorter than 36 hours and shorter than 72 hours prior to scheduled train departure	15% of basic charge
	4) for planned train journey when cancellation of allocated train path was submitted within deadline not shorter than 72 hours and shorter than 30 days prior to scheduled train departure	10% of basic charge
	5) for planned train journey in case when cancellation of allocated train path was submitted more than 30 calendar days prior to scheduled train departure	Free of charge
	The charge for handling of the application for capacity allocation levied from applicants amounts to PLN 100 unless the requested capacity was allocated, except in situations when capacity was not allocated for reasons on the part of PLK.	
Správa železnic, Czech Republic	a) Capacity allocation fee (according to Network Statement)	100%
	b) If the applicant does gives up allocated infrastructure capacity less than one month before the planned day of ride or the allocated infrastructure capacity forfeits due to a train delay longer than 1,200 minutes for reasons on the side of the applicant or nobody uses the allocated infrastructure capacity the applicant is obliged to pay to the allocator a sanction.	Maximum 7,- CZK per trainkilometer per day of ride (depending on route classification and time of path cancellation). Some routes are excluded from this fee. For details see the Network Statement – chapter 6.4.1 and Annex “C”.
LTG Infra, Lithuania	100 % of train traffic charge	
LatRailNet	100 % of application assurance charges for the allocated portion of the capacity in the capacity allocation plan	
Latvijas dzelzceļš, Latvia	100% of the path charge	




Eesti Raudtee, Estonia	100% of the path charge
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3.7.5 Unused paths

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

3.7.5.1 Overview of fees for unused paths

 Corridor North Sea - Baltic	
An overview of fees for unused paths for the IMs/ABs on Corridor North Sea - Baltic (extract from the different network statements) is listed below.	
IM/AB	Fees for unused paths
ProRail, Netherlands	Train path price, calculated on the basis of the standard weight of the train type
Infrabel, Belgium	Non-use without cancellation or cancellation after the scheduled departure time leads to a cancellation fee of 100 %.
DB Netz AG; Germany	100% of the path charge
PKP-PLK, Poland	25% of basic charge
Správa železnic, Czech Republic	100 % of Capacity allocation fee plus: Maximum 7,- CZK per trainkilometer per day of ride (depending on route classification and time of path cancellation). Some routes are excluded from this fee. For details see the Network Statement – chapter 6.4.1 and Annex “C”.
LTG Infra, Lithuania	100 % of train traffic charge
LatRailNet ¹	A railway undertaking can't return 100 % of application assurance charges for the allocated portion of the capacity
Latvijas dzelzceļš, Latvia	100% of the path charge
Eesti Raudtee, Estonia	100% of the path charge

¹ included in LDz network statement



3.8 Exceptional transport and dangerous goods

3.8.1 Exceptional transport

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

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

3.8.2 Dangerous goods

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

Dangerous goods have to be declared, when making a path request, to all IMs/ABs on Corridor North Sea – Baltic.

3.9 Rail related services

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


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

3.10 Contracting and invoicing

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

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

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


 Corridor North Sea - Baltic	
An overview of who has to pay the path charge when a non-RU applicant requests the path on Corridor North Sea - Baltic per IM/AB (extract from the different network statements) is listed below.	
Country	Explanations
Netherlands	Path charge will be invoiced to the RU that used the path.
Belgium	Path charge will be invoiced to the applicant.
Germany	Path charge will be invoiced to the party of the infrastructure user contract. Charge for issuing an offer: The costs involved in processing requests for the allocation of train path are contained in the train-path charge. Therefore, failure to



	<p>take up a train path once an application has been submitted will result in a processing charge being levied for issuing the offer. The charge for issuing an offer is calculated by the timetable costs multiplied by the train path kilometres multiplied by the number of changed running days.</p> <p>Charge for issuing an offer per running day = timetable costs * train path kilometres (up to a maximum of € 507).</p>
Poland	RU that used a path, except situation when no RU is assigned. In this case Applicant is charged.
Czech Republic	RU that used a path, except situation when no RU is assigned. In this case Applicant is charged.
Lithuania	Path charge will be invoiced to the party of the infrastructure user contract (it means RU that used the path).
Latvia	Path charge will be invoiced to the applicant/ or to the RU, according to the contract
Estonia	Path charge will be invoiced to the party of the infrastructure user contract (it means RU that used the path).

3.11 Appeal procedure

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

 <p>Corridor North Sea - Baltic</p>
<p>The Cooperation Agreement can be found under:</p> <p>https://www.bundesnetzagentur.de/SharedDocs/Downloads/DE/Sachgebiete/Eisenbahn/Unternehmen_Institutionen/Korridore/CoopagreemNordOstsee.pdf?__blob=publicationFile&v=1</p>

4 Coordination and Publication of planned Temporary Capacity Restrictions

4.1 Goals

In line with Article 12 of Regulation (EU) No 913/2010, 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 Corridor North Sea - Baltic. 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 4.2.), in case of international traffic, these capacity restrictions have to be coordinated by IMs among neighbouring countries.

Notwithstanding the respect of the above coordination requirements, the process and criteria for the involvement of Corridor North Sea - Baltic in the coordination of the TCRs on the Corridor are regulated in Chapter 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 regularly updating the information and presenting all known TCRs in an easily accessible way.

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 Regulation (EU) No 913/2010 (“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 Corridor North Sea - Baltic's specific procedures.

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.

4.3.1 Timeline for coordination

Different types of TCR (see 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.

4.3.2 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) 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 solved and a timeline how to continue with the unsolved issues.

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



Corridor North Sea - Baltic

Due to IMs' experience and expertise, additional TCRs which could influence the traffic on RFC North Sea- Baltic may have to be considered to be coordinated.

Coordination meetings are organised by the respective IMs. The RFC TCR Coordinator 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.




4.3.3 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.

4.3.4 Conflict resolution process

Unsolved conflicts on Corridor lines shall be reported by the RFC TCR Coordinator to Corridor North Sea - Baltic's management board directly when it becomes clear that the coordination did 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 North Sea - Baltic's process is described in the box below.

	Corridor North Sea - Baltic
<p>Conflict resolution process on Corridor North Sea – Baltic: 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 a final decision. The results will be reported to the management of the affected IMs and MB of Corridor North Sea – Baltic.</p>	

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:

	Corridor North Sea - Baltic
<ol style="list-style-type: none"> 1) The results of the TCR's coordination that are known for principal and diversionary lines of Corridor North Sea - Baltic are published on Corridor North Sea - Baltic's website and in CIP. Applicants may send their comments on the planned TCRs to the involved IMs. The comments of applicants have an advisory and supportive character and shall be taken into consideration as far as possible. 2) Regular meetings of the Railway Undertaking Advisory Group (RAG) and Terminal Advisory Group (TAG) are 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. 	

4.5 Publication of TCRs

4.5.1 Criteria for publication

	Consecutive days	Impact on traffic (estimated traffic cancelled, re-routed or replaced by other modes of transport)
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Major impact TCR¹	More than 30 consecutive days	More than 50% of the estimated traffic volume on a railway line per day
High impact TCR¹	More than 7 consecutive days	More than 30% of the estimated traffic volume on a railway line per day
Medium impact TCR¹	7 consecutive days or less	More than 50% of the estimated traffic volume on a railway line per day
Minor impact TCR²	unspecified ³	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.

 Corridor North Sea - Baltic
<p>Corridor North Sea - Baltic also publishes other relevant TCRs on its website under the following link: http://rfc8.eu/customer/temporary-capacity-restrictions/ and in CIP.</p> <p>TCR's are not published yet for Latvia and Estonia, will be included with the next update.</p>

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

4.5.2 Dates of publication


IMs have to publish their Major, High and Medium TCRs at X-12. Corridor North Sea - Baltic 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)
Major	X (second publication)	X (first publication)		X (second publication)	X (first publication)
High	X (second publication)	X (first publication)		X (second publication)	X (first publication)
Medium	X (international impact)			X (international impact)	
Minor			X		
Applicable timetable	TT 2022	TT 2023	TT 2022	TT 2023	TT 2024

4.5.3 Tool for publication

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



	Corridor North Sea - Baltic
Excel overview on the Corridor's website Excel overview in CIP In parallel with the Excel publication in January and August, Corridor North Sea - Baltic also publishes 'impact sheets' containing some TCR with high relevance for international freight. These impact sheets can be found on the website . Impact sheets and Excel list are not available yet for Latvia and Estonia and will be included with the next update.	

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 Corridor North Sea – Baltic. 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 TCRs 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.


5 Traffic management

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

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

In case of disturbances, IMs work together with the RUs concerned and neighbouring IMs in order to limit the impact as far as possible and to reduce the overall recovery time of the network. For international disruptions longer than 3 days with a high impact on international traffic, the international contingency management, as described in the Handbook for International Contingency Management (ICM Handbook), (http://www.rne.eu/rneinhalt/uploads/International_Contingency_Management_Handbook_final_v1.5.pdf) applies.

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.

	Corridor North Sea - Baltic
No additional traffic management rules have been developed on corridor level. Latvia and Estonia do not yet apply the ICM Handbook.	

5.1 Cross-border section information

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



Corridor North Sea - Baltic		
Cross-border section	IM 1	IM 2
Zevenaar Oost - Emmerich	ProRail	DB Netz
Oldenzaal – Bad Bentheim	ProRail	DB Netz
Montzen - Aachen West	Infrabel	DB Netz
Essen Grens - Roosendaal	Infrabel	ProRail
Bad Schandau - Děčín	DB Netz	Správa železnic
Horka Gbf - Węglińiec	DB Netz	PKP-PLK
Frankfurt(Oder) - Rzepin	DB Netz	PKP-PLK
Trakiszki – Mockava	PKP-PLK	LTG Infra
Joniškis - Meitene	LTG Infra	Latvijas dzelzceļš
Turmantas – Kurcums	LTG Infra	Latvijas dzelzceļš
Lugaži - Valga	Latvijas dzelzceļš	Eesti Raudtee

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).

Corridor North Sea - Baltic
<p>For Corridor North Sea - Baltic the above-mentioned information can be found:</p> <ul style="list-style-type: none"> ➤ In the network statements of the IMs involved in the Corridor; these statements can be found in Book 2 of this CID. ➤ On the RNE website – Traffic Management Information – Border section information sheet within the Excel table (http://www.rne.eu/tm-tpm/other-activities-2/).




5.1.2 Cross-border agreements

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


Agreements applicable on Corridor North Sea - Baltic 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.

	Corridor North Sea - Baltic
On Corridor North Sea - Baltic the above-mentioned overview information can be found: <ul style="list-style-type: none">➤ On 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/).	

5.2 Priority rules in traffic management

In accordance with the Regulation (EU) No 913/2010, IMs involved in Corridor North Sea - Baltic 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.

	Corridor North Sea - Baltic
No additional corridor specific rules have been agreed.	


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

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 international disruptions longer than 3 days with a high impact on international traffic, the international contingency management procedures as described in Chapter 4.1 of the ICM Handbook apply.


	Corridor North Sea - Baltic
Latvia and Estonia do not yet apply the ICM Handbook. Incidents shorter than 3 days are handled according to bilateral agreements of IMs.	



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 Chapter 4.2 of the ICM Handbook apply.

	Corridor North Sea - Baltic
	<p>For Corridor North Sea - Baltic no specific procedures are applied. Operation centers do have a regular contact across the borders. Processes are reviewed and improved; experiences are shared in order to optimize the traffic management.</p> <p>Latvia and Estonia do not yet apply the ICM Handbook.</p>


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, Corridor North Sea - Baltic 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 Chapter 3 of the ICM Handbook.

	Corridor North Sea - Baltic
	<p>Corridor North Sea- Baltic re-routing scenarios can be found under the following link: http://rfc8.eu/customer/international-contingency-management/</p> <p>Latvia and Estonia have not yet developed any re-routing scenarios.</p>


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 Chapter 3.2 of the ICM Handbook apply.

	Corridor North Sea - Baltic
	<p>For Corridor North – Sea Baltic no specific allocation rules have been agreed.</p> <p>Latvia and Estonia do not yet apply the ICM Handbook.</p>

5.4 Traffic restrictions

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

	Corridor North Sea - Baltic
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On Corridor North Sea - Baltic the information about unplanned restrictions can be found:

- On the internal channels / tools of the involved IMs;
- Within the respective sections of the IM's websites, if applicable.

5.5 Dangerous goods

Detailed information about conditions for the transport of dangerous goods can be found in the network statements of IMs involved in Corridor North Sea – Baltic. Links to the network statements can be found in Book 2 of this CID.

5.6 Exceptional transport

Detailed information about conditions for the carriage of exceptional consignments can be found in the network statements of IMs involved in Corridor North Sea – Baltic. Links to the network statements can be found in Book 2 of this CID.

6 Train performance management

The aim of the Corridor Train Performance Management (TPM) is to measure the performance on the Corridor, analyse weak points and recommend corrective measures, thus managing and improving the train performance of international services. RNE 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 CID Book 1, Chapter 10 IT tools) by all involved IMs.

Corridors publish in the CIP or on their websites a management summary of the Corridor 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 the specific further 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](#).



Corridor North Sea - Baltic

All IMs on the Corridor participate in TIS, except for EVR and LDz

The management summary of the Corridor monthly punctuality report is published on the website of the Corridor: <http://rfc8.eu/customer/corridor-performance/>

The practical application of the main principles described in the “Guidelines for Train Performance Management on RFCs” is the basis for the TPM process on Corridor North Sea-Baltic.



Corridor North Sea - Baltic has set up a group within the framework of its organisational structure that is responsible for the train performance management of the Corridor: WG Performance Management & Operations. In this group IMs and RUs work together in order to make the railway business more attractive and competitive.



Annexes:

Annex 4.A Framework for Capacity Allocation

Mentioned in Chapter 3.1

http://rfc8.eu/files/public/uploads/Downloads/Framework_for_capacity_allocation_v.12.10.2020.pdf



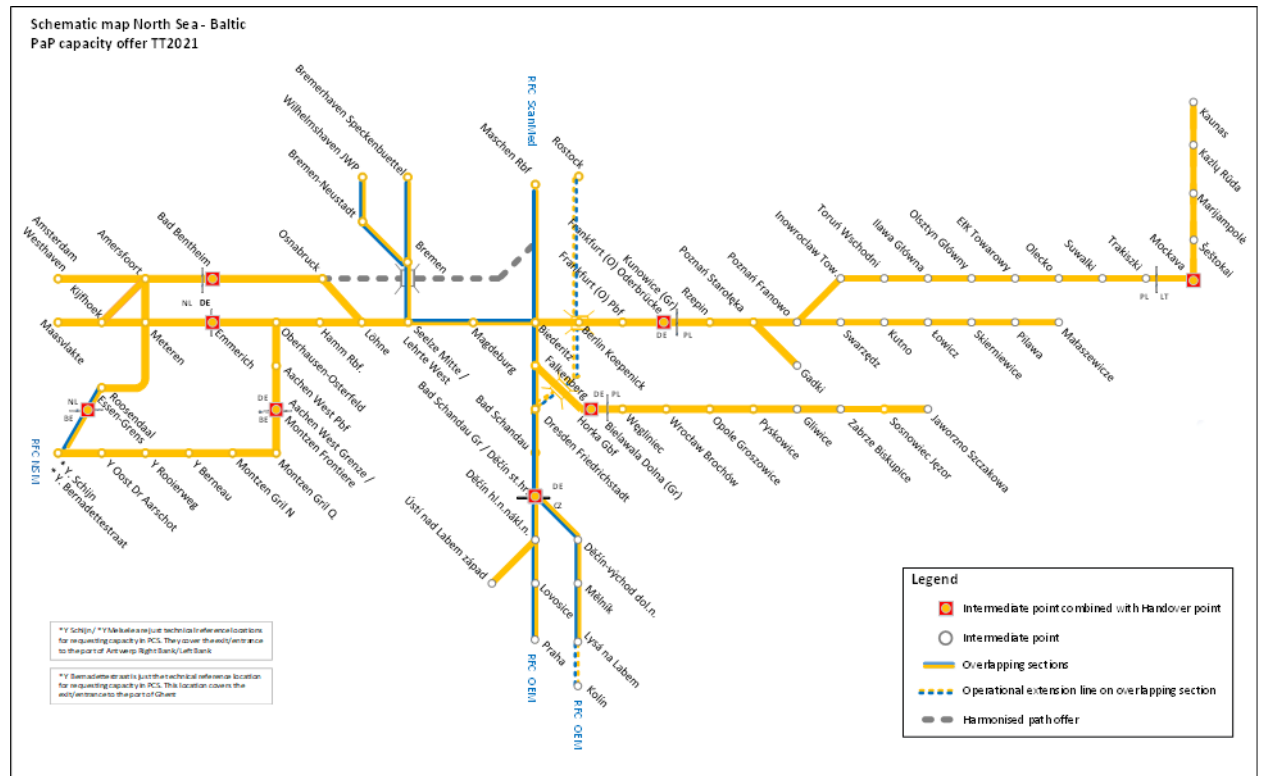
Annex 4.B Table of deadlines

Date / Deadline	Date in X-System	Description of Activities
13 January 2020	X-11	Publication of PaP Catalogue
13 January 2020 – 27 January 2020	X-11 – X-10.5	Correction phase (corrections of errors to published PaPs)
14 April 2020	X-8	Last day to request a PaP
21 April 2020		Last day to inform applicants about the alternative PaP offer
27 April 2020	X-7.5	Last day for C-OSS to send PaP pre-booking information to applicants
6 July 2020	X-5	Publication of draft timetable
7 July 2020 – 7 August 2020	X-5 – X-4	Observations and comments from applicants
28 April 2020 – 19 October 2020	X-7.5 – X-2	Late path request application phase via the C-OSS
25 August 2020 – 16 November 2020	X-3.5 – X-1	Late path request allocation phase
24 August 2020	X-3.5	Publication of final offer
29 August 2020	X-3	Acceptance of final offer
12 October 2020	X-2	Publication of RC
13 December 2020	X	Timetable change
12 October 2020 – 10 December 2021	X-2 - X+12	Application and allocation phase for RC



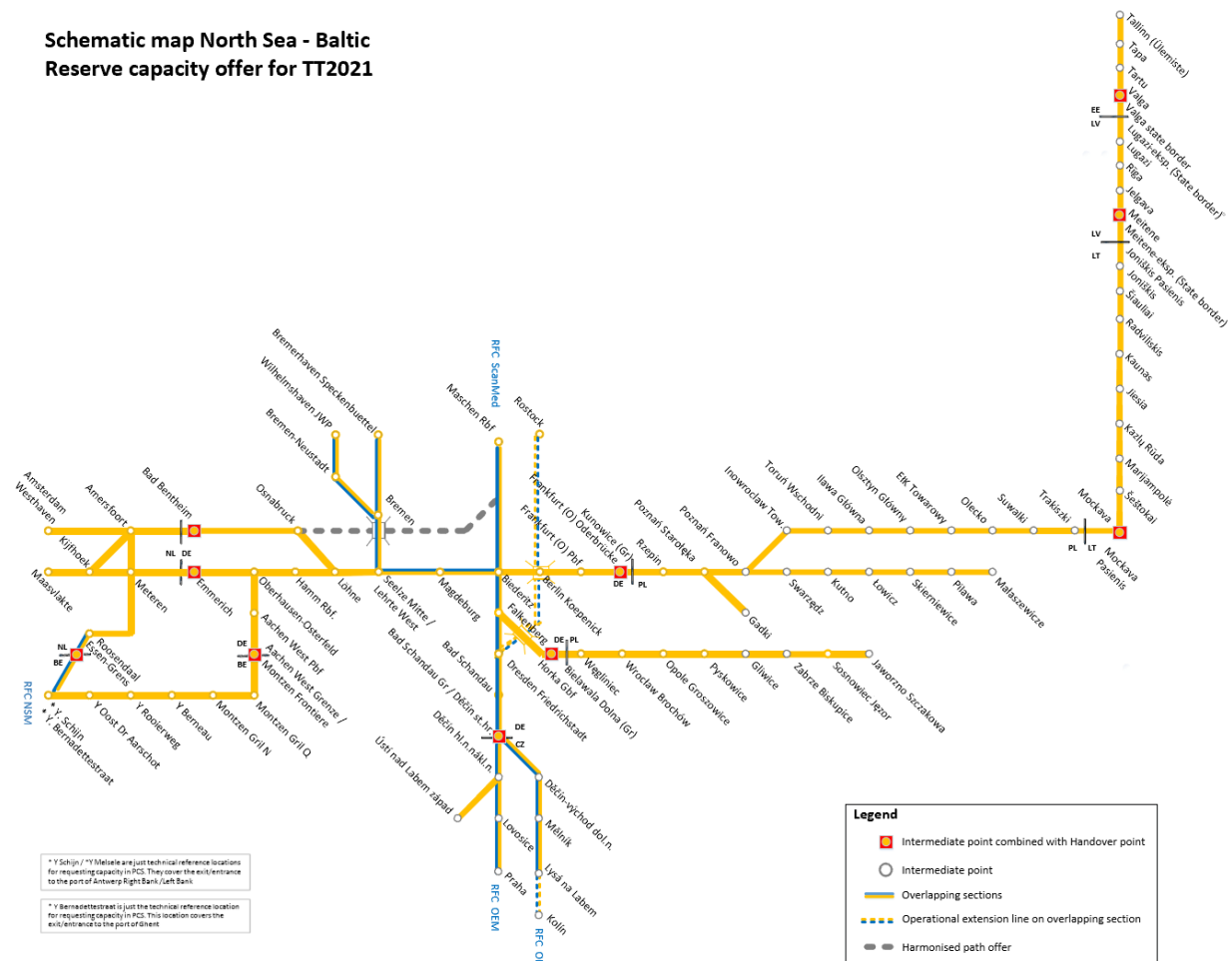
Annex 4.C Maps of Corridor North Sea - Baltic

Mentioned in Chapter 3.4.1.2, 3.4.1.4, 3.4.1.5, 3.5.1.2, 3.6.1.3





Schematic map North Sea - Baltic
Reserve capacity offer for TT2021



Mentioned in Chapter 3.4.1.3



iM	Bandwidth Request at border	Bandwidth Request inland	Bandwidth Construction at border
Infrabel	0 min	0 min	0 min
ProRail	0 min	0 min	0 min
DB Netz	0 min with Infrabel, ProRail +/- 15 min with SŽDC, PKP PLK	0 min with Infrabel, ProRail +/- 15 min with SŽDC, PKP PLK	0 min with Infrabel, ProRail +/- 15 min with SŽDC, PKP PLK
SZCZ	+/- 15 min	unlimited	+/- 15 min
PKP PLK	+/- 15 min with DB Netz +/- 30 min with Lithuanian RW	unlimited	unlimited
LTG Infra	+/- 30 min	+/- 30 min	+/- 30 min

Annex 4.E Table of distances (PaP sections)

Mentioned in Chapter 3.4.3.1

IM	PaP section		Number of kilometres
	From	To	
DB Netz	Aachen West Grenze	Aachen West Pbf	5,51
	Aachen West Pbf	Oberhausen-Osterfeld	116,20
	Emmerich	Oberhausen-Osterfeld	60,30
	Oberhausen-Osterfeld	Loehne (Westf) Gbf	166,32
	Loehne (Westf) Gbf	Seelze Mitte	76,83
	Loehne (Westf) Gbf	Lehrte West	86,53
	Lehrte West	Magdeburg-Sudenburg	127,20
	Seelze Mitte	Magdeburg-Sudenburg	156,26
	Magdeburg-Sudenburg	Biederitz	10,16
	Biederitz	Schoenefeld	142,50
	Schoenefeld	Frankfurt (Oder) Pbf	81,70
	Biederitz	Berlin-Koepenick	155,50
	Berlin-Koepenick	Frankfurt (Oder) Pbf	68,92
	Biederitz	Frankfurt (Oder) Pbf	142,30



	Frankfurt (Oder) Pbf	Frankfurt (Oder) Oderbruecke	2,82
	Bad Bentheim	Loehne (Westf) Gbf	115,87
	Lehrte West	Bremen Hbf	142,20
	Bremerhaven- Speckenbuettel	Bremen Hbf	67,04
	Bremen Hbf	Seelze Mitte	115,68
	Wilhelmshaven JadeWeserPort	Bremen-Neustadt	107,12
	Bremen-Neustadt	Bremen Hbf	2,87
	Maschen Rbf (Mswf)	Biederitz	235,76
	Biederitz	Falkenberg (Elster) unt Bf Stw W 26	131,01
	Falkenberg (Elster) unt Bf Stw W 26	Dresden-Friedrichstadt	75,71
	Dresden-Friedrichstadt	Bad Schandau	42,14
	Bad Schandau	Bad Schandau Grenze	10,87
	Falkenberg (Elster) unt Bf Stw W 26	Falkenberg (Elster) ob Bf	2,93
	Falkenberg (Elster) ob Bf	Cottbus	78,48
	Cottbus	Horka Gbf	75,10
	Biederitz	Maschen Rbf (Msof)	231,57
	Rostock Seehafen	Bad Schandau Grenze	467,00
	Maschen Rbf (Msof)	Osnabrück Hbf Vorbahnhof	210,74

Infrabel	Y.Bernadettestraat	Y.Melsele	41,761
	Y.Melsele	Y.Schijn	30,946
	Y.Schijn	Y.Sint-Mariaburg	2,000
	Y.Sint-Mariaburg	Essen-Grens	20,438



	Y.Schijn	Y.Oost Driehoek Aarschot	51,076
	Y.Oost Driehoek Aarschot	Y.Rooierweg	50,800
	Y.Rooierweg	Y.Berneau	31,515
	Y.Berneau	Montzen-Gril N	17,08
	Montzen-Gril N	Montzen-Gril Q	1,07
	Montzen-Gril Q	Montzen-Frontiere	6,721

LTG Infra	Mockava Pasienis	Mockava	14,3
	Mockava	Šeštakai	7,5
	Šeštakai	Marijampolė	32,9
	Marijampolė	Kazlų Rūda	24,1
	Kazlų Rūda	Jiesia	28,5
	Jiesia	Palemonas	15,0
	Palemonas	Gaižiūnai	25,3
	Gaižiūnai	Jonava	7,1
	Jonava	Kėdainiai	31,1
	Kėdainiai	Radviliškis	64,4
	Radviliškis	Šiauliai	19,6
	Šiauliai	Joniškis	44,1
	Joniškis	Joniskis Pasienis	15,5
PKP PLK	Frankfurt Oder Oderbruecke	Rzepin	18,437
	Rzepin	Poznan Staroleka	155,490
	Rzepin	Poznan Franowo	162,866
	Rzepin	Gadki	165,209
	Rzepin	Glogow	124,386



Poznan Staroleka	Zdunska Wola	197,105
Poznan Franowo	Swarzedz	4,350
Swarzedz	Kutno	162,197
Kutno	Lowicz	45,254
Lowicz	Skierniewice	21,749
Glogow	Ostrow Wlkp.	143,345
Ostrow Wlkp.	Zdunska Wola	93,761
Zdunska Wola	Lodz Olechow	55,121
Lodz Olechow	Skierniewice	55,372
Skierniewice	Pilawa	99,285
Pilawa	Malaszewicze	140,295
Poznan Franowo	Inowroclaw	101,457
Inowroclaw	Torun Wschodni	38,747
Torun Wschodni	Ilawa Główna	90,580
Ilawa Główna	Olsztyn Główny	69,221
Olsztyn Główny	Elk Towarowy	155,413
Elk Towarowy	Olecko	27,486
Olecko	Suwalki	42,979
Suwalki	Trakiszki	25,188
Trakiszki	Trakiszki Gr	3,432
Wegliniec	Wroclaw Brochów	142,198
Wroclaw Brochów	Opole Groszowice	87,235
Opole Groszowice	Pyskowice	55,659
Pyskowice	Zabrze Biskupice	16,950
Pyskowice	Gliwice	11,194
Gliwice	Zabrze Biskupice	12,450



	Kutno	Sosnowiec Jezor	32,541
	Sosnowiec Jezor	Jaworzno Szczakowa	7,532
	Bielawala Dolna (Gr)	Wegliniec	13,424

ProRail	Maasvlakte	Kijfhoek Noord	45,00
	Kijfhoek Noord	Meteren	51,80
	Meteren	Emmerich	63,00
	Roosendaal Grens	Amersfoort	143,40
	Roosendaal Grens	Kijfhoek Noord	52,00
	Kijfhoek Noord	Amersfoort	123,70
	Amsterdam Westhaven	Amersfoort	47,80
	Amersfoort	Bentheim	124,90

SZCZ	Decin st.hr.	Decin hl.n.	12,6
	Decin st.hr.	Decin vychod	10,6
	Decin vychod	Melnik	85,2
	Decin hl.n.	Lovosice	44,7
	Melnik	Kolin	74,3
	Lovosice	Praha	86,5
	Decin hl.n.	Usti nad Labem	23,5

Latvijas dzelzceļš, Latvia	Meitene-eksp. (State border)	Jelgava	33
	Jelgava	Riga (Skirotava A park)	51
	Riga (Skirotava A park)	Lugazi-eksp. (State border)	170



Eesti Raudtee, Estonia	Valga state border	Valga	1,87
	Valga	Tartu	82,93
	Tartu	Tapa	112,5
	Tapa	Tallinn (Ülemiste)	69,6



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