Rail Freight Corridor
North Sea – Baltic

RFC North Sea – Baltic
Corridor Information Document

Book 1

Generalities

Timetable 2019

Co-financed by the European Union
Connecting Europe Facility

Version control

Version	Chapter changed	Changes compared to the previously published version	X marks which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
V1	all	layout		X
V2				

Table of contents

This is Book 1, harmonised across all corridors. For ease of understanding and in order to respect the particularities of some corridors, common procedures are always written at the beginning of a chapter. The particularities of Corridor North Sea - Baltic are placed below the common texts and marked as follows:

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

Glossary

Terms

For Infrastructure Manager (IM)- / Allocation Body (AB)- and corridor-related terms please refer to the RNE Network Statement (NS) Glossary: http://www.rne.eu/organisation/network-statements/

Corridor North Sea - Baltic
Corridor North Sea –Baltic does not use any other terms than those mentioned above.

Abbreviations

AB	Allocation Body
AG	Advisory Group
CER	Community of European Railway Operators and Railway Infrastructure Companies
CID	Corridor Information Document
CIP	Customer Information Platform
CIS	Charging Information System
C-OSS	Corridor One-Stop-Shop
EC	European Commission
EEIG	European Economic Interest Grouping
EIM	European Rail Infrastructure Managers
ERFA	European Rail Freight Association
ERTMS	European Rail Traffic Management System
ETCS	European Train Control System
EU	European Union
ExB, EB, ExBo	Executive Board
FCA	Framework for Capacity Allocation
GA	General Assembly

IM	Infrastructure Manager
IP	Implementation Plan
KPI	Key Performance Indicator
LoI	Letter of Intent
MB, MaBo	Management Board
NS	Network Statement
NSA	National Safety Authority
NUTS	Nomenclature of territorial units for statistics
PaP	Pre-arranged Path
PCS	Path Coordination System
RAG	Railway Undertaking Advisory Group
RB	Regulatory Body
RC	Reserve Capacity
RFC	Rail Freight Corridor
RNE	RailNetEurope
RU	Railway Undertaking
TAG	Terminal Advisory Group
TCCCom	Traffic Control Centres Communication
TEN-T	Trans-European Network for Transport
TIS	Train Information System
TMS	Transport Market Study
TPM	Train Performance Management
TT	Timetable
UIC	International Union of Railways
WG	Working Group

	Corridor North Sea - Baltic
CEF	Connecting Europe Facility
PIM	Project Implementation Manager
PMO	Project Management Office
GUI	Graphical User Interface
TCRs	Temporary Capacity Restrictions

1   Introduction

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

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

Rail Freight Corridors (RFCs) map 2017
Including extensions expected in 2018 as indicated by the RFCs*
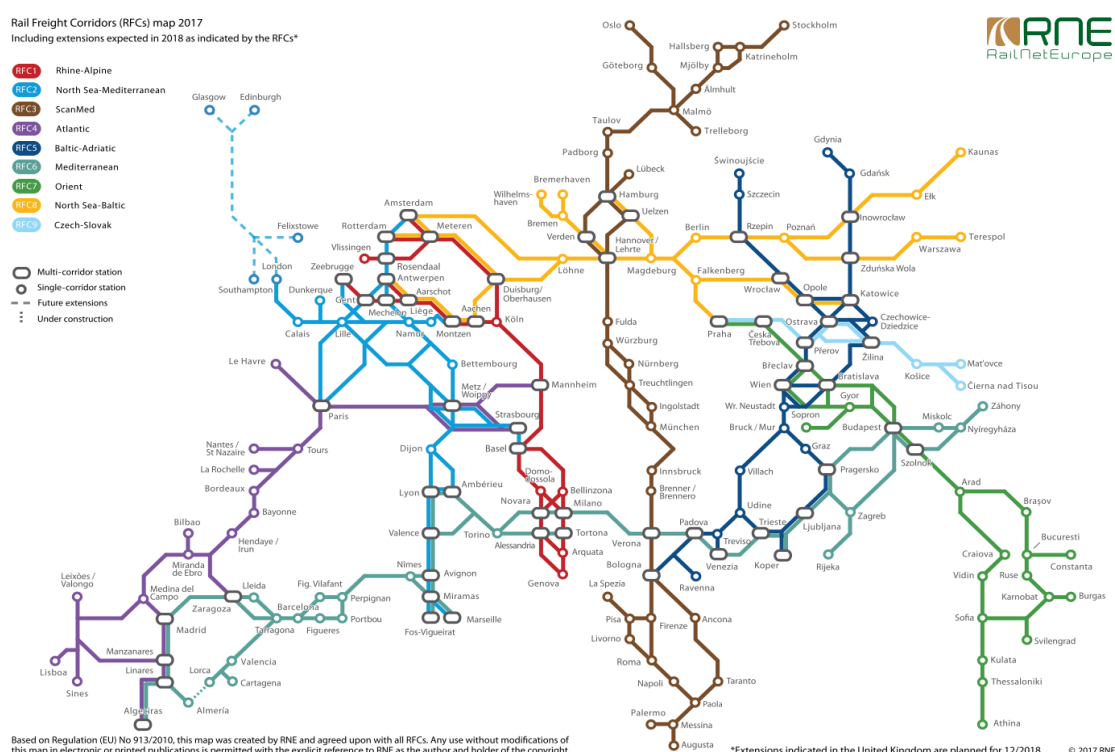
The corridors commit to fulfil their intended role of increasing the competitiveness of international rail freight, unlocking the tremendous growth potential for long-distance freight traffic and promoting rail's key role in a sustainable transport system. The improved marketability of the corridors is key to maintaining and winning over end-customers to the rail solution.

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

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

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

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

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

2   Structure of the CID

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

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

The five books of the CID are as follows:

➢ **Book 1: Generalities**

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

➢ **Book 2: Network Statement Excerpts**

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

➢ **Book 3: Terminal Description**

Book 3 provides information about the designated corridor terminals.

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

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

➢ **Book 5: Implementation Plan**

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

➢ Description of the characteristics of the Corridor,

➢ Essential elements of the TMS,

➢ Objectives of the Corridor,

> ➢ Indicative investment plan,

> ➢ Measures to implement Article 12 to 19 of the Regulation.

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

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

3 Corridor description

The railway lines of the Corridor are divided into:

> ➢ **Principal routes:** on which PaPs are offered,

> ➢ **Diversionary routes:** on which PaPs may be considered temporarily in case of disturbances, e.g. long-lasting major construction works on the principal lines,

> ➢ **Connecting lines:** lines connecting the corridor lines to a terminal (on which PaPs may be offered but without an obligation to do so),

> ➢ **Expected lines:** Expected lines can be found in Book 5.

Rail Freight Corridor North Sea – Baltic	Corridor North Sea - Baltic
The schematic map of Corridor North Sea - Baltic is displayed below.	
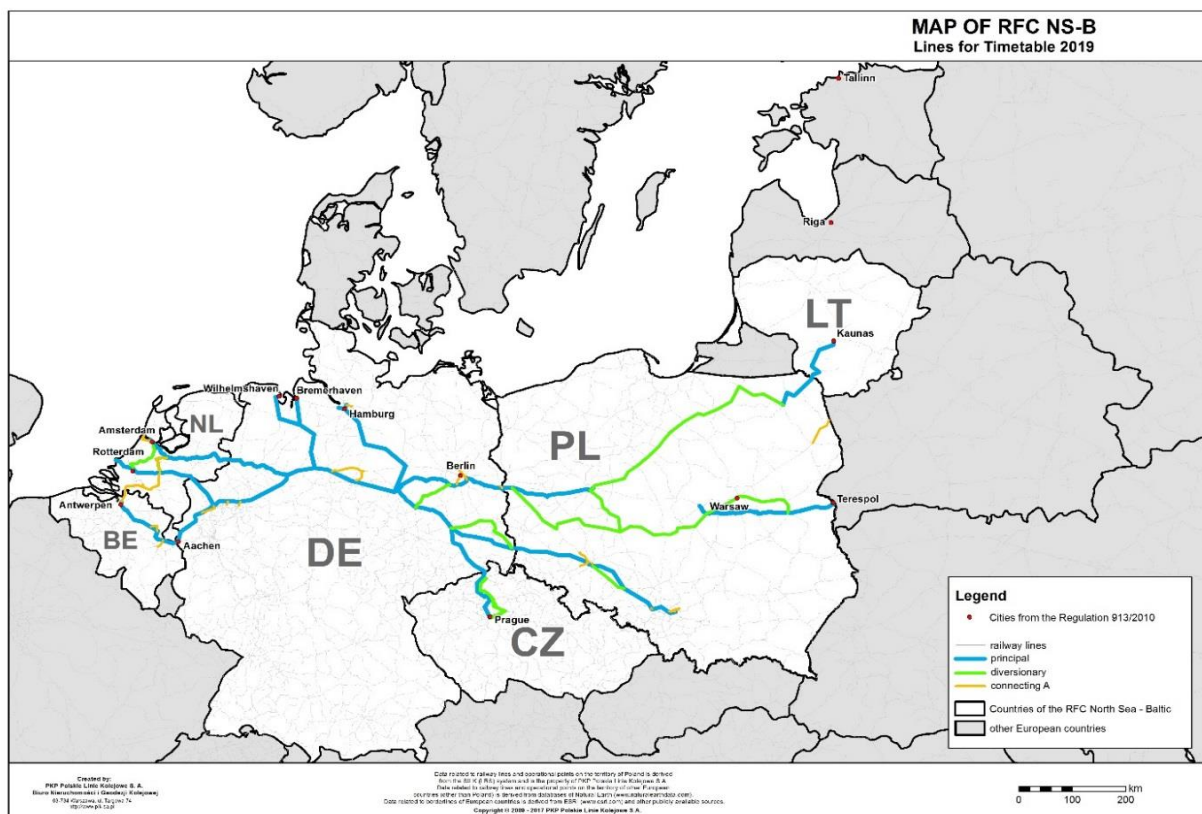
4 Corridor organisation

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

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

Rail Freight Corridor North Sea – Baltic Corridor North Sea - Baltic
Members of the ExBo of the Corridor North Sea – Baltic are as follows: Federal Public Service Mobility and Transport, Belgium;   Ministry of Infrastructure and Water Management, the Netherlands;   Federal Ministry of Transport and Digital Infrastructure, Germany;   Ministry of Infrastructure and Construction, Poland;   Ministry of Transport and Communication, Lithuania;   Ministry of Transport of the Czech Republic;

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

Rail Freight Corridor North Sea – Baltic Corridor North Sea - Baltic
Members of the MB of Corridor North Sea – Baltic are as follows: Infrabel INFR/ABEL Belgium;   ProRail ProRail the Netherlands;   DB Netz AG DB NETZE Germany;   PKP PLK S.A PKP POLSKIE LINIE KOLEJOWE S.A. Poland;   LG LIETUVOS GELEŽINKELIAI Lithuania;   LTSA Lietuvos transporto saugos administracija Lithuania;   SŽDC SŽDC Czech Republic;

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

|	
	Corridor North Sea - Baltic
RAG Meetings of Corridor North Sea - Baltic are open for non-RU applicants as well.	

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

The internal working structures within the corridor organisation and the connection between the corridor organisation and other stakeholders, as well as conditions for participation in the RAG and TAG, are described in Book 5.
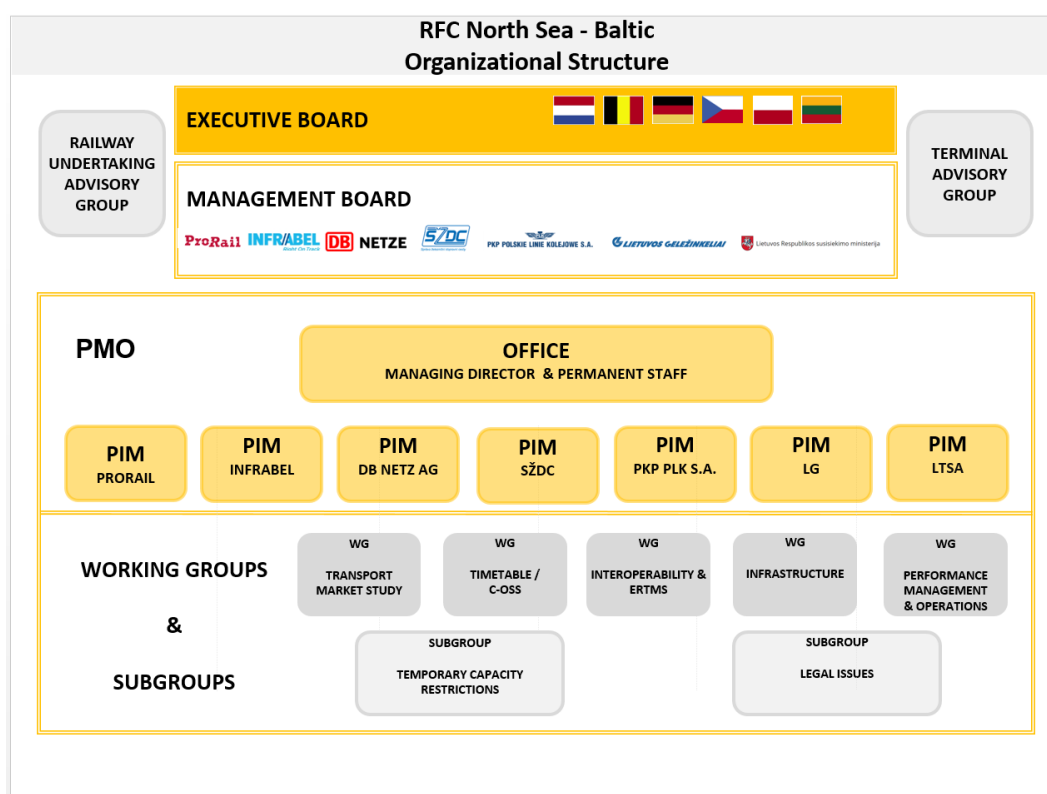
The Corridor organisation is based on a contractual agreement between the IMs and (where applicable) ABs along the Corridor.

For the execution of the common tasks the MB has decided to build up the following structure:

	Corridor North Sea – Baltic

Corridor North Sea - Baltic structure:
 	
 - a legal body formed as EEIG.
 	
 The operational management of the Corridor is executed by the resources described hereinafter:
     - Corridor North Sea - Baltic Office: RFC Managing Director and permanent staff;
     - Representatives of each IM as project implementation managers (PIMs).	

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

	Corridor North Sea - Baltic
In order to facilitate the work regarding the implementation of the Corridor, several permanent and temporary working groups were formed consisting of experts on specific fields delegated by the IMs. Details can be found in RFC Organigram.	

5   Contacts

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

	Corridor North Sea - Baltic
Address	**C-OSS RFC North Sea - Baltic** Mainzer Landstr. 203, D-60326 Frankfurt am Main, Germany
Phone	+49 69 265 26778
Email	coss@rfc8.eu
Address	**EEIG Rail Freight Corridor North Sea - Baltic EZIG** 74 Targowa Str., 03-734 Warsaw, Poland
Phone	+48 22 473 23 20

Email	info@rfc8.eu
Further contacts of Corridor North Sea - Baltic are published on its website under the following link: http://rfc8.eu/contact-us/	

6 Legal framework

This CID complies with the current legal framework.

6.1. EU legal framework (excerpt)

- ➢ Regulation (EU) 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight,
- ➢ Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (Recast),
- ➢ Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure,
- ➢ Regulation (EU)1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No. 661/2010/EU,
- ➢ Regulation amending Regulation No 913/2013:
  - o Regulation (EU) 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) 67/2010,
- ➢ Decisions under Article 5(6) of Regulation No 913/2013 (new corridors and corridor extensions):
  - o Commission Implementing Decision 2015/1111 of 7 July 2015 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea-Baltic rail freight corridor with Article 5 of the Regulation 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight,
  - o Commission Implementing Decision 2017/177 of 31 January 2017 on the compliance with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council of the joint proposal to establish the 'Amber' rail freight corridor,
  - o Commission Implementing Decision 2017/178 of 31 January 2017 amending Implementing Decision (EU) 2015/1111 on the compliance of the joint proposal of the Member States concerned to extend the North Sea-Baltic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight.

6.2. Framework for Capacity Allocation (FCA)

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

6.3. Other

The applicable national legislation is listed in the NSs of the respective IMs (and, if applicable, ABs). The respective links are available in Chapter 1 and Chapter 3 of Book 2.

7 Legal status

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

8 Validity period and updating process

8.1. Validity period

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

8.2. Updating process

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

All Books of the CID can be updated when necessary according to:
- ➤ changes in the rules and deadlines of the capacity allocation process,
- ➤ changes in the railway infrastructure of the member states,
- ➤ changes in services provided by the involved IMs/ABs,
- ➤ changes in charges set by the member states,
- ➤ etc.

9   Publishing

The CID is available free of charge in electronic format.

Rail Freight Corridor North Sea – Baltic   Corridor North Sea - Baltic
The CID of the Corridor North Sea - Baltic is available on the RFC website: http://rfc8.eu/corridor-information-document/   and in the CIP: https://cip.rne.eu/apex/f?p=212:170:5355029748716::::P170_BOOKS_LIST:500284 under „Information documents".

10   IT tools

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

10.1 Path Coordination System (PCS)

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

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

More information can be found in Book 4 Chapter 2.5 of this CID and via http://pcs.rne.eu.

10.2 Train Information System (TIS)

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

Rail Freight Corridor North Sea – Baltic   Corridor North Sea - Baltic
All IMs on Corridor North Sea - Baltic participate in TIS.

RUs and terminal operators may also be granted access to TIS. They are invited to join the RNE TIS Advisory Board as all members of this board grant all other members full access to TIS data if they are involved in the same train run. However, if the RUs and terminal operators concerned

are not members of the RNE TIS Advisory Board, mutual agreements have to be signed between individual RUs and between RUs and terminal operators.

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

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

10.3 Charging Information System (CIS)

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

Access to CIS is free of charge without user registration.

For more information please visit the RNE CIS website http://cis.rne.eu or contact the RNE CIS Support: support.cis@rne.eu.

10.4 Customer Information Platform (CIP)

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

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

For accessing the application, as well as for further information, use the following link:

http://info-cip.rne.eu/

Rail Freight Corridor North Sea – Baltic	Corridor North Sea - Baltic
By means of a Graphical User Interface (GUI), CIP provides precise information on the routing, as well as information on terminals, and basic track properties of the participating corridors. All essential corridor-related information documents, such as this CID, capacity offer and temporary capacity restrictions (TCRs) are also accessible.	

11   Corridor language

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

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

The language used in operations is determined by national law.

Rail Freight Corridor North Sea – Baltic	Corridor North Sea - Baltic
Corridor North Sea - Baltic has beside English no additional official languages for correspondence.	