

Rail Freight Corridor
North Sea – Baltic



RFC North Sea – Baltic Corridor Information Document

Book 4

Procedures for Capacity and Traffic Management

valid for process of timetable 2019,
starting in January 2018, ending in December 2019

Timetable 2019



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Version Control

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			Common part	Corridor-specific part
V1		Version for publication		
V2		Schematic map, chapter 3.6.1.1		X
V3		Chapter 3.2, Chapter 5 regarding International Contingency Management	X	X

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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 Body (AB) on the Corridor), planned Temporary Capacity Restrictions (TCRs), Traffic Management and Train Performance Management on the Rail Freight 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.

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.

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.	

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 customer confidentiality.

2.1 Function

The C-OSS is the only body where applicants may request and receive the 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	+49 69 265 26778
Email	cooss@rfc8.eu

2.3 Corridor language

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

 Rail Freight Corridor North Sea – Baltic	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 will be 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 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 customers, 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
 - 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 – where applicable
 - Allocate capacity for the late path request phase – where applicable
- Allocation phase: ad-hoc requests (RC) (running timetable process)
 - Collect, check and review all requests for RC
 - 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 concerned applicants 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 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 North Sea – Baltic Rail Freight Corridor” (FCA), which was signed by representatives of the ministries of transport on 15-12-2016. The document is available under:

Annex 4.A Framework for Capacity Allocation

 <p>Rail Freight Corridor North Sea – Baltic</p>	Corridor North Sea - Baltic
http://rfc8.eu/files/public/Framework for Capacity Allocation/DecisionExecutive BoardNorth Sea BalticRFC FCA 2019.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 (NS) 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 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 and annexes of the Network Statements) is listed below.	
IM	Deadline
ProRail, Netherlands	30 days before running day
Infrabel, Belgium	7 days before first running day
DB Netz AG, Germany	30 days before first running day
SŽDC, Czech Republic	Time of Path Request
PKP PLK, Poland	In yearly TT till 08 th of June 2018 In a mode other than yearly TT Time of Path Request
Lithuanian Railways, Lithuania	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 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 (until X-8.5, 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 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.

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 applicant's 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 Rotterdam 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 Corridor's website.



Corridor North Sea - Baltic

According to customer wishes, Corridor North Sea – Baltic offers in addition to the PaPs on the Corridor lines:

- paths between Decin and Kolin;
- one path per day and direction coordinated with Scandinavian Mediterranean Corridor on the connection Bad Bentheim – Maschen.

The complete PaP catalogue with more details can be found under the following link:

<http://rfc8.eu/downloads/>

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.

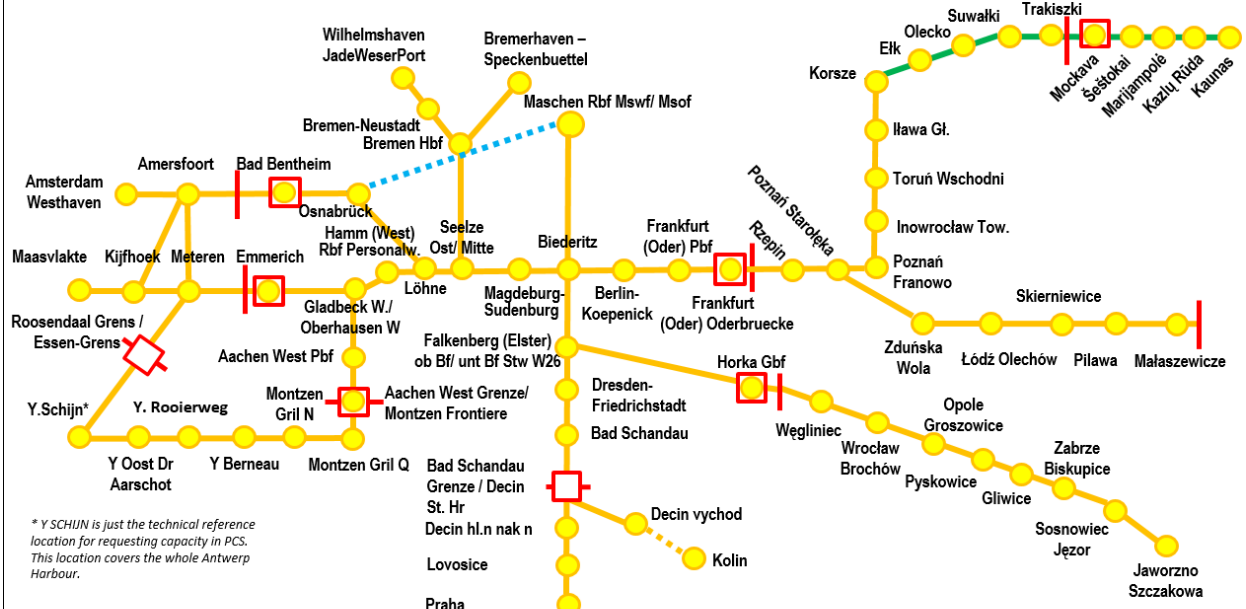
3.4.1.2 Schematic corridor map



Corridor North Sea - Baltic



PaPs TT 2019 RFC North Sea - Baltic




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, especially in combination with Flex PaP, 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 4.C.


3.4.1.3 Features of PaPs

The capacity offer on a Corridor has the following features:

- Sections with fixed times (Fix-PaP) (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. Request 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 (Flex-PaP) (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.
 - Handover times at Handover Points (as defined in Chapter 3.4.1.2) between IMs/ABs are fixed (and harmonised by IMs/ABs) and cannot be changed.
 - 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 and need no change of handover times at Handover Points between IMs/ABs.

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

	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. <p>This approach means that all times inclusive border times can be modified by both applicant and IM within the band width of the originally published PaP. Band widths are defined and displayed in Annex 4D.</p>	

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.

 <div>Rail Freight Corridor North Sea – Baltic</div>	Corridor North Sea - Baltic	
Corridor North Sea – Baltic offers one path per day and direction coordinated with Scandinavian Mediterranean Corridor. More details may be found in PaP catalogue.		
Corridor North Sea-Baltic is connected to	between	offer
Scandinavian Mediterranean Corridor	Maschen and Osnabrück	harmonised

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 concerning overlapping sections 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		
On the section Antwerp – Roosendaal RFCs North Sea Baltic and RFC North Sea – Mediterranean offer some common PaPs.		
Overlapping section with partly common offer	Involved RFCs	Responsible C-OSS
Section Antwerp – Roosendaal	North Sea – Baltic	North Sea - Mediterranean

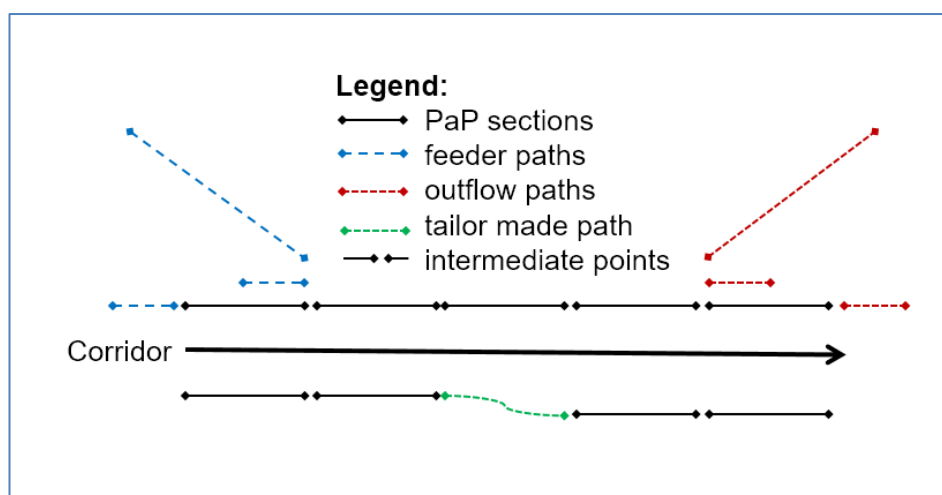
3.4.1.6 Feeder, outflow and tailor-made paths

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 and 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.

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 till X-5)	Modification (X-8 till X-5)	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	PCS	National tool	National tool
Additional tool				Email (for pre-booking information)						

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 (e.g. for Flex-PaPs: fixed border time, max. running time)

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 requests 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.	

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, the C-OSS pre-books the PaPs with the highest priority in case of conflicting requests, or PaPs that are not involved in conflicts between X-8 and X-7.5.

The C-OSS 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). Requests with a lower priority value will be forwarded to the IMs/ABs concerned to elaborate a tailor-made offer as close as possible to the initial request. Questions occurring during the path elaboration process (e.g. concerning feeders/outflows or connections between corridors) may be discussed and arranged between the IMs/ABs concerned and applicant bilaterally.

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:
 - The conflict is only on a single corridor
 - Suitable alternative PaPs are available.

B) Applying the priority rule as described in Annex 1 of the FCA (see Annex 4.A) and Chapter 3.4.3.2 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).

	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.

	Corridor North Sea - Baltic	
Corridor North Sea - Baltic designates Network PaPs on the following sections:		
Antwerp Y Schijn -> Löhne	2 pairs in both directions	
Maasvlakte -> Löhne	2 pairs in both directions	

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 corridors 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 corridor 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 corridor 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.

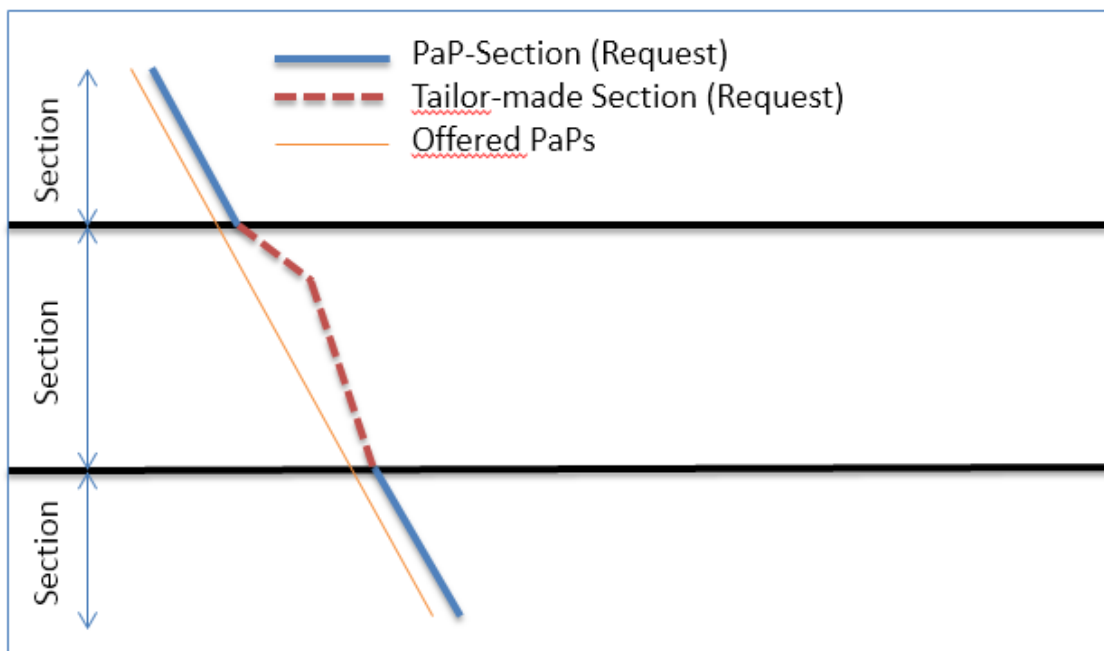
	Corridor North Sea - Baltic
Corridor North Sea – Baltic uses rule for the random selection process as described above.	

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 reference point in the request, as follows:

- Reference 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.

- Reference 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.
- Reference point in the middle: The C-OSS pre-books the longest of the requested PaP sections either before or after the interruption. No other section 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. 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.

Except for cases described regarding 'Downsizing' in Chapter 3.7.1, applicants and IMs/ABs aim not to change or replace the PaPs – outside of the flexibility range of the FlexPaP, if any – pre-booked by the C-OSS via PCS until the final offer is accepted/rejected.


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 number of PaPs to be kept after X-7.5. The decision on which PaPs to keep and which PaPs to return to the relevant IMs/ABs depends on the "booking situation" at that moment. More precisely, at least the following three criteria must be used (by decreasing order of importance):
 - a. There must be enough capacity for late requests, if applicable, and RC.
 - b. Take into account the demand for international paths for freight trains placed by other means than PCS.
 - c. Take into account the need for modification of PaP offer due to possible changes in the planning of possessions.

PaPs that are returned to the IMs/ABs are published in PCS as catalogue paths, unless each IM/AB individually decides to withdraw them entirely from PCS in order to free capacity on their network.

The remaining PaPs are published during the late request phase (where applicable) in PCS with continuous updating.

	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 concerned IM/AB will elaborate the flexible parts of the requests:

- Feeder, outflow or intermediate sections
- Timetable of Flex PaPs, if applicable
- 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.


	Corridor North Sea - Baltic
On Corridor North Sea - Baltic there is no flexibility in the draft offer.	

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 to the applicant via PCS on behalf of the IM/AB concerned.

The C-OSS provides partial offers to the applicants or refuses the request in the following cases:

- A) If requested specifically by the applicant and after the applicant has been explicitly informed about the consequences by the C-OSS.
- B) If an IM/AB is forced by national legislation to send the draft offer to applicants at the published deadlines, even if one or more involved IMs/ABs have not yet finished the path elaboration.
- C) If an IM/AB cannot create a draft offer due to specific wishes of the applicant not being feasible.
- D)

	Corridor North Sea - Baltic
Corridor North Sea - Baltic provides partial offers according A and B.	

3.4.4.3 Observations

Applicants can place observations on the draft timetable offer in PCS, 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).

Post-processing

Based on the above-mentioned observations the IMs/ABs have the opportunity to revise offers. 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

A) Regular process:

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 sections 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 IM/AB have to ensure that there are no discrepancies between PCS and the national tool.

B) Partial offer process:

The C-OSS communicates partial offers only if at least one of the following conditions is met:

- a. If requested specifically by the applicant and after the applicant has been explicitly informed about the consequences by the C-OSS.
- b. If an IM/AB is forced by national legislation to send the final offer to applicants at the published deadlines, even if one or more involved IMs/ABs have not yet finished the path elaboration or the post-processing phase.


Requests in partial offer may only be switched to the active timetable in PCS when they have been harmonised, i.e. all of the IMs/ABs concerned switched to final offer in PCS. This is to prevent requests with one part still in post-processing while other parts are already in the active timetable, thus allowing the start of the path modification process.

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

- Acceptance > leads to allocation
- Rejection > leads to withdrawal 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.

In case of a partial offer the C-OSS informs the applicant concerned about this deadline at the moment the entire offer is presented. If no response is received within the time frame, the C-OSS will send a reminder and/or try to reach the applicant according to its usual business practice in order to receive feedback.

	Corridor North Sea - Baltic
Corridor North Sea - Baltic provides partial offers according a and b.	

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.	

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 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 reference points. The indications should respect the indicated standard running times as far as possible.

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
Reserve capacity for timetable 2019 will be available from October 2018. On all RFC sections the number of guaranteed timeslots is one per day. The offer is not valid in case of unavailable infrastructure capacity.	

The IMs can modify or withdraw Reserve Capacity 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.


	Corridor North Sea - Baltic
<p>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).</p>	

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
<p>RFC Orient/East - Med will be extended from Prague/Kolin towards Germany in November 2018. For RFC North Sea – Baltic there will be an operational extension to Rostock and Kolin, which means that the extended lines are not included in RFC NS-B routing, but RFC NS-B C-OSS is responsible for allocation/capacity management.</p> <p>As a result on both corridors there will be overlapping sections between Prague/Kolin and</p> <ul style="list-style-type: none"> • Bremerhaven • Wilhelmshaven • Hamburg • Rostock <p>The connecting points between both corridors are Prague and Kolin. On the overlapping sections the C-OSS of RFC North Sea - Baltic is responsible for uploading and allocating RC. The capacity offer of both corridors is harmonized at the connecting points. To provide a single point of contact applicants can contact C-OSS of both RFCs for further information and support.</p>	

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.

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	National tool

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

Applicants can place observations on the draft timetable offer in PCS, 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).

3.6.5 Final offer

Applicants shall receive the final offer no later than 10 calendar days before train run. All applicants involved shall accept or reject the final offer within 5 calendar days in PCS.

- Acceptance > leads to allocation
- Rejection > leads to withdrawal 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

Change requests for PaPs placed by the applicant between X-8 and X-5 are treated by the C-OSS according to the following rules:

- A. **"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) that 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 path register accordingly.
- B. **"Substantial"** changes to the PaP request affecting the fixed border times and/or the ranking of the request in the allocation decision according to the priority rule, and downsizing below the minimum parameter, are viewed as complete cancellations of the

PaP request. Those change requests are then forwarded to the IM/AB concerned for further treatment (following national processes) within the remaining capacity.

This chapter only applies to PaP requests submitted until X-8.


	Corridor North Sea - Baltic
Corridor North Sea - Baltic doesn't apply additional rules.	

3.7.2 Withdrawal

Withdrawing a request is only possible:

- between X-8 (after path requests deadline) and X-5 (before draft offer) for the annual timetable
- before allocation during the late path request phase (where applicable) and ad-hoc path request phase.

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	Withdrawal fees and deadlines
ProRail, Netherlands	No fees
Infrabel, Belgium	Same as cancellation see 3.7.4.2
DB Netz, Germany	<p>Withdrawal between X-8 – X-5:</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 – X-4:</p> <p>If the applicant has received a path offer, the minimum cancellation fee as described in the cancellation chapter will be charged.</p> <p>Note: Still depending on final approval of Regulatory Body</p>
PKP-PLK, Poland	Free of charge
SŽDC, Czech Republic	Free of charge
Lithuanian Railways, Lithuania	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

<div>Corridor North Sea - Baltic</div>		
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	Cancellation fees and deadlines	
ProRail, Netherlands	As regards train paths for freight transport and other transport that are requested and allocated as part of the 2019 timetable request, and which are subsequently cancelled at least 30 days before the first running day of the timetable, ProRail will levy a reserve charge in the form of a malus of € 10 per path cancelled. This amount is remitted if the railway undertaking cancels less than 20% of its allocated paths via the first timetable update during the timetable allocation process.	
Infrabel, Belgium	In the event of relinquishment, the amount to be paid for the path (except the administrative costs) not used will be calculated as follows:	
	> 60 days	0%
	Between 31 days and 60 days	15%
	Between 24 hours and 30 days	30%
	< 24 hours	100%
	After departure	
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	

	<ul style="list-style-type: none"> 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 € 416. <p>Calculation: $0,03 \times \text{number of train-path kilometers} \times \text{number of amended days of service}$.</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.
PKP-PLK, Poland	<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> <p>Note: Still depending on final approval of Regulatory Body</p>	
	<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
	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:	
	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 hours prior to scheduled train departure	20% of basic charge
	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	Free of charge

	submitted more than 30 calendar days prior to scheduled train departure	
	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.	
SŽDC, Czech Republic	a) Capacity reservation fee (according to Network Statement)	100%
	b) If the applicant does give up allocated infrastructure capacity less than thirty calendar days 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.	from 5,- to 7,- CZK per trainkilometer per day of ride (depending on route classification) Some routes are excluded from this fee (see Network Statement).
Lithuanian Railways, Lithuania	100 % of train traffic charge	

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 and deadlines for unused paths

 Corridor North Sea - Baltic	
An overview of fees and deadlines for unused paths for the IMs/ABs on Corridor North Sea - Baltic (extract from the different Network Statements) is listed below.	
IM	Fees for unused paths
ProRail, Netherlands	A railway undertaking can return a path by either “waiting-room” and “cancellation”. This is free of charge. However, if a choice is made for “check-in” or “reschedule” (and the path is not returned before the time of departure), the path is charged at the standard weight of the running characteristic of the train for which the path was requested.
Infrabel, Belgium	100% of the path charge and an administration fee will be invoiced
DB Netz, Germany	100% of the path charge

	Note: Still depending on final approval of Regulatory Body
PKP-PLK, Poland	25% of basic charge
SŽDC, Czech Republic	100 % of Reservation fee plus: from 5,- to 7,- CZK per trainkilometer per day of ride (depending on route classification). Some routes are excluded from this fee (see Network Statement).
Lithuanian Railways, Lithuania	100 % of train traffic charge

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.

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.
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).

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>http://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

Planned Temporary Capacity Restrictions (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. However, there is a strong customer demand to know in advance which capacity restrictions they will be confronted with. Corridor-relevant TCRs which fulfill the criteria listed in Chapter 4.5.1 have to be coordinated, taking into account the interests of the applicants. The corridor's aim is to do this by regularly updating the information and presenting all TCRs in an easily accessible way.

4.2 Legal background

The legal background to this chapter can be found in Regulation (EU) No 913/2010 Article 12 "Coordination of works". *"The Management Board shall coordinate and ensure the publication in one place, in an appropriate manner and timeframe, of their schedule for carrying out all the works on the infrastructure and its equipment that would restrict available capacity on the freight corridor."*

A framework has been developed by RNE in the "Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions".

4.3 Coordination

4.3.1 Aim of coordination

To reduce the operational impact of works on applicants and to optimise capacity utilisation on the whole corridor network for both traffic and works, there is a strong need to coordinate the measures that IMs have to take to allow works on the infrastructure.

4.3.2 Stages of coordination

Coordination at corridor level is carried out according to the three stages described below.

This process considers at least all the known works in the period X-17 until X-1.

4.3.2.1 Stage 1, bilateral coordination

In the first stage, coordination will be performed during regular coordination processes between neighbouring IMs on the corridor. The time and frequency of coordination meetings may differ from country to country. The result is an agreed list of coordinated works linked to time frames, describing the impact on capacity as far as it is known. Coordination meetings are organised by the IMs; the TCR Corridor Coordinator will be invited and will be informed about the results and open issues concerning TCRs on Corridor lines. The TCR Corridor Coordinator monitors the results of the coordination.


4.3.2.2 Stage 2, corridor level

In the second stage corridors coordinate the relevant TCRs at corridor level. The input is based on the results of the coordination process between neighbouring IMs (Stage 1). The aim of Stage 2 is:

- to check if all restrictions are covered and have been coordinated,
- to check if the combined impact of all the TCRs on the different networks of the corridor is still acceptable,
- to ensure the availability of capacity on diversionary lines and,
- to ensure the possibility to give a capacity offer, if possible.

If necessary the TCR Corridor Coordinator shall organise the coordination on this stage twice a year.

IMs and corridors may agree to combine Stage 1 and Stage 2.

 <p>Rail Freight Corridor North Sea – Baltic</p>	Corridor North Sea - Baltic
Corridor North Sea - Baltic has a combined process for stage 1 and stage 2.	

4.3.2.3 Stage 3, corridor-network level

In this stage conflicts between corridors can be identified. If necessary this coordination is done twice a year by the TCR Corridor Coordinators in a timely manner according to the needs of the timetable process.

4.4 Involvement of applicants

Each IM has its own national processes and platforms to consult the applicants and inform them about TCRs with a major and medium impact. These processes are described in the Network Statement of each IM.

At Corridor level, the involvement of applicants is organised in the following way:

- 1) The results of the TCRs coordination that are relevant for principal and diversionary lines of Corridor North Sea - Baltic are published on Corridor North Sea - Baltic's website. Applicants may send their comments on the planned activities to the Corridor organisation. The TCR Corridor Coordinator submits the issue to the representatives of 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) are used to discuss issues regarding the planning process of TCRs.
- 3) Additional meetings with applicants, to discuss and solve open issues, will be treated on a case by case basis.

4.5 Publication


4.5.1 Criteria for publication

In order to cover the main activities on the Corridor that may reduce available capacity, especially in the early phases of the coordination process (i.e. X-17), the following publication criteria are applied:

- Continuous total closure of a line for more than 72 hours (3 days) in a row
- Periodical total closure (e.g. every night) for more than 30 days in a row
- Any other temporary (e.g. 3 hours every afternoon) or continuous TCR for more than 30 days in a row (e.g. closure of one track of a double track line, temporary TCR on a location along Corridor North Sea - Baltic). Included in this category are speed, length, weight or traction restrictions.

Halfway through the coordination process (i.e. X-12), the following publication criteria are applied:

- Continuous total closure of a line for more than 24 hours (1 day) in a row
- Periodical total closure (e.g. every night) for more than 14 days in a row
- Any other temporary (e.g. 3 hours every afternoon) or continuous TCR for more than 14 days in a row (e.g. closure of one track of a double track line, temporary TCR on a location along the Corridor North Sea - Baltic). Included in this category are speed, length, weight or traction restrictions.

	Corridor North Sea - Baltic
Corridor North Sea - Baltic publishes relevant TCRs with major impact on its website.	

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

4.5.2 Dates of publication


Corridor North Sea - Baltic publishes the coordinated TCRs at least on the following dates:

- X-17 Information on major coordinated TCRs, also based on results of the national consultation of applicants and the harmonisation between IMs – can be taken into consideration before starting the construction of PaPs (common deadline for publication: 31 July 2018)
- X-12 Detailed coordinated TCRs – issued prior to the publication of PaPs at X-11 (common deadline for publication: 09 December 2018)
- X-5 Update of already published TCRs – prior to final allocation and for planning of RC for ad-hoc trains (common deadline for publication: 31 July 2019).

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.

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 on the Corridors' website.

	Corridor North Sea - Baltic
http://rfc8.eu/downloads/	

4.6 Legal disclaimer

By publishing the overview of the corridor 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 are subject to further changes. The information provided can be used for rough orientation purposes only and may not constitute the basis for any legal claim.

The publication of TCRs at corridor level does not substitute any national law or legislation. It lies within the IMs' responsibility to publish and communicate TCRs as stated in their Network Statements.

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 International Contingency Management handbook (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.	

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 Ost - Emmerich	ProRail	DB Netz
Bad Bentheim - Oldenzaal	ProRail	DB Netz
Montzen - Aachen West	Infrabel	DB Netz
Essen Grens - Roosendaal	Infrabel	ProRail
Bad Schandau - Děčín	DB Netz	SŽDC
Horka Gbf - Węglińiec	PKP PLK	DB Netz
Rzepin - Frankfurt(Oder)	PKP PLK	DB Netz
Trakiszki – Mockava	PKP PLK	Lithuanian Railways

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 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 involved IMs; these statements can be found in Book 2 of this CID. ➤ On the 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 agreement is available
- Relevant contact person within IM.

	Corridor North Sea - Baltic
<p>On Corridor North Sea - Baltic the above-mentioned overview information can be found:</p> <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, IMs involved in Corridor North Sea - Baltic commit themselves to treating international freight trains running 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/priority-rules-in-operations/>

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
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
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.	


5.3.2 Operational scenarios within RFC in the event of disturbance

For international disruptions longer than 3 days with a high impact on international traffic, RFC with its member IMs and related RFCs 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
Corridor North Sea- Baltic re-routing scenarios may be found under the following link: http://rfc8.eu/corridor/customer/international-contingency-management/ .	


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 Chapter 3.2 of the ICM Handbook apply.

	Corridor North Sea – Baltic
For Corridor North – Sea Baltic no specific allocation rules have been agreed.	

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
<p>On Corridor North Sea - Baltic the information about unplanned restrictions can be found:</p> <ul style="list-style-type: none"> ➤ 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 punctuality, analyse weak points and recommend corrective measures, thus managing the train performance of international train services and improving punctuality across borders and handover points.

A necessary precondition for Train Performance Management 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.

 <p>Rail Freight Corridor North Sea – Baltic</p>	Corridor North Sea - Baltic
<p>The practical application of the main principles described in the “RNE Guidelines for Freight Corridor Punctuality Monitoring” is the basis for the TPM process on Corridor North Sea-Baltic. It is not dealt with in detail in this document.</p> <p>Corridor North Sea - Baltic set up a working group “Train Performance Management” within the framework of its organisational structure that is responsible for the train performance management of the corridor. In this group IMs work together in order to make the railway business more attractive and competitive. RUs will be invited to join this group as soon as a reliable reporting is established; the IMs are currently working to establish such reporting.</p>	

Annexes:

Annex 4.A Framework for Capacity Allocation

Mentioned in Chapter 3.1

http://rfc8.eu/files/public/uploads/Downloads/DecisionExecutiveBoardNorth_Sea_BalticRFC_FC_A_2018.pdf

**Decision of the Executive Board
of the North Sea - Baltic Rail Freight Corridor (RFC 8)**

adopting the framework for capacity allocation
on the North Sea - Baltic Rail Freight Corridor (RFC 8)

Having regard to

- Regulation (EU) No 913/2010 of the European Parliament and of the Council and in particular Article 14 thereof;
- Directive 2012/34/EU of the European Parliament and of the Council and in particular Chapter IV (Section 3) thereof;

Whereas:

- Directive 2012/34/EU provides the general conditions and objectives of infrastructure capacity allocation;
- Article 14 of Regulation (EU) No 913/2010 provides the particular conditions applicable in the context of rail freight corridors;
- Article 14(1) of Regulation (EU) No 913/2010 requires the Executive Board to define the framework for the allocation of infrastructure capacity on the rail freight corridor;
- Articles 14(2) to (10) of Regulation (EU) No 913/2010 establish the procedures to be followed by the Management Board, Infrastructure Managers and Allocation Bodies, with reference to the general rules contained in Directive 2012/34/EU;
- The Executive Board invites the Management Board to cooperate with the other Management Boards in order to harmonise as far as possible the time limit mentioned in Article 14(5) of Regulation (EU) No 913/2010;

Acting in accordance with its internal rules of procedure,

THE EXECUTIVE BOARD HAS ADOPTED THIS DECISION:

Chapter I

PURPOSE, SCOPE AND CHARACTER OF THE FRAMEWORK

Article 1

1. This framework for the allocation of infrastructure capacity on the rail freight corridor ("Corridor Framework") concerns the allocation of pre-arranged paths as defined according to Article 14(3) of Regulation (EU) No 913/2010 ("the Regulation"), and of reserve capacity as defined according to Article 14(5) of the Regulation, displayed by the Corridor One-Stop-Shop ("C-OSS") for freight trains crossing at least one border on a rail freight corridor. It describes the key activities of the C-OSS and Management Board in this respect, and also identifies the responsibilities of the Regulatory Bodies in accordance with Article 20 of the Regulation.
2. The scope of application of the Corridor Framework is the railway network defined in the rail freight corridor implementation plan where principal, diversionary and connecting lines are designated.
3. The Executive Board may decide to allow specific rules within this Corridor Framework for networks which are applying the provisions permitted in accordance with Article 2(6) of Directive 2012/34/EU.

Article 2

The document to be published by the Management Board in accordance with Article 18 of the Regulation – hereinafter referred to as the Corridor Information Document ("CID") – shall reflect the processes in this Corridor Framework.

Chapter II

PRINCIPLES FOR THE OFFER OF PRE-ARRANGED PATHS AND RESERVE CAPACITY

Article 3

1. The offer displayed by the C-OSS contains pre-arranged paths and reserve capacity. The pre-arranged paths and reserve capacity are jointly defined and organised by the IMs/ABs in accordance with Article 14 of the Regulation. In addition they shall take into account as appropriate:
 - recommendations from the C-OSS based on its experience;
 - customer feedback concerning previous years (e.g. received from the Railway Undertaking Advisory Group);
 - customer expectations and forecast (e.g. received from the Railway Undertaking Advisory Group);
 - results from the annual users satisfaction survey of the rail freight corridor;
 - findings of any investigation conducted by the Regulatory Body in the previous year.
2. The infrastructure managers and allocation bodies (IMs/ABs) shall ensure that the pre-arranged path catalogue and reserve capacity are appropriately published. Before publication of the pre-arranged path catalogue and reserve capacity, the Management Board shall inform the Executive Board about the offer and its preparation.
3. Upon request of the Regulatory Bodies and in accordance with Articles 20(3) and 20(6) of the Regulation, IMs/ABs shall provide all relevant information allowing Regulatory Bodies

to assess the non-discriminatory designation and offer of pre-arranged paths and reserve capacity and the rules applying to them.

Article 4

The pre-arranged paths shall be handed over to the C-OSS for exclusive management at the latest by X-11¹, and reserve capacity at the latest by X-2. The Management Board is required to decide whether, and if so to what extent, unused pre-arranged paths are to be returned by the C-OSS to the relevant IMs/ABs at X-7.5 or kept by the C-OSS after X-7.5 in order to accept late requests, taking into account the need for sufficient reserve capacity. The Management Board shall publish in the CID the principles on which it will base its decision.

Article 5

1. The pre-arranged paths managed by the C-OSS for allocation in the annual timetable and the reserve capacity are dedicated solely to the rail freight corridor. Therefore it is essential that the displayed dedicated capacity is protected between its publication in the pre-arranged path catalogue and the allocation decision by the C-OSS at X-7.5 against unilateral modification by the IMs/ABs.
2. Following the allocation decision by the C-OSS at X-7.5, an IM/AB and an applicant may agree to minor modifications of the allocated capacity that do not impact the results of the allocation decision. In that case, the modified capacity shall have the same level of protection as that applied to the original capacity.

Article 6

1. Certain pre-arranged paths may be designated by the Management Board for the application of the network pre-arranged path priority rule "Network PaP rule" (defined in Annex 1) aimed at better matching traffic demand and best use of available capacity, especially for capacity requests involving more than one rail freight corridor. The Network PaP rule may apply to pre-arranged path sections linked together within one single or across several rail freight corridors. These sections are designated to promote the optimal use of infrastructure capacity available on rail freight corridors. A pre-arranged path on which the Network PaP rule applies is called "Network PaP".
2. The designation of Network PaPs, in terms of origin and destination and quantity should take into account the following as appropriate:
 - scarcity of capacity;
 - the number and characteristics of conflicting requests as observed in previous years;
 - number of requests involving more than one rail freight corridor as observed in previous years;
 - number of requests not satisfied, etc. as observed in previous years.
3. Explanations for the designation of Network PaPs, the rail freight corridor sections to be covered by Network PaPs and an indicative share of Network PaPs as a proportion of all pre-arranged paths offered on the rail freight corridor shall be published in the CID.
4. Where Network PaPs relate to more than one rail freight corridor, the Management Board shall cooperate with the Management Board(s) of the other relevant rail freight corridor(s) to engage the IMs/ABs in the designation process. If one rail freight corridor identifies a need for Network PaPs on several rail freight corridors, the other rail freight corridor(s)

¹ X indicates the date of the timetable change; figures refer to months. Therefore X-11 is 11 months before the timetable change etc.

involved should if possible meet the request. These Network PaPs can only be designated if the Management Boards of all relevant rail freight corridors agree.

Chapter III

PRINCIPLES OF ALLOCATION OF PRE-ARRANGED PATHS AND RESERVE CAPACITY

Article 7

1. The decision on the allocation of pre-arranged paths and reserve capacity on the rail freight corridor shall be taken by the C-OSS, in accordance with Article 13 of the Regulation.
2. The activities under the timetabling processes concerning pre-arranged paths and reserve capacity are set out in Annex 2.

III-A GENERAL PRINCIPLES RELATED TO THE FUNCTIONING OF THE C-OSS

Article 8

1. The CID to be published by the Management Board shall describe at least the competences, the form of organisation, the responsibilities vis-à-vis applicants and the mode of functioning of the C-OSS and its conditions of use.
2. The corridor capacity shall be published and allocated via an international path request coordination system, which is as far as possible harmonised with the other rail freight corridors.

III-B PRINCIPLES OF ALLOCATION

Article 9

1. The C-OSS is responsible for the allocation of pre-arranged paths and reserve capacity on its own rail freight corridor.
2. An applicant requesting pre-arranged paths or reserve capacity covering more than one rail freight corridor may select one C-OSS to act as a single point of contact to co-ordinate its request, but that C-OSS remains responsible for the allocation of capacity on its own rail freight corridor only.
3. Where the same pre-arranged paths are jointly offered by more than one rail freight corridor, the Management Board shall coordinate with the other Management Board(s) concerned to designate the C-OSS responsible for allocating those paths and publish this in the CID.

Article 10

1. After receipt of all path requests for pre-arranged paths at X-8 (standard deadline for submitting path requests for the annual timetable) the C-OSS shall decide on the allocation of pre-arranged paths by X-7.5 and indicate the allocation in the path register accordingly.
2. Requests for pre-arranged paths that cannot be met pursuant to Article 13(3) of the Regulation and that are forwarded to the competent IMs / ABs in accordance with Article 13(4) are to be considered by IMs/ABs as having been submitted before the X-8 deadline. The IMs/ABs shall take their decision and inform the C-OSS within the timescales set out in Annex VII of Directive 2012/34/EU and described in Annex 2 of this Corridor Framework. The C-OSS shall complete the processing of the request and inform the

applicant of the decision as soon as possible after receiving the decision from the competent IMs/ABs.

3. The Management Board is invited to decide the deadline for submitting requests for reserve capacity to the C-OSS in a harmonised way at 30 days before the running date.
4. Without prejudice to Article 48(1) of Directive 2012/34/EU, the C-OSS shall endeavour to provide a first response to requests for reserve capacity within five calendar days of receiving the path request.

III-C PRINCIPLES OF FAIRNESS AND INDEPENDENCE

Article 11

1. The C-OSS shall respect the commercial confidentiality of information provided to it.
2. In the context of the rail freight corridor, and consequently from the point of view of international cooperation, C-OSS staff shall, within their mandate, work independently of their IMs/ABs in taking allocation decisions for pre-arranged paths and reserve capacity on a rail freight corridor. However, the C-OSS staff should work with the IMs/ABs for the purpose of coordinating the allocation of pre-arranged paths and reserve capacity with the allocation of feeder/outflow national paths.

III-D PRIORITIES TO BE APPLIED BY THE C-OSS IN CASE OF CONFLICTING REQUESTS

Article 12

1. 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.
2. 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.
3. 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 Annex 1 apply.

Article 13

1. Where consultation under Article 12 is not undertaken, the C-OSS shall apply the priority rules and the process described in Annex 1 immediately.
2. The priority rules concern only pre-arranged paths and are applied only between X-8 and X-7.5 in the event of conflicting applications.
3. 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 or, in the absence of suitable alternative pre-arranged paths, shall without any delay forward the requests to the competent IMs/ABs in accordance with Article 13(4) of the Regulation. These path requests are to be considered by IMs/ABs as having been submitted before the X-8 deadline.

4. Experience of the conflict resolution process should be assessed by the Management Board and taken into consideration for the pre-arranged path planning process in following timetable periods, in order to reduce the number of conflicts in following years.

Article 14

With regard to requests placed after X-8, the principle “first come, first served” shall apply.

Chapter IV
APPLICANTS

Article 15

1. An applicant may apply directly to the C-OSS for the allocation of pre-arranged paths or reserve capacity.
2. Applicants shall accept the rail freight corridor’s general terms and conditions as laid down in the CID in order to place requests for pre-arranged path and reserve capacity. A copy of these general terms and conditions shall be provided free of charge upon request. The applicant shall confirm that :
 - it accepts the conditions relating to the procedures of allocation as described in the CID,
 - it is able to place path requests via the system referred to in Article 8,
 - it is able to provide all data required for the path requests.

The conditions shall be non-discriminatory and transparent.

3. The allocation of pre-arranged paths and reserve capacity by the C-OSS to an applicant is without prejudice to the national administrative provisions for the use of capacity.
4. Once the pre-arranged path/reserve capacity is allocated by the C-OSS, the applicant shall appoint the railway undertaking(s) which will use the train path/reserve capacity on its behalf and shall inform the C-OSS and the IMs / ABs 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 prearranged path or reserve capacity, the allocated path shall be considered as cancelled.
5. The CID shall describe the rights and obligations of applicants vis-à-vis the C-OSS, in particular where no undertaking has yet been appointed.

Chapter V
REGULATORY CONTROL

Article 16

1. The application of this Corridor Framework on the annual allocation of capacity shall be subject to the control of the Regulatory Bodies.
2. Article 20 of the Regulation requires the relevant Regulatory Body in each rail freight corridor to collaborate with other relevant Regulatory Bodies. The Executive Board invites the Regulatory Bodies involved on the corridor to set out the way in which they intend to cooperate on regulatory control of the C-OSS, by developing and publishing a cooperation agreement defining how complaints regarding the allocation process of the C-OSS are to be filed and how decisions following a complaint are to be taken. The Executive Board also

invites the Regulatory Bodies to set out the procedures they envisage for co-operation across rail freight corridors.

3. Where a cooperation agreement has been developed and published, the CID should provide a link to it.

Chapter VI

FINAL PROVISIONS

Article 17

The Management Board shall inform the Executive Board on an annual basis, using the indicators identified in Annex 3, of the quantitative and qualitative development of pre-arranged paths and reserve capacity, in accordance with Article 9(1)c and 19(2) of the Regulation. On this basis, the Executive Board shall evaluate the functioning of the Corridor Framework annually and exchange the findings with the other rail freight corridors applying this Corridor Framework. The Regulatory Bodies may inform the Executive Board of their own observations on the monitoring of the relevant freight corridor.

Article 18

1. The Executive Board has taken this Decision on the basis of mutual consent of the representatives of the authorities of all its participating States, in accordance with the provisions of Article 14(1) of the Regulation. This Decision is legally binding on its addressees and shall be published.
2. This Corridor Framework replaces any previous Corridor Framework. It shall come into force for the timetable period 2018.
3. Changes to this Corridor Framework can be made but only after consultation with the Management Board and with all rail freight corridors' Executive Boards and Regulatory Bodies.

Article 19

1. The priority rule and the process described in Annex 1, which are based on frequency and distance criteria, shall be evaluated by the rail freight corridor in the second half of 2018. This evaluation shall be based on a general assessment undertaken by the rail freight corridor taking into account its experience in terms of allocation.
2. In addition in order to broaden the scope of the above evaluation, the Management Board may decide to define and carry out an ex-post evaluation to measure the importance for society and the efficient use of the network under the allocation process for solving conflicting requests.
3. If the rail freight corridor undertakes this additional ex-post evaluation it shall, by the end of 2016, develop a model that can be applied for analytical purposes to the allocation for timetable periods 2018 and 2019. It shall also inform the other rail freight corridors, and make its evaluation and model available to the other rail freight corridors for their consideration.
4. In accordance with the results of the evaluation of the priority rule, as described above, any potential modification would take effect for the timetable period 2020 and onwards.

Article 20

A reference to this Corridor Framework will be included in the CID and in the network statements of the IMs/ABs.

Article 21

This Decision is addressed to the IMs/ABs and the Management Board of the rail freight corridor.



Signed in six original copies in English language. One original is kept by each signatory.
Signed in Rotterdam, on 15 of December 2016.

Bernard Swartenbroeckx

Alternate member of the Executive Board Rail Freight Corridor North Sea – Baltic for Belgium

Hellen van Dongen

Member of the Executive Board Rail Freight Corridor North Sea – Baltic for the Netherlands

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Mateusz Urasiński

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Susisiekimo ministras

Rokas Masiulis

Member of the Executive Board Rail Freight Corridor North Sea – Baltic for Lithuania

ANNEXES

1. Description of the priority rule at X-8 in the event of conflicting requests for pre-arranged paths
2. Activities within the timetabling processes concerning pre-arranged paths and reserve capacity
3. Evaluation of the allocation process.

ANNEX I

Description of the priority rule at X-8 in the event of conflicting requests for pre-arranged paths.

For the purpose of this Annex, a request comprises a train run from origin to destination, including sections on one or more rail freight corridors as well as feeder and/or outflow paths, on all of its running days. In certain cases, which are due to technical limitations of the IT system used, a request may have to be submitted in the form of more than one dossier. These cases must be described in the CID.

If no "Network PaP" is involved in the conflicting requests

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.

$L^{F/O}$ = 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 shall be defined in the CID.

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.

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

$L^{F/O}$ = 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. This random selection shall be defined in the CID.

ANNEX 2

Activities under the timetabling processes concerning pre-arranged paths and reserve capacity.

Date/period	Activity
X-19 – X-16	Preparation phase
X-16 – X-12	Construction phase
X-12 – X-11	Approval and publication
X-11	Publication of pre-arranged paths provided by the IMs/ABs and identification among them of the designated Network PaPs
X-11 – X-8	Application for the Annual Timetable
X-8	Deadline for submitting path requests
X-8 – X-7.5	Pre-booking phase
X-7.5	Forwarding requests with “flexible approaches” (e.g. Feeder/Outflow) “special treatments” and requests where the applicant has neither received the requested pre-arranged path nor accepted – if applicable – an appropriate alternative pre-arranged path to IMs/ABs
X-7.5	Possible return of some remaining (unused) pre-arranged paths to the competent IMs/ABs – based on the decision of the rail freight corridor Management Board – for use during the elaboration of the annual timetable by the IMs/ABs
X-7.5 – X-5.5	Path construction phase for the “flexible approaches”
X-5.5	Finalisation of path construction for requested “flexible approaches” by the IMs/ABs and delivering of the results to C-OSS for information and development of the draft timetable
X-5	Publication of the draft timetable for pre-arranged paths – including sections provided by the IMs/ABs for requested “flexible approaches” by the C-OSS – and for tailor-made alternatives in case the applicant has neither received the requested pre-arranged path nor accepted – if applicable – an appropriate alternative pre-arranged path
X-5 – X-4	Observations from applicants
X-4 – X-3.5	Post-processing and final allocation
X-7.5 – X-2	Late path request application phase
X-4 – X-1	Late path request allocation phase
X-4 – X-2	Planning (production) reserve capacity for ad-hoc traffic
X-2	Publication reserve capacity for ad-hoc traffic
X-2 – X+12	Application and allocation phase for ad hoc path requests
X+12 – X+15	Evaluation phase

ANNEX 3

Evaluation of the allocation process

The process of capacity allocation on the rail freight corridor shall be evaluated throughout the allocation process, with a focus on continuous improvement of the working of the C-OSS. The evaluation shall take place after the major deadlines:

X-11: Publication of PaPs

X-8: Deadline for submitting path requests in the annual timetabling process

X-7.5: Deadline for treatment of PaP requests for the annual timetable by the C-OSS

X-2: Publication of reserve capacity for ad-hoc traffic

The evaluation shall be undertaken by the Management Board. Furthermore, the Management Board shall compile an annual evaluation report which includes recommendations for improvements of the capacity allocation process. The Annual report shall be addressed to the Executive Board.

The results of the monitoring shall be published by the Management Board, and to be included in the reporting as referred to in Article 19 of the Regulation.

The following basic indicators shall at least be evaluated using the methodology outlined below:

Indicator	Calculation formula	Timing
Volume of offered capacity	Km*days offered	At X-11 and X-2
Volume of requested capacity	Km*days requested	At X-8
Volume of requests	Number of requests	At X-8
Volume of capacity (pre-booking phase)	Km*days -(pre-booking phase)	At X-7.5
Number of conflicts	Number of requests submitted to the C-OSS which are in conflict with at least one other request	At X-8



GLOSSARY OF ABBREVIATIONS

- **AB:** Allocation Body
- **IM:** Infrastructure Manager
- **C-OSS:** Corridor One Stop Shop
- **PaP:** Pre-arranged path
- **X:** Starting date of a timetable
- **F/O:** Feeder / Outflow
- **RD:** Running days
- **RFC:** Rail Freight Corridor
- **Network PaP:** Pre-arranged path on which the “Network PaP rule” applies.
- **CID:** Corridor Information Document

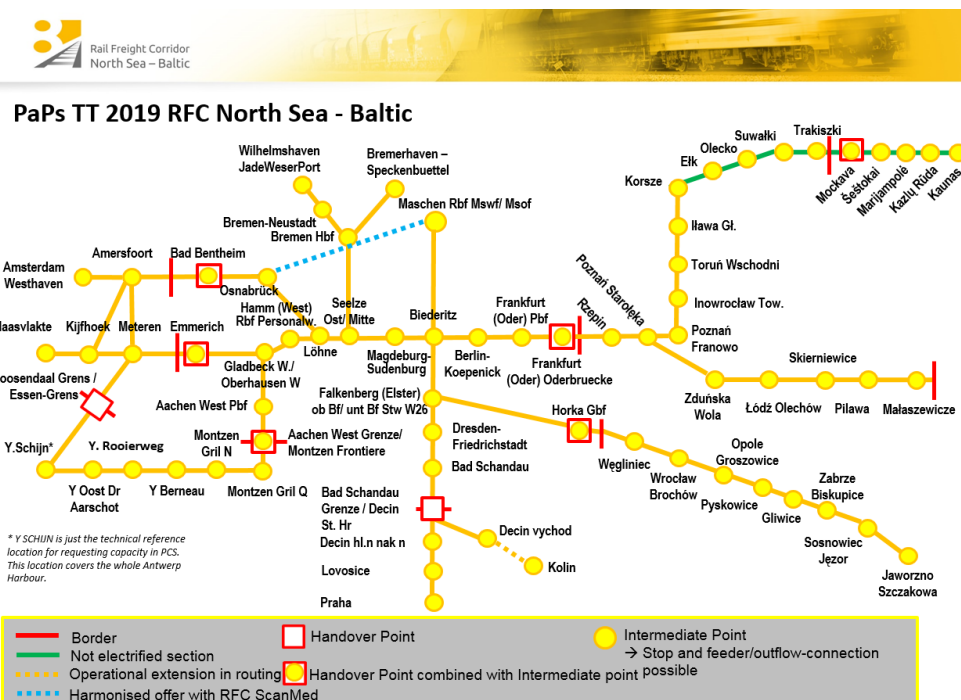
Annex 4.B Table of deadlines

Date / Deadline	Date in X-System	Description of Activities
8 January 2018	X-11	Publication of PaP Catalogue
8 January 2018 – 22 January 2018	X-11 – X-10.5	Correction phase (corrections of errors to published PaPs)
9 April 2018	X-8	Last day to request a PaP
17 April 2018		Last day to inform applicants about the alternative PaP offer
23 April 2018	X-7.5	Last day for C-OSS to send PaP pre-booking information to applicants
2 July 2018	X-5	Publication of draft timetable
3 July 2018 – 3 August 2018	X-5 – X-4	Observations and comments from applicants
24 April 2018 – 15 October 2018	X-7.5 – X-2	Late path request application phase via the C-OSS
21 August 2018 – 12 November 2018	X-4 – X-1	Late path request allocation phase
20 August 2018	X-3.5	Publication of final offer
26 August 2018	X-3	Acceptance of final offer
9 October 2018	X-2	Publication of RC
9 December 2018	X	Timetable change
9 October 2018 – 7 December 2019	X-2 - X+12	Application and allocation phase for RC

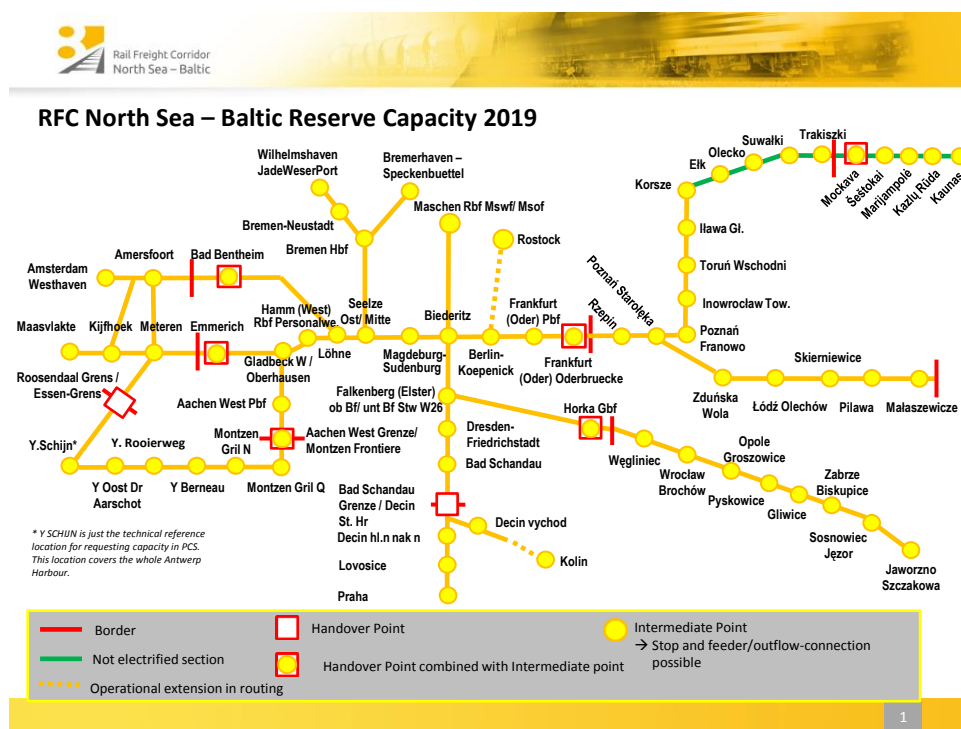
Annex 4.C Maps of Corridor North Sea - Baltic

Mentioned in Chapter 3.4.1.2

Map RCF North Sea – Baltic with PaP offer timetable 2019



Map RFC North Sea – Baltic with Reserve Capacity timetable 2019



Annex 4.D Specialities on specific PaP sections on Corridor North Sea - Baltic
Mentioned in Chapter 3.4.1.2

Bandwidth for IMs:	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	+/- 60 min	+/- 60 min	+/- 60 min
SZDC	+/- 60 min	open	+/- 60 min
PKP PLK	+/- 60 min	+/- 60 min	+/- 60 min
LG	+/- 60 min	+/- 60 min	+/- 60 min

* Border Times ProRail/DB Netz and Infrabel/DB Netz are still fix

Annex 4.E Table of distances (PaP sections)

Mentioned in Chapter 3.4.1.3

PaP segment	Kilometers
Belgium	
Y.Schijn – Essen Grens	22.438
Y.Schijn - Y Oost Dr Aarschot	51.076
Y Oost Dr Aarschot - Y Rooierweg	51.450
Y Rooierweg - Y Berneau	31.515
Y Berneau - Montzen Gril N	17.080
Montzen Gril N – Montzen Gril Q	1.070
Montzen Gril Q - Montzen Frontière	6.721
Netherlands	
Maasvlakte – Kijfhoek	45.00
Kijfhoek – Zevenaar Grens	114.80
Amsterdam Westhaven – Oldenzaal Grens	174.70
Roosendaal Grens – Oldenzaal Grens	270.30
Kijfhoek – Oldenzaal Grens	254.10
Germany West – East	
Aachen West Grenze - Aachen West Pbf	5.51
Aachen West Pbf - Gladbeck West	138.18
Emmerich Grenze – Emmerich	11.800
Emmerich - Gladbeck West	72.30
Gladbeck West - Hamm (West) Rbf Rt II	62.93

Hamm (West) Rbf Rt II- Löhne Gbf	91.52
Löhne Gbf – Seelze Mitte	76.83
Löhne Gbf – Hannover Hbf	86.53
Hannover Hbf – Magdeburg-Sudenburg	142.27
Bad Bentheim Grenze – Bad Bentheim	8.11
Bad Bentheim – Osnabrück	69.09
Osnabrück - Maschen Rbf Mswf	211.20
Osnabrück – Löhne Gbf	46.78
Seelze Mitte - Magdeburg-Sudenburg	156.26
Magdeburg-Sudenburg – Biederitz	10.16
Biederitz - Berlin-Koepenick	155.50
Berlin-Koepenick - Frankfurt (Oder) Pbf	68.92
Frankfurt (Oder) Pbf - Frankfurt (Oder) Oderbruecke	2.82
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 W26	131.01
Falkenberg (Elster) unt Bf Stw W26 - Dresden-Friedrichstadt	75.71
Dresden-Friedrichstadt - Bad Schandau	42.14
Bad Schandau – Bad Schandau Grenze	10.87
Falkenberg (Elster) unt Bf Stw W26 - Falkenberg (Elster) ob Bf	2.93
Falkenberg (Elster) ob Bf – Cottbus	78.48
Cottbus - Horka Gbf	75.10

Germany East – West	
Frankfurt (Oder) Oderbruecke - Frankfurt (Oder) Pbf	2.77
Frankfurt (Oder) Pbf - Berlin-Koepenick	68.87
Berlin-Koepenick – Biederitz	158.11
Biederitz - Magdeburg-Sudenburg	10.29
Magdeburg-Sudenburg - Seelze Ost	153.80
Magdeburg-Sudenburg – Hannover Hbf	142.086
Hannover Hbf – Löhne Gbf	86.44
Löhne Gbf – Hamm Rbf Hme	90.90
Löhne Gbf – Osnabrück	46.78
Maschen Rbf Mswf – Osnabrück	211.20
Osnabrück – Bad Bentheim	69.09
Bad Bentheim – Bad Bentheim Grenze	8.11
Seelze Ost – Löhne Gbf	77.44
Hamm (Westf) Rbf Hme - Gladbeck West	62.93
Gladbeck West - Aachen West Pbf	138.18
Aachen West Pbf - Aachen West Grenze	5,76
Gladbeck West - Emmerich	72.30
Emmerich – Emmerich Grenze	11.8
Bad Schandau Grenze - Bad Schandau	11.46
Bad Schandau - Dresden-Friedrichstadt	42.03
Dresden-Friedrichstadt - Falkenberg (Elster) unt Bf Stw W26	75.74
Falkenberg (Elster) unt Bf Stw W26 - Biederitz	130.91
Horka Gbf – Cottbus	76.84
Cottbus - Falkenberg (Elster) ob Bf	76.83
Falkenberg (Elster) ob Bf - Falkenberg (Elster) unt Bf Stw W26	4.37

Biederitz - Maschen Rbf Msof	231.57
Seelze Ost - Bremen Hbf	113.25
Bremen Hbf - Bremerhaven-Speckenbuettel	71.21
Bremen Hbf - Bremen-Neustadt	3.38
Bremen-Neustadt - Wilhelmshaven JadeWeserPort	105.65
Czech Republic	
Děčín st.hr. – Děčín hl. n. nákl.n	12.6
Děčín hl. n. nákl.n. – Lovosice jih	44.7
Lovosice jih – Praha Libeň	86.5
Děčín st.hr. - Děčín východ	10.6
Děčín východ – Kolin	159.6
Poland	
Frankfurt (Oder) Oderbruecke – Rzepin	18.437
Rzepin - Poznań Starołęka	155.49
Rzepin - Poznań Franowo	162.866
Rzepin – Głogów	124.386
Poznań Starołęka - Zduńska Wola	197.105
Głogów - Ostrów Wlkp.	143.345
Ostrów Wlkp. - Zduńska Wola	93.761
Zduńska Wola - Łódź Olechów	55.121
Łódź Olechów – Skierniewice	55.372
Skierniewice – Pilawa	99.285
Pilawa – Małaszewicze	140.295

Poznań Franowo – Inowrocław	101.457
Inowrocław - Toruń Wschodni	38.747
Toruń Wschodni – Iława	90.580
Iława – Korsze	138.498
Korsze – Ełk	100.359
Ełk – Olecko	27.486
Olecko – Suwałki	42.979
Suwałki – Trakiszki	25.188
Trakiszki – Mockava	17.792
Węgliniec - 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 Jęzor	32.541
Sosnowiec Jęzor - Sosnowiec Maczki	7.491
Sosnowiec Jęzor - Jaworzno Szczakowa	7.532
Horka Gbf – Węgliniec	21.765
Lithuania	
Sestokai – Mockava	7.49

