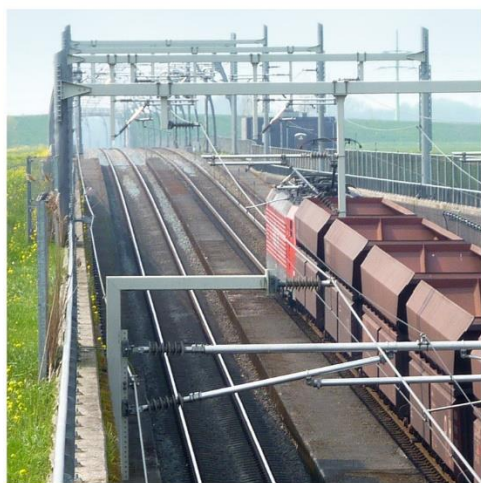
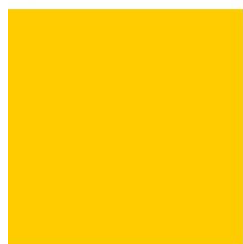




Rail Freight Corridor  
North Sea – Baltic



# Rail Freight Corridor North Sea - Baltic Corridor Information Document

**Book IV**

## Procedures for Capacity and Traffic Management

valid for process of timetable 2017,  
starting in January 2016, ending in December 2017



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# Table of contents

Table of contents.....	2
1. Introduction.....	4
2. Corridor OSS .....	4
3. Capacity allocation for freight trains.....	5
3.1 Framework for capacity allocation .....	5
3.2 Applicants .....	5
3.3 Corridor related Path Products.....	7
3.3.1 PaPs for the annual timetable.....	7
3.3.2 Late path requests.....	8
3.3.3 Reserve Capacity .....	9
3.3.4 Feeder and outflow paths .....	9
3.3.5 Multiple corridor paths .....	9
3.3.6 PaPs on overlapping sections .....	10
3.4 Conditions for booking capacity via the C-OSS.....	10
3.5 Handling of capacity requests .....	11
3.5.1 Leading tool for the handling of capacity requests.....	12
3.5.2 Path request phase (annual timetable process) .....	12
3.5.3 Priority rules in capacity allocation .....	13
3.5.4 Capacity allocation for PaPs .....	16
3.5.5 Handling of unused PaPs at X-7.5 .....	17
3.5.6 Path elaboration phase (including tailor made and feeder/outflow), draft offer and acceptance phases.....	18
3.5.7 Final offer phase.....	18
3.5.8 Late path request phase.....	18
3.5.9 Ad-hoc path request phase .....	18
3.5.10 Exceptional transports and dangerous goods.....	19
3.6 Request for changes by applicants .....	19
3.6.1 Modification .....	19
3.6.2 Withdrawal.....	19
3.6.3 Transfer of capacity.....	20
3.6.4 Cancellation .....	20
3.6.5 Non-usage .....	23

3.7	Rail related services .....	24
3.8	Contracting and invoicing .....	24
4.	Coordination of Temporary Capacity Restrictions .....	25
4.1	Goals .....	25
4.2	Tools.....	25
4.3	Procedures.....	25
4.4	Involvement of RUs .....	25
4.5	Publication .....	26
5.	Traffic Management.....	26
6.	Traffic Management in case of disturbances .....	27
7.	Annexes .....	29
7.1	Corridor Map .....	29
7.2	Schematic map of PaP segments.....	30
7.3	PCS Names .....	31
7.4	Network PaPs timetable 2017 .....	32
7.5	Length of PaP-sections .....	33
7.6	Deadlines timetable 2017.....	36
8.	Version control .....	37

# 1. Introduction

The topics of this document are descriptions of the procedures for capacity allocation by the Corridor One-Stop-Shop (C-OSS), Coordination of Temporary Capacity Restrictions, Traffic Management and Traffic Management in case of disturbances.

All definitions concerning applicants, the usage of the C-OSS and its products - Pre-arranged Paths (PaPs), Reserve Capacity (RC) and how to order them - are explained here.

Major changes in the legal base of this document (e.g. changes in EU regulations, Framework for capacity allocation or national regulations) will be implemented within yearly revisions of this document. All changes within the actual allocation process will be communicated separately to the known applicants directly.

## 2. Corridor OSS

The C-OSS is a unique body, where applicants request (get answers) for dedicated infrastructure capacity for international freight trains on the Rail Freight Corridor North Sea - Baltic. The handling of the requests takes place in a single place and a single operation. The publication of PaPs and RC is done by the C-OSS, which is exclusively responsible for the allocation of requests for PaPs and RC on behalf of the concerned IMs/AB (ProRail, Infrabel, LG/VGI, PKP PLK, SŽDC, DB Netz).

According to article 13 of the Regulation (EU) No 913/2010, the Management Board should set up the C-OSS. Therefore the MB designated DB Netz as "hosting" IM responsible for executing the C-OSS functions on behalf of all concerned IMs/AB.

The address and contact details of the C-OSS are as follows:

C-OSS RFC North Sea - Baltic

c/o Mr. Florian Müller

Mainzer Landstr. 203

D-60326 Frankfurt am Main

Germany

Phone: . +49 69 265 26778

E-Mail: [cos@rfc8.eu](mailto:cos@rfc8.eu)

The tasks of the C-OSS are the coordination of construction, publication and path request management of PaPs and RC along the RFC North Sea - Baltic.

PaPs are published by the C-OSS in mid-January (X-11) every year for the following annual timetable period and can exclusively be requested at the C-OSS until the deadline for requests for the annual timetable (X-8).

The publication of PaPs is done directly in the IT-Tool PCS (Path Coordination System), which serves as exclusive booking tool for PaPs. In addition, the PaPs will also be shown in form of a path catalogue (PDF) on the corridor website.

The decision on the allocation of PaPs will be taken by the C-OSS; in case of conflicting requests, on the basis of common priority rules adopted by the Executive Board (Ministries responsible for transport) along the RFC North Sea - Baltic (See 3.1 and 3.5.3).

The C-OSS also offers RC for ad-hoc requests along the corridor, which is allocated on the basis of the “first come, first served” - principle.

The language of the C-OSS for corresponding due to the RFC products is English.

## 3. Capacity allocation for freight trains

### 3.1 Framework for capacity allocation

Referring to Article 14.1 of the Regulation (EU) No 913/2010, the Executive Board adopted a decision establishing the Framework for capacity allocation on the Rail Freight Corridor (FCA). The FCA constitutes the basis for capacity allocation via the C-OSS.

The detailed text can be downloaded via the following link:

<http://rfc8.eu/c-oss/documents-and-faq-s1/documents-and-faq-s/downloads>

### 3.2 Applicants

According to article 3 of the Directive (EU) N° 2012/34, 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 public-service or commercial interest in procuring infrastructure capacity.

An applicant shall accept the general terms and conditions of the RFC North Sea - Baltic in order to be allowed to place requests. With the signature the applicant declares that he:

- Accepts the conditions relating to the procedures of allocation as described in the Corridor Information Document.



- Is able to place path requests via the IT system referred to in art. 8 of the FCA; on RFC North Sea – Baltic it is PCS.
- Is able to provide all data required for the path request.

The general terms and conditions have to be accepted and signed at the time of placing requests to the C-OSS. In case of an incoming request by an applicant who has not signed the general terms and conditions, the C-OSS shall ask the applicant to provide the signature of this document within 3 working days.

The declaration form for accepting the general terms and conditions is published on the website of RFC North Sea – Baltic and can be downloaded via:

<http://rfc8.eu/c-oss/documents-and-faq-s1/documents-and-faq-s/downloads>

Only if the C-OSS is in possession of the signed declaration and the legitimization is verified, the C-OSS will handle the request based on the principles described in this document.

If the applicant is not a RU, the applicant shall appoint the railway undertaking(s) which will use the PaP / reserve capacity on its behalf and shall inform the C-OSS and the IMs / AB accordingly. If this appointment is not provided by the applicant by 30 days before the running day at the latest, regardless of whether it is a pre-arranged path or reserve capacity, the allocated PaP / reserve capacity shall be considered as cancelled by the applicant.

The appointment of the executing RU(s) for PaPs / reserve capacity is only valid if at 30 days before the running day, the appointed RU(s) possesses all the necessary authorizations, including licenses, certificates and contracts with the involved IM(s)/AB. If the necessary authorizations are not provided at this date, the allocated path shall be considered as cancelled by the applicant.

For the feeder/outflow paths, the national rules apply.

Netherlands: 30 days before running day;

Belgium: 70 days before the first running day;

Germany: Time of Path Request;

Czech Republic: Time of Path Request;

Poland Time of Path Request;

Lithuania: Time of Path Request.

### 3.3 Corridor related Path Products

#### 3.3.1 PaPs for the annual timetable

PaPs are a joint offer of the IMs/AB of the countries involved in the RFC North Sea - Baltic. The bodies coordinate cross-border paths for the annual timetable and hand them over to the C-OSS as a single point of contact for publication and capacity allocation.

After publication PaP's are protected from major changes by the IMs/AB whereas

- correction of literal and / or obvious errors
- addition of missing information
- changes which lead to quality improvements for the path offer (e.g. upgrades in parameters)

may still be done in PCS until the end of January.

The PaPs are an off-the-shelf product for international rail freight. In order to meet the applicants' need for flexibility and market demand on RFC North Sea - Baltic they are split up in several sections instead of PaPs covering the entire RFC. Therefore the offer might also include purely national PaP sections which can be requested to the C-OSS in combination with feeder or outflow crossing at least one border on a Rail Freight Corridor.

It is essential to know that published PaPs are protected in the IMs/AB planning system/tool against major changes (dislocation, shifting, etc.) resulting from other capacity requests.

PaPs are published in PCS on the 2<sup>nd</sup> Monday in January (eleven months before the timetable change) and can be requested until the 2<sup>nd</sup> Monday in April (path request deadline). Capacity requests for the annual timetable have to be placed until that date to the C-OSS.

A catalogue of PaPs will be published by the C-OSS in preparation of each timetable period.

The geographic map of the RFC North Sea – Baltic is in Annex 7.1;

The graphic schematically showing the PaP sections of RFC North Sea - Baltic is in Annex 7.2;

The graphic with the names of the location points in PCS is in Annex 7.3.

Nodes along the RFC North Sea - Baltic, shown on the schematic map in Annex 7.3 are divided in two types:

- Handover Point  
Points with fixed times, stops and feeder and outflow connections are possible. If no further path, feeder/outflow or additional PaP section is applied the destination terminal / parking facility of the train has to be mentioned.
- Intermediate Point  
Stops and feeder and outflow connections are possible. If the path request ends in an intermediate point without indication of a further path, feeder/outflow or additional PaP section the destination terminal / parking facility of the train has to be mentioned.

The capacity offer of RFC North Sea - Baltic shows the following features

- Sections with fixed times (Data may not be adapted in the path request by an applicant)
  - Capacity with fixed origin, intermediate and destination time within one IM/AB.
  - Intermediate points (between two sections) are included in order to respect the amount of freight traffic entering and/or leaving the corridor and to be used for stops (e.g. loco change).
  - Operational points with fixed times within a section only to be used for stops (but not for feeder / outflow connection).
- Sections with flexible times (Data may be adapted in the path request by an applicant according to individual needs but not exceeding the given range of standard running times and stopping times.
  - Applicants have the freedom to include their own requirements in their PaP request within the parameters mentioned in the PaP catalogue.
  - Indication of standard journey times for each corridor section has to be respected.
  - Handover times at handover points between IMs/AB (usually a station near the network borders) are fixed (and harmonised between IMs/AB) and cannot be changed.
  - Optional: Intermediate points (between two PaP sections) without fixed times are proposed in order to respect the amount of freight traffic entering and/or leaving the corridor and to be used for stops (e.g. loco changes). Other points may be requested.
  - The maximal number of stops and total stopping time per section has to be respected.
- Sections with standard common parameters
  - the parameters display the maximal value and cannot be exceeded
  - standard common parameters to fit in the major part of the path requests
  - Applicants have the freedom to include their own requirements in their PaP request within the parameters mentioned in the PaP catalogue

The following combinations on RFC North Sea - Baltic are possible

- Sections with fixed times and standard common parameter
- Section with flexible times and standard common parameter

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

### 3.3.2 Late path requests

RFC North Sea – Baltic will not offer a specific path product for late path requests. The applicant has to ask them directly to the IMs/AB.



### 3.3.3 Reserve Capacity

Reserve Capacity (RC) consists of remaining capacity in the running timetable dedicated to international ad-hoc freight trains along the corridor. Between X-3 and X-2 (mid-September → mid-October) the involved IMs/AB jointly determinate the amount of RC in order to publish it in mid-October for the next timetable year. In May this publication will be updated for the remaining months.

Applicants can book RC via the C-OSS until 30 days before the running date. For ad-hoc requests closer than 30 days before the running date, applicants have to contact the IMs/AB directly.

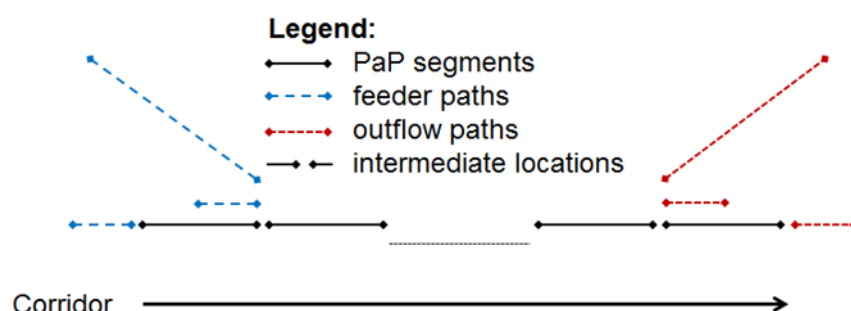
RC is declared per day and corridor section and will be updated in the “Reserve Capacity Calendar” on the corridor website and PCS. The RC Calendar shows in general how many capacity slots are still available for international ad-hoc freight trains on a specific calendar day, based on standard running times per corridor section.

The displayed RC-figures are fixed and may not be decreased by the IMs/AB during the last three months before the real time. In peak periods or due to construction works it might happen that no RC is available any more.

### 3.3.4 Feeder and outflow paths

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

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



Feeder and outflow paths will be constructed by involved IMs on request in the concerned PCS-dossiers by following the national path allocation rules. The communication of the offer will be executed by the C-OSS within the same timeframe as the communication of the requested PaPs.

### 3.3.5 Multiple corridor paths

It is possible for capacity requests to cover more than one rail freight corridor. The applicant might request PaP sections of different RFCs in one PCS dossier. Each C-OSS remains

responsible for its PaP sections, but the applicant might direct any questions to one of the involved C-OSS, who will coordinate with the other concerned C-OSS when needed.

### 3.3.6 PaPs on overlapping sections

The setting up of the corridor lines leads to situations where there are corridor lines overlapping with other(s). The aim of the corridors in this case is to prepare the best possible offer in order to respect the main flow of traffic connections and also to show all the possible solutions of connection main connections points through several corridors.

In this situation, corridors are developing a common offer visible through all potential corridors. Applicants may order PaPs using one or several corridors and chose the best possible connections to elaborate the international path request.

Description of overlapping sections	RFC	Type of offer	Allocation of request by
Y.Schijn – Y Berneau	Rhine - Alpine North Sea - Baltic	Common	Rhine - Alpine
Y Berneau – Montzen	Rhine - Alpine North Sea - Baltic	Common	Rhine - Alpine
Montzen - Aachen West Pbf	Rhine - Alpine North Sea - Baltic	Common	Rhine - Alpine
Amsterdam Westhaven – Meteren	Rhine - Alpine North Sea - Baltic	Common	Rhine - Alpine
Maasvlakte – Meteren	Rhine - Alpine North Sea - Baltic	Common	Rhine - Alpine
Meteren - Oberhausen West	Rhine - Alpine North Sea - Baltic	Common	Rhine - Alpine

#### 3.3.6.1 Network PaPs

Network PaPs are designed to be taken in account for the definition of the priority of a request. Network PaPs are specially marked PaP-sections which aim to make the best use of the available capacity and provide a better match with the traffic demand.

The RFC North Sea – Baltic and the Corridor Rhine – Alpine jointly defined Networks PaPs to offer and allocate the available capacity in an optimal way for both Corridors:

Maasvlakte – Oberhausen - Magdeburg: 2 network PaPs per direction.

Y Schijn – Oberhausen - Magdeburg: 2 Network PaPs per direction.

In Annex 7.4 the Network PaPs for timetable 2017 are displayed.

## 3.4 Conditions for booking capacity via the C-OSS

RFC North Sea - Baltic applies the internationally agreed deadlines for placing path requests besides of Late Path Requests as well as for allocating paths (for the calendar, see <http://www.rne.eu/process-calendar.html>) – see Annex 7.6.

An international request for capacity on a corridor has to fulfil the following requirement:

- to be submitted to a C-OSS and using the unique booking tool PCS including at least one PaP/RC segment. (Access to PCS is granted by RailNetEurope upon request of the applicant. Details are explained in the Content Management System of RNE (<http://cms.rne.eu/pcs/documentation/access-pcs>).
- the entire train run from origin to final destination must be requested in one single PCS dossier, but can consist of several PaP/RC segments on one or more corridors including feeder and/or outflow paths
- to cross at least one border on a Rail Freight Corridor
- the technical parameters of the path request have to be within the range of the parameters of the requested PaP segments (exceptions are possible if allowed by the concerned IM/AB e.g. when the timetable of the PaP can be respected)
- For sections with flexible times the applicant may adapt/insert times, stops and parameters according to his individual needs within the given range.

All applications have to be done in PCS. The applicant submits the path request by choosing a specific PaP and opening a PCS dossier for it. The path request may contain feeder/outflow paths and/or minor adjustments to the displayed PaP (e.g. adjusted train parameters or alternative stops without influence to the published border times of PaP).

Applications for PaPs placed directly at the involved IM/AB (e.g. by using national booking tools, by traditional OSS network, by reference in a PCS dossier) will be only considered by the C-OSS, when the concerned IM/AB will inform the applicant voluntarily to place a correct PaP request in PCS dedicated to the C-OSS on time. PaP capacity requested only via national tools will not be allocated.

PaP applications placed via other channels to the C-OSS (e.g. e-mail, fax, telephone, RNE paper template) have to be redirected to PCS. The C-OSS informs the applicant accordingly and provides basic support for using PCS. The C-OSS is not entitled to open PCS dossiers for the applicant.

The C-OSS confirms the receipt of the path application and announces its further treatment.

### 3.5 Handling of capacity requests

The C-OSS will conduct/be responsible for any application of PaP and RC for corridor infrastructure capacity crossing at least one border on a RFC. Applications which only affect a national PaP segment and not crossing a border on a RFC with feeder/outflow will be forwarded to the national IM for further treatment as a tailor made solution.

### 3.5.1 Leading tool for the handling of capacity requests

Applicants placing requests to the C-OSS must use PCS. Within the construction process of feeder and outflow paths and tailor made paths, the national tool can show additional information to the applicant.

Later modifications and cancellations shall not be done in PCS but via national tools.

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

	Application	Pre-booking	Draft offer	Final offer	Acceptance applicant	Modification / Cancellation
Leading tool	PCS	e-mail	PCS	PCS	PCS	National tool

### 3.5.2 Path request phase (annual timetable process)

The C-OSS checks all the incoming capacity requests. The C-OSS will conduct/be responsible for any application of PaP for corridor infrastructure capacity crossing at least one border on a Rail Freight Corridor.

In case the request is either incomplete or inconsistent, the C-OSS will contact the applicant(s) and ask him (them) to complete the missing information within five (5) working days. If the required information is not delivered within this timeframe, the request will not be treated any further.

If a request involves PaPs on several Rail Freight Corridors, the involved C-OSSs check the capacity request and involve the other participating C-OSS(s) to ensure their cooperation in treating multiple corridor requests. This way, the cumulated length of PaPs requested on each corridor will be used to calculate the priority value of possible conflicting requests. The different corridors can thus be seen as part of one combined network

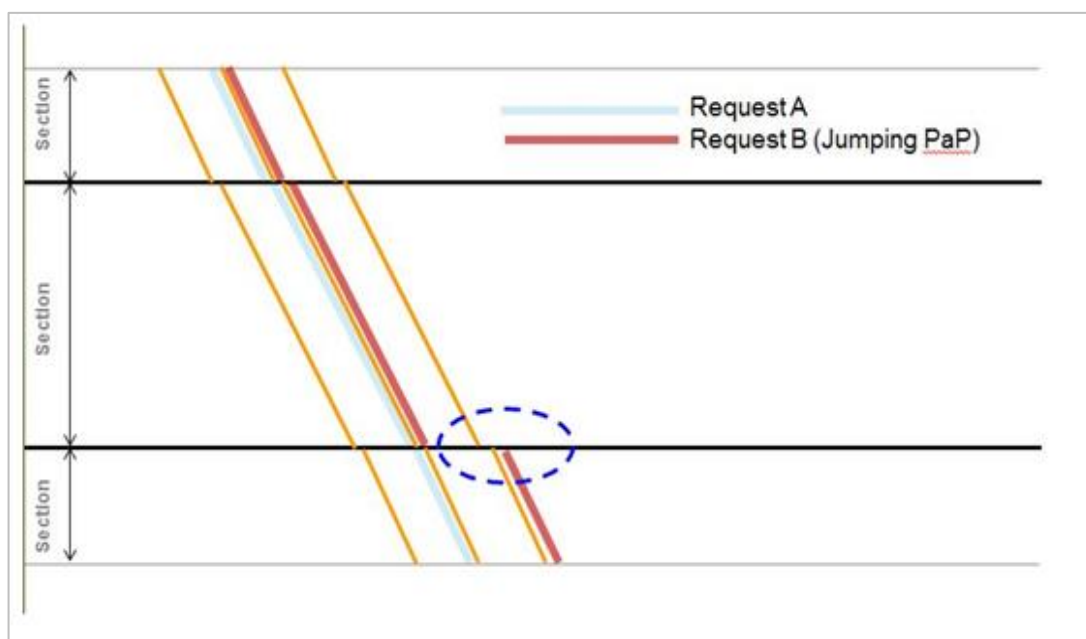
#### 3.5.2.1 Requests with special cases

##### ➤ Jumping-PaP request:

It is possible to combine several PaP-sections including a spatial jump / time leap in one request/PCS dossier

However, directly linked through-going PaP requests will be prioritized over “jumping PaP” requests whereas in case of a tie the combined length of those “jumping PaP” will be taken into account in a second step. See chapter 3.5.3.3.

Example:



### 3.5.2.2 Path Register

The C-OSS establishes and maintains a path register for all incoming PaP applications in PCS containing a dossier number, the name of the applicant, the requested PaP section, the requested number of running days and specifying the follow-up activities of the C-OSS concerning the concrete path request. This is available to the concerned IM/AB at any time and in a simplified form allowing business confidentiality to all concerned applicants upon request.

### 3.5.3 Priority rules in capacity allocation

In the event of conflicting requests, the C-OSS may seek resolution through consultation as a first step, if the following criteria are met:

- The conflict is only on a single rail freight corridor;
- Suitable alternative pre-arranged paths are available.

Where consultation is undertaken, the C-OSS shall address the applicants and propose a solution. If the applicants agree to the proposed solution, the consultation process ends.

If for any reason the consultation process does not lead to an agreement between all parties by X-7.5 the priority rules described in 3.5.3.1 and 3.5.3.2 apply.

According to the Framework for Capacity Allocation for timetable 2017 the following formulas are used to detect which request has the highest priority value.

Length of PaP sections are listed in Annex 7.5

#### 3.5.3.1 Basic calculation of priority

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

The priority is calculated according to this formula:

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

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

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

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

$K$  = The rate for priority

All lengths are counted in kilometres.

The method of applying this formula is:

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

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

This random selection is defined in chapter 3.5.3.3.

#### **3.5.3.2 Calculation of priority with Network PaP**

Network PaPs are designated to be taken into account for the definition of the priority of a request. Network PaPs are specially marked PaP-sections which aim to make the best use of the available capacity and provide a better matching traffic demand.

Within the RFC North Sea – Baltic PaP-sections, some sections are offered as Network-PaPs. On the common section with Corridor Rhine - Alpine, between Maasvlakte – Oberhausen due to major construction works a scarcity of capacity is foreseen. To offer and allocate the available capacity in an optimal way for both Corridors, the RFC North Sea – Baltic and the



Corridor Rhine – Alpine jointly defined Networks PaPs.

All PaP-sections which are designated as Network-PaPs can be found in Annex 7.4 of this document and also in the PaP-catalogue of RFC North Sea – Baltic.

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

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

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

K = Priority value

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

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

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

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

The method of applying this formula is:

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

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

This random selection is defined in chapter 3.5.3.3.

### 3.5.3.3 Special cases:

- **Jumping Pap request:**  
Directly linked through-going PaP requests will be prioritized over “jumping PaP” requests whereas in case of a tie the combined length of those “jumping PaP” will be taken into account in a second step.

➤ Sandwich PaP request:

This refers to the situation when applicants request corridor capacity in the following order:

- PaP section
- Tailor-made request (sandwich-section)
- PaP section

These requests will be taken in consideration as follows:

- Planning asked to be started at the origin of the request,  
The C-OSS pre-allocates the PaP-sections from origin until the sandwich-sections. All sections after the sandwich-section will not be pre-allocated but treated as tailor made.
  - Planning asked to be started at the destination of the request  
The C-OSS pre-allocates the PaP-sections from the destination of the request until the sandwich-sections. All sections between the origin and the sandwich-sections will not be pre-allocated but treated as tailor made
  - Planning asked out of the middle of the request  
The C-OSS pre-allocates the longer part PaP-sections either before or after the sandwich-section. All other sections will not be pre-allocated but treated as tailor made.
- Conflict on multi corridor requests  
In case of conflict, the C-OSS will deal with the process of deciding which request should have the priority together with the other C-OSS(s). In any case the applicant will be consulted.
- Conflict on overlapping sections  
In case of conflicts between requested paths on overlapping sections of the RFC North Sea – Baltic and the Corridor Rhine - Alpine, the C-OSS of Corridor Rhine-Alpine will deal with the process of deciding which request should have the priority.
- Conflicts not solved by the priority rule (random selection)  
If the requests cannot be separated by the above mentioned priority rules or special cases, a random selection is used to separate the requests. In this case, RFC North Sea – Baltic will apply a lot decision. This lot decision is done by the C-OSS manager in the C-OSS office. The involved applicants are invited to be witnesses of the process.

### 3.5.4 Capacity allocation for PaPs

The allocation decision of PaPs on the RFC North Sea- Baltic is taken by the C-OSS on behalf of the IMs/AB.

The C-OSS decides which PaP section is to be allocated to which applicant. In case of conflicting applications, the C-OSS decides on the basis of the priority rules (see chapter

3.5.3) described in Annex 1 of the Framework for Capacity Allocation. The decision has to be taken at the latest by the end of April.

Once the allocation decision is made for requests received by X-8, the C-OSS shall propose suitable alternative pre-arranged paths, if available, to the applicant(s) with the lower priority ratings. The applicant has to commit to this alternative offer within the timeframe shown in Annex 7.6.

Unsolved applications with lower priority are forwarded by the C-OSS to the concerned IM/AB at the latest until the second Friday after the deadline for placing requests with the demand to provide a draft offer at the latest one week before the RNE deadline for the draft offer. Those applications with lower priority are handled by the concerned IM/AB as on-time applications for the annual timetable and are therefore included in the regular national construction process of the annual timetable.

The C-OSS forwards the requested feeder/outflow path and/or adjustment to the concerned IMs/AB at the latest until the second Friday after the deadline for placing requests for elaboration of a timetable offer fitting to the PaP already reserved (pre-allocated). Questions occurring during the path elaboration process (e.g. concerning feeders/outflows or connections between RFCs) may be discussed and arranged between the concerned IMs/AB and applicant bilaterally.

The C-OSS informs the applicant for PaP plus feeder/outflow on the pre-allocation of the PaP section by the beginning of May and announces the forwarding of the feeder/outflow and/or adjustments to the concerned IM/AB. Without further notice, the applicant agrees to be contacted by the concerned IM/AB bilaterally for the fine-tuning of the feeder/outflow and/or paths adjustments. The C-OSS will provide an answer by X-5 for those requests.

In case of PaP requests involving two or more corridors, the C-OSS has to consider the allocation decision of the other concerned C-OSS. If the published timetable does not fit at the connecting point of both corridors one of the C-OSS's may offer an alternative PaP to build a harmonized timetable offer for the applicant. The applicant has to commit to this alternative offer within the timeframe shown in Annex 7.6 - otherwise the application is forwarded to all concerned IMs/AB to be handled in the regular elaboration process of the annual timetable for a tailor-made offer.

### **3.5.5 Handling of unused PaPs at X-7.5**

After the pre-allocation by the C-OSS all unused PaPs will be handed over to the IM/AB.

### **3.5.6 Path elaboration phase (including tailor made and feeder/outflow), draft offer and acceptance phases**

The C-OSS forwards the requested Feeder/Outflow paths to the concerned IM/AB at the latest until the second Friday after the deadline for placing requests for elaboration of a timetable offer fitting to the PaP already reserved (pre-allocated). Questions occurring during the path elaboration process (e.g. concerning feeders/outflows or connections between RFCs) may be discussed and arranged between the concerned IM/AB and applicant bilaterally.

At the RNE deadline for draft timetable (X-5) the C-OSS communicates the draft timetable offer for every request concerning a pre-allocated PaP to the applicant via PCS on behalf of the IM/AB.

The C-OSS monitors the observations placed by the applicant on the draft timetable offer for the PaP in PCS. For that purpose, the C-OSS requires an answer by the concerned IM/AB until one week before the deadline for the final timetable offer (at X-4). This procedure only concerns justified observations related to the original path request - whereas modifications to the original path requests are handed over to the concerned IM/AB for further exclusive treatment in the late path request process (without further involvement of the C-OSS).

### **3.5.7 Final offer phase**

At the RNE deadline (X-4), the C-OSS communicates the final timetable offer for every valid PaP request to the applicants via PCS on behalf of the concerned IM/AB and informs the applicant that the contracts of use of railway infrastructure must be concluded between the IM/AB and the applicant based on the national network access conditions. If, for operational reasons the publication via national tools is still necessary (e.g. ensuring documents for train drivers), the IM/AB have to ensure that there are no differences with the PCS publication.

The applicant must check the final offers and may accept or reject these.

The applicant shall accept the final timetable offer within five working days by setting the green light in PCS.

Dossiers switched harmonised to the Active timetable will follow the normal PCS process. Further treatment is ensured by the national IMs directly (not by C-OSS).

### **3.5.8 Late path request phase**

Applications placed after the deadline (X -8) are late requests and will be forwarded by the C-OSS to the concerned IM for further treatment.

### **3.5.9 Ad-hoc path request phase**

Reserve Capacity is to be booked via the C-OSS and the IT tool PCS until 30 days before the running date.

For ordering international ad-hoc train paths „matrix dossiers“ are available in PCS. These “matrix dossiers” contain the present corridor sections / routing. The applicant may indicate his individually required departure and/or arrival times as well as reference points. The indications should respect/ fit to the indicated standard running times.

The offer is communicated by the C-OSS via PCS latest 10 days before train departure.

The applicant shall accept the final timetable offer within 5 working days by setting the green light in PCS.

### 3.5.10 Exceptional transports and dangerous goods

PaPs and RC do not include the possibility to manage exceptional transports (e.g. out-of-gauge loads). The parameters of the PaPs and RC offered on the RFC North Sea - Baltic have to be respected including the published combined traffic profiles. Dangerous goods may be loaded to trains using PaPs or RC, if 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 for path requests on all IMs on the RFC North Sea – Baltic and following the National Network Statements.

## 3.6 Request for changes by applicants

### 3.6.1 Modification

Change requests for PaP placed by the applicant after the X-8 deadline until X-4 are treated by the C-OSS according to the following rule:

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

### 3.6.2 Withdrawal

Withdrawing a request is only possible between X-8 (after path requests deadline) and X-4 (before final allocation) for annual timetable requests and between the date of request and the date of allocation for reserve capacity. Once the allocation has taken place, only cancellation remains as a possibility.

Overview of withdrawal fees and deadlines on the RFC North Sea – Baltic.  
(extract from the different Network Statements)

Country:	
The Netherlands	<p>ProRail:</p> <p>A reservation charge of €10 per path for each day of the timetable year that the path is cancelled will be applied for train paths that:</p> <ul style="list-style-type: none"> <li>- are applied for as part of the timetable application and are subsequently cancelled during the allocation process (for any reason other than that ProRail is unable to meet the specifications of the train path), or</li> <li>- are cancelled by means of the first change sheet.</li> </ul> <p>This amount is remitted if an applicant or railway undertaking, during the timetable allocation process or via the first change sheet, cancels less than 1% of its applied paths.</p>
Belgium	See cancellation
Germany	<p>Withdrawal between X-8 – X-4:</p> <p>Prior to receiving a path offer from DB Netz, applicants may withdraw a request at any time. They will not be charged by DB Netz for withdrawing a request as long as they have not received a path offer.</p> <p>Withdrawal between X-5 and X-4:</p> <p>If the applicant has received a path offer, he will be charged for the preparation of the path offer. The fee for preparing and issuing the path offer is currently at 80€.</p>
Poland	Free of charge
Czech Republic	Free of charge
Lithuania	Free of charge

### 3.6.3 Transfer of capacity

Once capacity is pre-allocated or allocated to an applicant, it shall not be transferred by the recipient to another applicant. The use of capacity by an RU when carrying out the business of an applicant which is not an RU, is not considered to be a transfer.

### 3.6.4 Cancellation

In case a request has to be cancelled for any reason, the cancellation has to be done in PCS; additional after X-4 the national tools must be used.

Responsible for the handing of the cancellation is:

- Between X-8 – X-4 the C-OSS on behalf of the concerned IM/AB
- After X-4 the relevant IMs/AB. After acceptance of the ad-hoc request offer a cancellation has to be addressed directly to the relevant IMs/AB.



## Overview of cancellation fees and deadlines on the RFC North Sea – Baltic:

Country:	Cancellation fees:	
The Netherlands	<p>ProRail:</p> <ul style="list-style-type: none"> <li>• 1) A reservation charge of €10 per path for each day of the timetable year that the path is cancelled will be applied for train paths that: <ul style="list-style-type: none"> <li>○ are applied for as part of the timetable application and are subsequently cancelled during the allocation process (for any reason other than that ProRail is unable to meet the specifications of the train path), or</li> <li>○ are cancelled by means of the first change sheet.</li> </ul> </li> </ul> <p>This amount is remitted if an applicant or railway undertaking, during the timetable allocation process or via the first change sheet, cancels less than 1% of its applied paths.</p> <ul style="list-style-type: none"> <li>• 2) If in the first seven weeks after commencement of the timetable, use is made of less than 80% of an allocated train path for public passenger transport, and less than 50% for other transport, calculated in train kilometres per train number for all traffic days jointly, a reservation levy is due for each train kilometre less than 80% and 50%, respectively, of the path, amounting to the user charge for the tariff applicable to the standard weight of the train type. Failure to use the path due to causes attributable to ProRail, fluctuations in market circumstances, public holidays, etc., are deemed to be processed in the percentage of 80% and 50%, respectively, whereby no reservation charge is owed for unused paths between 100% and 80% or 50%, respectively.</li> </ul>	
Belgium	<p>For all cancellations, irrelevant of the date, the administration fee will be charged.</p> <p>Depending on the moment of cancellation a % of the track access charges has to be paid</p> <ul style="list-style-type: none"> <li>• &gt; 60 calendar days before the running day</li> <li>• Between 30 and 60 calendar days before the running day</li> <li>• Between 24 h and 30 calendar days before the the running day</li> <li>• &lt; 24 h before train run</li> </ul>	<p>0%</p> <p>15%</p> <p>30%</p> <p>100%</p>
Germany	For all cancellations, irrelevant of their dates, a fee for preparing an offer (80 €) will be charged.	

	<p>Depending on the moment of cancellation, in addition to the fee for preparing an offer, a % of the track access charges has to be paid (per path)</p> <ul style="list-style-type: none"> <li>• &gt; 60 calendar days before the running day</li> <li>• Between 30 and 60 calendar days before the running day</li> <li>• Between 24 h and 30 calendar days before the running day</li> <li>• &lt; 24 h before train run</li> </ul>	<p>0%</p> <p>10%</p> <p>20%</p> <p>40%</p>
Poland	<p>Reservation charge is not levied when journey cancellation was caused by PLK or in case of exceptional situation. Current VAT tax, on the basis of separate regulations, is added to below charges.</p> <p>1) For planned train journey until the date of nearest timetable update, included in annex 5.2,( Schedule of changed traffic organization as well as preparation and publication of timetable 2016/2017) in case when cancellation of allocated train path was submitted more than 30 days prior to scheduled train departure, excluding train journeys within IRJ (individual timetable).</p> <p>2) For planned train journey when cancellation of allocated train path was submitted within deadline longer than 72 hours and shorter than 30 days prior to scheduled train departure;</p> <p>3) For planned train journey when cancellation of allocated train path was submitted within deadline longer than 36 hours and shorter than 72 hours prior to scheduled train departure;</p> <p>4) For planned train journey when cancellation of allocated train path was submitted within deadline longer than 12 hours and shorter than 36 hours prior to scheduled train departure;</p>	<p>1% of basic charge</p> <p>10% of basic charge</p> <p>15% of basic charge</p> <p>20% of basic charge</p>

	5) 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
Czech Republic	a) Capacity reservation fee (according to Network Statement)  b) For planned train journey when cancellation of allocated train path was submitted before the scheduled train departure (except cancellation done before the date for regular timetable change) or for trains with a delay of 1200 minutes or more for reasons on the side of the RU	100%  10,- CZK per trainkilometer per day of ride on main routes, or 7,50 CZK per trainkilometer per day of ride on regional routes
Lithuania	Cancellation of request is free of charge until X-1. After capacity is allocated capacity reservation fee must be paid and it is not refundable unless <i>force majeure</i> . No additional fees	100%

### 3.6.5 Non-usage

If the RU does not show up, i.e. does not use the allocated path, the case will be treated as follows:

Country:	Explanations:
The Netherlands	ProRail: same as cancellation
Belgium	100% of the path charge and administration fee will be invoiced

Germany	100% of the path charge
Poland	25% of basic charge
Czech Republic	Reservation fee plus: 10,- CZK per trainkilometer per day of ride on main routes, or 7,50 CZK per trainkilometer per day of ride on regional routes
Lithuania	Capacity reservation fee must be paid and it is not refundable unless <i>force majeure</i> .

### 3.7 Rail related services

Rail related services are specific services whose allocation follows national rules and partially other deadlines than the process of path allocation. Therefore the request has to be placed at the national IM/AB.

### 3.8 Contracting and invoicing

Contracting has to be done with the national IMs/AB.

The C-OSS does not invoice anything. All costs (charges for using a path, administration fees, etc.) are invoiced by the respective IMs/AB.

Currently, differences exist between the various countries regarding the invoice for the path charge. In some countries, the path applicants will receive the invoice, in other countries the invoice will be sent to the RU who has used the path.

Country:	Explanations:
The Netherlands	Path charge will be invoiced to the RU that used the path.
Belgium	Path charge will be invoiced to the non-RU applicant or the RU depending on the situation
Germany	Path charge will be invoiced to the party of the infrastructure user contract
Poland	Path charge will be invoiced to the party of the infrastructure user contract
Czech Republic	Path charge will be invoiced to the RU that used the path
Lithuania	Path charge will be invoiced to the RU that used the path.

# 4. Coordination of Temporary Capacity Restrictions

## 4.1 Goals

Based on Article 12 “Coordination of works” of the Regulation (EU) No 913/2010, RNE guidelines provide recommendations for the process of coordinating and publishing of activities, which reduce the available capacity on a Rail Freight Corridor. The guideline includes the description of a tool, which is recommended to be used by Infrastructure Managers and Corridor Organizations for gathering and publishing information about capacity restrictions.

## 4.2 Tools

To provide an overview of all planned capacity restrictions, which is easily available to all involved parties, common templates and a common IT-tool are used. This tool contains all necessary data about planned works and possessions and can be downloaded from the RFC North Sea-Baltic website.

## 4.3 Procedures

RNE has worked out guidelines in order to have a harmonized way of publication and coordination of works and possessions on the Rail Freight Corridors. These guidelines can be found here.

<http://www.rne.eu/download/items/guidelines-coordinationpublication-of-works-and-posessions.html>

## 4.4 Involvement of RUs

After a primary coordination of capacity restrictions between IMs of the RFC North Sea – Baltic a publication of the coordinated possessions is released in the form of templates, which are available to the RUs so that they have the possibility to comment on the planned activities. Comments should be sent to the Corridor organization. The representative of each IM who is in charge of the coordination of works will bring in the comments into the working group. The comments of RUs have an advisory and supportive character and shall be taken into consideration as far as possible. Regular meetings of the Railway undertaking Advisory Group are used for discussing issues regarding the planning process of possessions. Extraordinary meetings with RUs/applicants for discussing and solving open issues will be convoked case by case.

## 4.5 Publication

Coordinated temporary capacity restrictions (TCRs) shall be published at least on the following dates:

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

The TCR Corridor Coordinators will calculate and define the exact dates for publication.

After initial publication at X-17 and during the process described in the RNE guidelines, available information will be more detailed, and changes and additional TCRs will have to be taken into consideration. After coordination between all IMs involved on the RFC North Sea – Baltic, the results will be published on the Corridors website.

<http://rfc8.eu/customer/coordination-of-works>

# 5. Traffic Management

Traffic Management is the prerogative of the national IMs, national IMs coordinate the traffic with neighbouring countries on a bilateral level. In this manner they insure that all traffic on the network is managed in the most optimal way. Through Train Performance Management we are identifying and monitoring bottlenecks (operational and infrastructure) on the corridor and give input to improve the train performance on the corridor. Detailed information on priority rules in operation and other information on traffic management in operations per IM can be found on the RNE website [www.rne.eu/priority-rules-in-operations.html](http://www.rne.eu/priority-rules-in-operations.html)

To reach this goal we use the RNE “punctuality monitoring guidelines” and the tools provided by RNE. These tools can be used to support traffic management.

There are existing bilateral agreements between IMs, based on state contracts, general information for border points is available on the RFC North Sea - Baltic website.



# 6. Traffic Management in case of disturbances

## **Foreword:**

The present procedure describes the general operational proceedings in case of disturbance for RFC North Sea - Baltic. In the document??? it's not regulated how to handle the traffic at each border point but to set up the procedure for traffic management on the corridor in case of disturbance. We have used this approach because it's not possible to make detailed plans that suit the whole corridor, because the parameters of each incident are different. *Communication needs to be ensured on all level (cross border, regional and central) , this can be agreed on a bilateral basis between IM's*

*We propose to test the procedure using the current TCCCom version during 2016*

## **1. Definition of disturbance**

A disturbance is an incident or accident that has a major impact on the international freight traffic of the RFCs.

## **2. Thresholds valid for communication on the whole corridor**

- Line closure for more than 24 hours as a result of operational disturbance
- Strike with impact on the freight traffic on the corridor for more than 24 hours
- Bad weather conditions resulting in delays, for international freight traffic, of more than four hours for most trains.

## **3. Procedure for freight traffic** (to be used in addition to the existing bilateral procedures)

- In case of expected breach of a threshold, a responsible from the IM will send out a message via TCCCOM to inform the other IMs on the corridor where the traffic will be impacted. The initial message only gives information on the disturbance and possible traffic restrictions, This responsible will keep the IM's on the corridor updated for the duration of the disturbance by regular messages with TCCCOM. These messages should include reliable information on the timeframe needed to resolve the disturbance and normalization of the traffic on the corridor.
- If the disturbance is solved there should be a closing message, informing the corridor IMs that the traffic has returned to normal, with possible restrictions.

## **4. Communication flows**

- Every IM on the RFC that is impacted by the disturbance should be informed

The C-OSS should also be informed; he can then relay the information to the RUs who are running trains on the corridor. (To be finetuned with the OSS) It is advised, that the C-OSS should only have a receiver role for **event-related** messages, without possibility to send them. Concerning **train-related** messages it is not advised to envisage the sending of train-related messages to the C-OSS because it is not currently possible to identify the trains

running on RFC paths (PaPs or RC paths) in the traffic control systems (national or international) and therefore it is not possible for the TCCs to know for which trains a message should be sent to a specific C-OSS.

- RUs running trains on the network where the disturbance occurs, will be informed by the national procedures.

## **5. Messages**

- As the TCCCOM tool can be managed by RNE, we can propose the messages needed for the traffic management on the corridor.

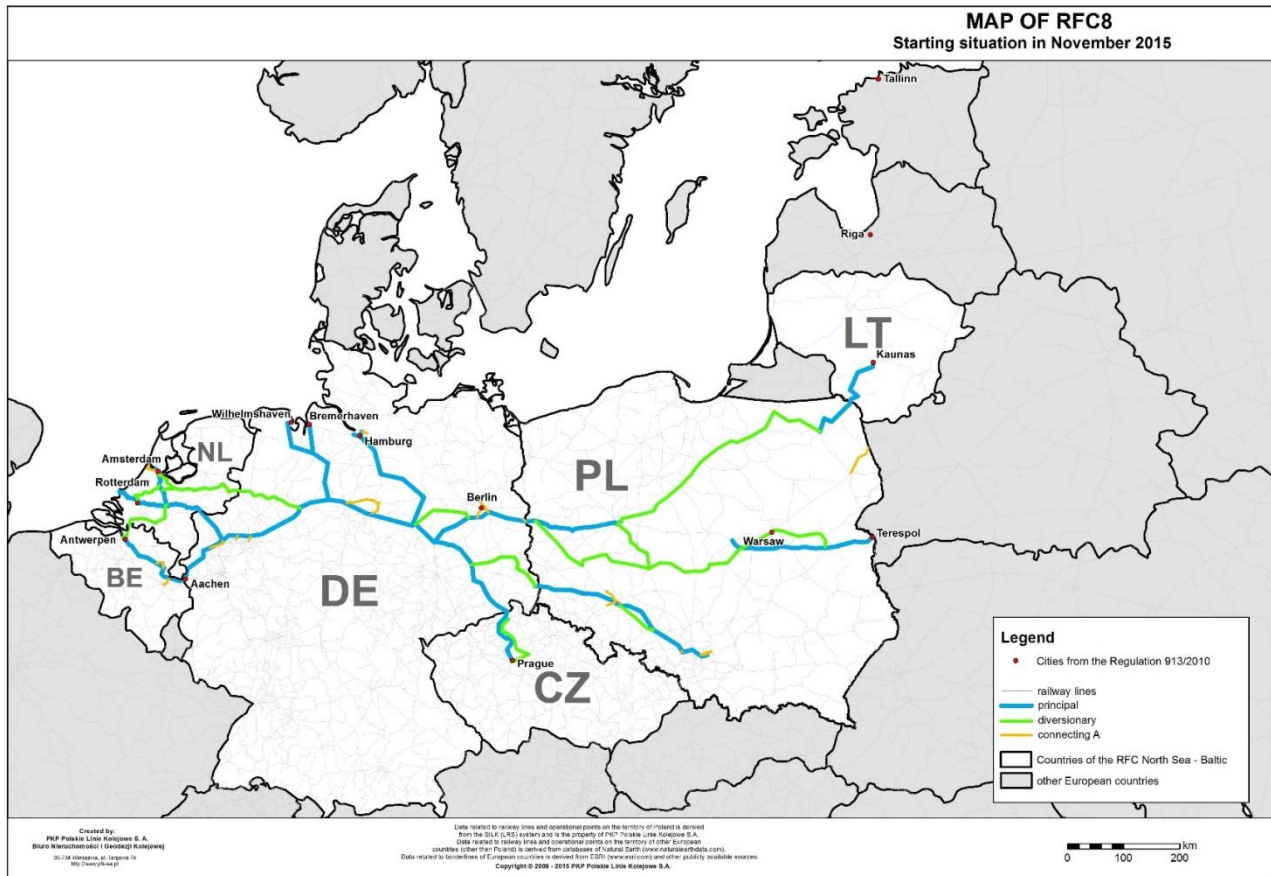
## **6. Operational Measures in case of disturbance**

- Bilateral communication has to be started between the affected IMs on the corridor, to make agreements on the operational traffic management. If language problems between the neighboring countries exist, the Network Control Center of the IMs could use TCCCOM for communication.

RUs must be informed and contacted to coordinate traffic flow from each RU and inform them of the possibilities for their traffics. Informing the RUs should be done as soon as possible via the fixed information flow of the responsible IM. In this information I ??? RUs are advised to contact their known contact points in the IM for more information.

# 7. Annexes

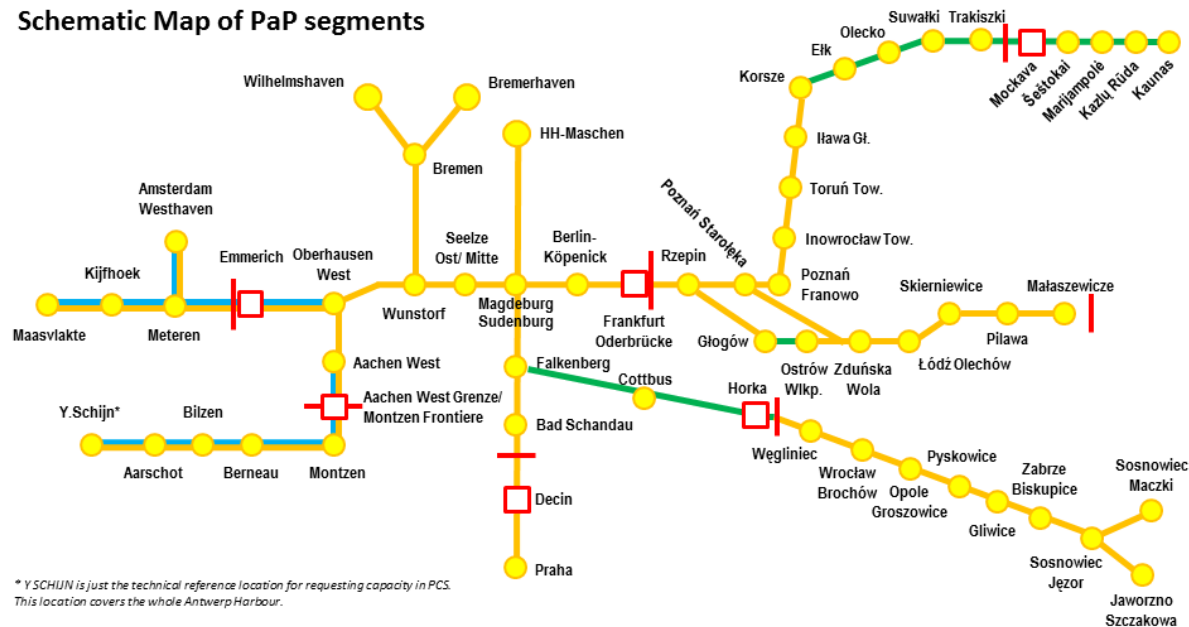
## 7.1 Corridor Map



## 7.2 Schematic map of PaP segments

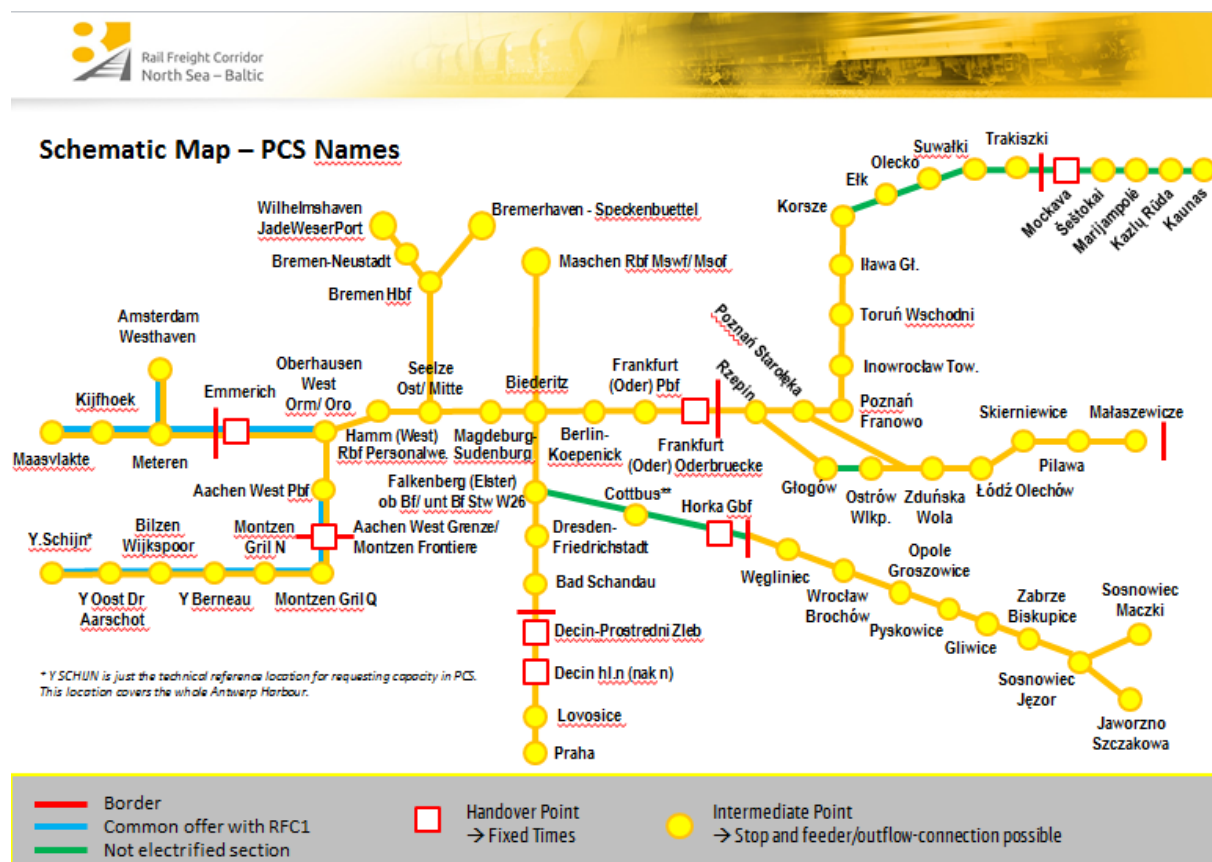


Schematic Map of PaP segments



- Border
- Common offer with RFC Rhine-Alpine
- Not electrified section
- Handover Point  
→ Fixed Times
- Intermediate Point  
→ Stop and feeder/outflow-connection possible

## 7.3 PCS Names



## 7.4 Network PaPs timetable 2017

Rail Freight Corridor North Sea – Baltic and Corridor Rhine-Alpine

West - East

From	fixed times			To	Net PaP ID
	Arr.	Station	Dep.		
Maasvlakte	08:45	Emmerich	08:45	Magdeburg	RFC18Net0191
Maasvlakte	16:45	Emmerich	16:45	Magdeburg	RFC18Net0241
Y.Schijn (Antwerp)	00:17	Montzen Fr. / Aachen W. Gr	00:17	Magdeburg	RFC18Net0801
Y.Schijn (Antwerp)	03:01	Montzen Fr. / Aachen W. Gr	03:01	Magdeburg	RFC18NET0811

East - West

From	fixed times			To	Net PaP ID
	Arr.	Station	Dep.		
Magdeburg	08:29	Emmerich	08:29	Maasvlakte	RFC81Net0282
Magdeburg	13:01	Emmerich	13:01	Maasvlakte	RFC81Net0122
Magdeburg	06:25	Montzen Fr. / Aachen W. Gr	06:25	Y.Schijn (Antwerp)	RFC81Net0802
Magdeburg	18:01	Montzen Fr. / Aachen W. Gr	18:01	Y.Schijn (Antwerp)	RFC81Net0832

Those Network PaPs are recognizable by their numbering RFC18Netxxxx West - East or RFC81Netxxxx East - West.



## 7.5 Length of PaP-sections

PaP segment	Kilometers
<b>Belgium</b>	
Y.Schijn - Y Oost Dr Aarschot	51,076
Y.Dudzele - Y Oost Dr Aarschot	147,961
Y Oost Dr Aarschot - Bilzen Wijkspoor	51,45
Bilzen Wijkspoor - Y Berneau	30,865
Y Berneau - Montzen Gril Q	18,145
Montzen Gril Q - Montzen Frontière	6,721
<b>Netherlands</b>	
Maasvlakte – Kijfhoek	45,00
Kijfhoek – Meteren	51,80
Amsterdam Westhaven – Meteren	70,20
Meteren - Emmerich Grenze	63,00
<b>Germany West – East</b>	
Aachen West Grenze - Aachen West Pbf	5,51
Aachen West Pbf - Oberhausen West Orm	113,37
Emmerich Grenze - Oberhausen West	63,27
Oberhausen West Oro - Hamm (West) Rbf Personalwechselstelle	77,65
Hamm (West) Rbf Personalwechselstelle - Seelze Mitte	168,2
Seelze Mitte - Magdeburg-Sudenburg	155,67
Magdeburg-Sudenburg – Biederitz	11,08
Biederitz - Berlin-Koepenick	150,91
Berlin-Koepenick - Frankfurt (Oder) Pbf	69,65
Frankfurt (Oder) Pbf - Frankfurt (Oder) Oderbruecke	2,67
Bremerhaven-Speckenbuettel - Bremen Hbf	67,1
Bremen Hbf - Seelze Mitte	111,97
Wilhelmshaven JadeWeserPort - Bremen-Neustadt	102,11
Bremen-Neustadt - Bremen Hbf	2,45
Maschen Rbf Mswf – Biederitz	232,04
Biederitz - Falkenberg (Elster) unt Bf Stw W26	129,79
Falkenberg (Elster) unt Bf Stw W26 - Dresden-Friedrichstadt	75,91
Dresden-Friedrichstadt - Bad Schandau	41,9
Bad Schandau - Decin-Prostredni Zleb	19,00
Decin-Prostredni Zleb - Decin hl.n nak n	4,74
Falkenberg (Elster) unt Bf Stw W26 - Falkenberg (Elster) ob Bf	3,04
Falkenberg (Elster) ob Bf – Cottbus	77,97
Cottbus - Horka Gbf	73,89
<b>Germany East – West</b>	

Frankfurt (Oder) Oderbruecke - Frankfurt (Oder) Pbf	2,67
Frankfurt (Oder) Pbf - Berlin-Koepenick	69,65
Berlin-Koepenick – Biederitz	150,91
Biederitz - Magdeburg-Sudenburg	11,08
Magdeburg-Sudenburg - Seelze Ost	154,17
Seelze Ost - Hamm (Westf) Rbf Hme	169,57
Hamm (Westf) Rbf Hme - Oberhausen West Orm	79,01
Oberhausen West Orm - Aachen West Pbf	112,49
Aachen West Pbf - Aachen West Grenze	5,76
Oberhausen West - Emmerich Grenze	63,27
Decin hl.n nak n - Decin-Prostredni Zleb	7,55
Decin-Prostredni Zleb - Bad Schandau	19,05
Bad Schandau - Dresden-Friedrichstadt	41,9
Dresden-Friedrichstadt - Falkenberg (Elster) unt Bf Stw W26	75,91
Falkenberg (Elster) unt Bf Stw W26 - Biederitz	129,79
Horka Gbf – Cottbus	73,89
Cottbus - Falkenberg (Elster) ob Bf	77,62
Falkenberg (Elster) ob Bf - Falkenberg (Elster) unt Bf Stw W26	2,44
Biederitz - Maschen Rbf Msof	230,37
Seelze Ost - Bremen Hbf	113,47
Bremen Hbf - Bremerhaven-Speckenbuettel	67,1
Bremen Hbf - Bremen-Neustadt	2,45
Bremen-Neustadt - Wilhelmshaven JadeWeserPort	102,11
<b>Czech Republik</b>	
Decin-Prostredni Zleb - Decin hl. n. nakl.n	4,4
Decin hl.n. nakl.n. – Lovosice jih	44,7
Lovosice jih – Praha Liben	86,5
<b>Poland</b>	
Frankfurt (Oder) Oderbruecke – Rzepin	18,437
Rzepin - Poznan Staroleka	155,49
Rzepin - Poznan Franowo	162,866
Rzepin – Glogow	124,386
Poznan Staroleka - Zdunska Wola	197,105
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	90,580
Ilawa – Korsze	138,498

Korsze – Elk	100,359
Elk – Olecko	27,486
Olecko – Suwalki	42,979
Suwalki – Trakiszki	25,188
Trakiszki – Mockava	17,792
Wegliniec - Wrocław Brochów	142,198
Wrocław Brochów - Opole Groszowice	87,235
Opole Groszowice – Pyskowice	55,659
Pyskowice - Zabrze Biskupice	16,950
Pyskowice – Gliwice	11,194
Gliwice - Zabrze Biskupice	12,450
Zabrze Biskupice - Sosnowiec Jezor	32,541
Sosnowiec Jezor - Sosnowiec Maczki	7,491
Sosnowiec Jezor - Jaworzno Szczakowa	7,532
Horka Gbf – Wegliniec	21,765
<b>Lithuania</b>	
Sestokai – Mockava	7,49

## 7.6 Deadlines timetable 2017

11.01.2016	Publication of PaP catalogue
11.04.2016	Last day for request for annual timetable
15.04.2016	Offer for PaP alternatives / Tailor made directly
20.04.2016	PaP alternative offer. Last day for acceptance / rejection of PaP alternative offer.
25.04.2016	PaP Pre-allocation
04.07.2016	Publication of draft timetable
05.07 -> 05.08.2016	Observations and comments made by Applicants
22.08.2016	Publication of final timetable
26.08.2016	Acceptance of final offer (5 working days including the day of publication)

# 8. Version control

Version Control for CID Book 4 of Rail Freight Corridor North Sea - Baltic

Version	Chapter changed	By whom	Valid for TT
2017_0	First version	WG TT / C-OSS	2017