



Rail Freight Corridor
North Sea – Baltic



RFC North Sea – Baltic Corridor Information Document

Book 2

Network Statement Excerpts

Timetable 2020



Co-financed by the Connecting Europe
Facility of the European Union


Version control

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

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This is a harmonised Book 2 across all corridors. 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. | |

1 Introduction

Each Infrastructure Manager (IM) and – if applicable – Allocation Body (AB) of a corridor publishes its Network Statement (NS) for each timetable year on its website.

| | |
|--|-----------------------------|
|  | Corridor North Sea - Baltic |
| <p>DB Netz AG:</p> <p>https://fahrweg.dbnetze.com/resource/blob/3589414/7294e7ffe9a26a7b1ebece4fdb47feca/sn_b_2020-data.pdf</p> <p>Infrabel:</p> <p>https://www.infrabel.be/sites/default/files/documents/ns_2020_20181207_0.pdf</p> <p>LG:</p> <p>http://infrastructure.litrail.lt/documents/12778/17326/2019-2020+Network+statement.pdf/f6f7c2d2-e3ac-4be9-a541-37cf1d521dbc</p> <p>PKP PLK S.A.:</p> <p>https://en.plk-sa.pl/for-customers-and-partners/the-rules-for-allocating-train-paths/network-statement-20192020/</p> <p>ProRail:</p> <p>https://www.prorail.nl/sites/default/files/network_statement_2020_prorail.pdf</p> <p>SŽDC:</p> <p>https://www.szdc.cz/en/provozovani-drahy/pristup-na-zdc/prohlaseni-2020.html</p> | |

Direct links to the NSs can also be found in the first row of the table in Chapter 3.

2 Objective

The aim of CID Book 2 is to give easy access to all NSs of the IMs/ABs involved in the Corridor in line with Article 18 of the Regulation.

3 NS excerpts

In order to facilitate the consultation of the NSs for the applicants, an overview of the NS per IM/AB involved in the Corridor and per chapter and sub-chapter is provided in a harmonised table used by all corridors. The structure of the table corresponds to the RNE Network

Statement Common Structure. This table includes links that lead to the English versions of the IMs'/ABs' NSs or if not yet available temporarily to the national language version until the English version is available.

All the NSs and the NS excerpts published in this Book comprehend the main chapters 1-6, each containing a table with the following information:

1. General information
2. Access conditions
3. Infrastructure
4. Capacity allocation
5. Services
6. Charges

Information related to the structure of each NS is displayed according to the below legend:

Legend:

| | |
|-------|---|
| ✓ | Content exists (direct link to relevant chapter is optional) |
| x | Content does not exist |
| 5.3.5 | Content exists in this other chapter of the IM NS (direct link to relevant chapter is optional) |

| | | DB Netz | Infrabel | LG | PKP PLK | ProRail | SŽDC |
|--------------------------------------|---|--|--|--|--|--|--|
| Network Statement for Timetable 2020 | | Link to the English language NS | Link to the English language NS | Link to the English language NS | Link to the English language NS | Link to the English language NS | Link to the English language NS |
| | | Link to the national language NS | NL: https://www.infrabel.be/sites/default/files/documents/nv_2020_20181207.pdf FR: https://www.infrabel.be/sites/default/files/documents/drr_2020_20181207.pdf | Link to the national language NS | Link to the national language NS | Link to the national language NS | Link to the national language NS |
| 1 | GENERAL INFORMATION | √ | √ | √ | √ | √ | √ |
| 1.1 | Introduction | √ | √ | √ | √ | √ | √ |
| 1.2 | Objective | √ | √ | √ | √ | √ | √ |
| 1.3 | Legal framework | √ | √ | √ | √ | √ | √ |
| 1.4 | Legal status | √ | √ | √ | √ | √ | √ |
| 1.4.1 | General remarks | √ | √ | √ | √ | √ | √ |
| 1.4.2 | Liability | √ | √ | √ | √ | √ | √ |
| 1.4.3 | Appeals procedure | √ | √ | √ | √ | √ | √ |
| 1.5 | Structure of NS | √ | √ | √ | √ | √ | √ |
| 1.6 | Validity and updating process | √ | √ | √ | √ | √ | √ |
| 1.6.1 | Validity period | 1.6 | √ | √ | √ | √ | √ |
| 1.6.2 | Updating process | 1.6 | √ | √ | √ | √ | √ |
| 1.7 | Publishing | √ | √ | √ | √ | √ | √ |
| 1.8 | Contacts | √ | √ | √ | √ | √ | √ |
| 1.9 | Rail Freight Corridors | √ | √ | √ | √ | √ | √ |
| 1.10 | RailNetEurope – international cooperation between Infrastructure Managers | √ | √ | √ | √ | √ | √ |
| 1.10.1 | One Stop Shop (OSS) | √ | √ | √ | √ | √ | √ |
| 1.10.2 | RNE tools | √ | √ | √ | √ | √ | √ |
| 2 | ACCESS CONDITIONS | √ | √ | √ | √ | √ | √ |
| 2.1 | Introduction | √ | √ | √ | √ | √ | √ |
| 2.2 | General access requirements | √ | √ | √ | √ | √ | √ |

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|---------|---|-----------------------------------|-------------------|-------|------------|---|---|
| 2.2.1 | Conditions for applying for capacity | √ | √ | √ | √ | √ | √ |
| 2.2.2 | Conditions for access to the railway infrastructure | 2.2.1 | √ | √ | √ | √ | √ |
| 2.2.3 | Licences | 2.2.2 | √ | √ | √ | √ | √ |
| 2.2.4 | Safety certificate | 2.2.2 | √ | √ | √ | √ | √ |
| 2.2.5 | Cover of liabilities | 2.2.3 | √ | √ | 2.3 | √ | √ |
| 2.3 | General business/Commercial conditions | √ | √ | √ | √ | √ | √ |
| 2.3.1 | Contracts with RUs | 2.3.1 & 2.3.3 | √ | 2.3.2 | 2.2.2, 2.3 | √ | √ |
| 2.3.2 | Contracts with non-RU applicants | 2.3.1 & 2.3.4 | √ | x | 2.2.1, 2.3 | √ | √ |
| 2.3.3 | Framework agreement | 2.3.2 | √ | 2.3.1 | 2.3.1 | √ | √ |
| 2.4 | Operational rules | √ | √ | √ | √ | √ | √ |
| 2.5 | Exceptional transports | √ | √ | √ | √ | √ | √ |
| 2.6 | Dangerous goods | √ | √ | √ | √ | √ | √ |
| 2.7 | Rolling stock acceptance process guidelines | √ | √ | √ | √ | √ | √ |
| 2.8 | Staff acceptance process | √ | √ | √ | √ | √ | √ |
| 3 | INFRASTRUCTURE | √ | √ | √ | √ | √ | √ |
| 3.1 | Introduction | √ | √ | √ | √ | √ | √ |
| 3.2 | Extent of network | √ | √ | √ | √ | √ | √ |
| 3.2.1 | Limits | √ | √ | √ | √ | √ | √ |
| 3.2.2 | Connected railway networks | √ | √ | √ | √ | √ | √ |
| 3.3 | Network description | √ | √ | √ | √ | √ | √ |
| 3.3.1 | Geographic identification | √ | √ | √ | √ | √ | √ |
| 3.3.1.1 | Track typologies | √ | √ | √ | √ | √ | √ |
| 3.3.1.2 | Track gauges | √ | √ | √ | √ | √ | √ |
| 3.3.1.3 | Stations and nodes | 3.3.1.4 | √ | √ | √ | √ | √ |
| 3.3.2 | Capabilities | √ | √ | √ | √ | √ | √ |
| 3.3.2.1 | Loading gauge | √ | √ | √ | √ | √ | √ |
| 3.3.2.2 | Weight limits | √ | √ | √ | √ | √ | √ |
| 3.3.2.3 | Line gradients | √ | √ | √ | √ | √ | √ |
| 3.3.2.4 | Line speeds | √ | √ | √ | √ | √ | √ |
| 3.3.2.5 | Maximum train lengths | √ | √ | √ | √ | √ | √ |
| 3.3.2.6 | Power supply | √ | √ | √ | √ | √ | √ |
| 3.3.3 | Traffic control and communication systems | √ | √ | √ | √ | √ | √ |
| 3.3.3.1 | Signalling systems | √ | √ | √ | √ | √ | √ |
| 3.3.3.2 | Traffic control systems | 3.3.3.1 | √ | √ | √ | √ | √ |

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|------------|---|------------------------------------|---|--------|----------------------|---|---|
| 3.3.3.3 | Communication systems | 3.3.3.2 | ✓ | ✓ | ✓ | ✓ | ✓ |
| 3.3.3.4 | Train control systems | 3.3.3.1 | ✓ | ✓ | 3.3 | ✓ | ✓ |
| 3.4 | Traffic restrictions | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 3.4.1 | Specialised infrastructure | ✓ | ✓ | ✓ | 2.3 | ✓ | ✓ |
| 3.4.2 | Environmental restrictions | ✓ | ✓ | ✓ | 3.4.1 | ✓ | ✓ |
| 3.4.3 | Dangerous goods | ✓ | ✓ | ✓ | 3.4.2 | ✓ | ✓ |
| 3.4.4 | Tunnel restrictions | ✓ | ✓ | ✓ | X | ✓ | ✓ |
| 3.4.5 | Bridge restrictions | ✓ | ✓ | ✓ | X | ✓ | ✓ |
| 3.4.6 | Other | ✓ | X | x | X | ✓ | x |
| 3.5 | Availability of the infrastructure | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 3.6 | Service facilities | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 3.6.1 | Passenger stations | ✓ | ✓ | ✓ | ✓ | ✓ | x |
| 3.6.2 | Freight terminals | ✓ | ✓ | ✓ | ✓ | ✓ | x |
| 3.6.3 | Marshalling yards and train formation facilities, including shunting facilities | 3.6.3.1 & NSSF | ✓ | ✓ | ✓ | ✓ | x |
| 3.6.4 | Storage sidings | 3.6.3.1 & NSSF | ✓ | ✓ | ✓ | ✓ | x |
| 3.6.5 | Maintenance facilities | 3.6.3.1 & CMF | ✓ | ✓ | ✓ | ✓ | x |
| 3.6.6 | Other technical facilities, including cleaning and washing facilities | 3.6.3.1 & NSSF | ✓ | ✓ | ✓ | ✓ | x |
| 3.6.7 | Maritime and inland port facilities | X | ✓ | ✓ | ✓ | ✓ | x |
| 3.6.8 | Relief facilities | 3.6.3.1 & NSSF | ✓ | ✓ | ✓ | ✓ | x |
| 3.6.9 | Refuelling facilities | X | ✓ | ✓ | ✓ | ✓ | x |
| 3.6.10 | Other facilities | 3.6.3.1 & NSSF | X | x | X | x | x |
| 3.7 | Service Facilities not managed by 'IM name' | 3.6.3.2 | ✓ | x | Annexes 2.9 A, 2.9 B | ✓ | ✓ |
| 3.8 | Infrastructure Development | 3.7 | ✓ | 3.7. | 3.7 | ✓ | ✓ |
| 4 | CAPACITY ALLOCATION | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 5 | SERVICES | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 5.1 | Introduction | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 5.2 | Minimum access package | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 5.3 | Access to services facilities and supply of services | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 5.3.1 | Access to service facilities | 5.3 & NSSF | ✓ | ✓ | ✓ | ✓ | x |
| 5.3.1.1 | Passenger stations | X | ✓ | 5.3.1. | ✓ | ✓ | x |
| 5.3.1.2 | Freight terminals | X | ✓ | 5.3.1. | ✓ | ✓ | x |
| 5.3.1.3 | Marshalling yards and train formation facilities, including shunting facilities | 5.3 & NSSF | ✓ | 5.3.1. | ✓ | ✓ | x |

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|------------|---|-------------------------------------|---|--------|---------|---------|---|
| 5.3.1.4 | Storage sidings | 5.3 & NSSF | √ | 5.3.1. | √ | √ | x |
| 5.3.1.5 | Maintenance facilities | 5.3 & NSSF | √ | 5.3.1. | √ | √ | x |
| 5.3.1.6 | Other technical facilities, including cleaning and washing facilities | 5.3 & NSSF | √ | 5.3.1. | √ | √ | x |
| 5.3.1.7 | Maritime and inland port facilities | X | √ | 5.3.1. | √ | √ | x |
| 5.3.1.8 | Relief facilities | 5.3 & NSSF | √ | 5.3.1. | √ | √ | x |
| 5.3.1.9 | Refuelling facilities | X | √ | 5.3.1. | √ | √ | x |
| 5.3.2 | Supply of services in service facilities | 5.3 & NSSF | √ | √ | √ | √ | x |
| 5.3.2.1 | Shunting | 5.3 & NSSF | √ | 5.3.2. | X | 5.3.2.2 | x |
| 5.3.2.2 | Other services | 5.3 & NSSF | √ | 5.3.2. | X | √ | x |
| 5.4 | Additional services | √ | √ | √ | √ | √ | √ |
| 5.4.1 | Traction current | 5.4.6 | √ | 5.4. | 3.3.2.6 | √ | √ |
| 5.4.2 | Services for trains | 5.4.1 - 5.4.4 | √ | 5.4. | X | √ | √ |
| 5.4.3 | Services for exceptional transports and dangerous goods | 5.4.2 & 5.4.3 | √ | 5.4. | 5.3.2 | √ | √ |
| 5.4.4 | Other additional services | 5.4.1, 5.4.5, 5.4.7 | √ | 5.4. | X | x | x |
| 5.5 | Ancillary services | √ | √ | x | X | √ | √ |
| 5.5.1 | Access to telecommunication network | √ | √ | x | X | √ | √ |
| 5.5.2 | Provision of supplementary information | √ | √ | x | X | √ | √ |
| 5.5.3 | Technical inspection of rolling stock | X | √ | x | X | √ | √ |
| 5.5.4 | Ticketing services in passenger stations | X | √ | x | X | √ | √ |
| 5.5.5 | Specialized heavy maintenance services | X | √ | x | X | √ | √ |
| 5.5.6 | Other ancillary services | 5.5.3 - 5.5.14 | X | x | X | √ | √ |

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| 6 | CHARGES | √ | https://www.infrabel.be/sites/default/files/documents/ns_2020_20181207_0.pdf#page=78 | √ | √ | √ | √ |
| 6.1 | Charging principles | √ | √ | √ | √ | √ | √ |
| 6.2 | Charging system | √ | √ | √ | √ | √ | √ |
| 6.3 | Tariffs | √ | √ | √ | √ | √ | √ |
| 6.3.1 | Minimum access package | √ | √ | 6.3 | √ | √ | √ |
| 6.3.2 | Track access to services facilities | NSSF / List of charges | √ | x | √ | √ | √ |
| 6.3.3 | Supply of services referred to in 5.3.2 | NSSF / List of charges | √ | x | √ | x | √ |
| 6.3.4 | Additional services | 6.3.3 | √ | x | √ | 6.3.3 | √ |
| 6.3.5 | Ancillary services | 6.3.4 | √ | x | X | 6.3.4 | √ |

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|------------|---|--------------|----------|------|---|-------|---|
| 6.4 | Financial penalties and incentives | <u>✓</u> | <u>✓</u> | ✓ | ✓ | ✓ | ✓ |
| 6.4.1 | Non-usage / cancellation fees and charges | <u>6.4.8</u> | <u>✓</u> | 6.4. | ✓ | ✓ | ✓ |
| 6.4.2 | Reduction fee for framework agreements | X | <u>✓</u> | x | ✓ | 6.4.3 | ✓ |
| 6.4.3 | ERTMS discounts | X | <u>✓</u> | x | ✓ | 6.4.4 | ✓ |
| 6.5 | Performance scheme | X | <u>✓</u> | ✓ | ✓ | ✓ | ✓ |
| 6.6 | Changes to charges | <u>✓</u> | <u>✓</u> | ✓ | ✓ | ✓ | ✓ |
| 6.7 | Billing arrangements | <u>✓</u> | <u>✓</u> | ✓ | ✓ | ✓ | ✓ |

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|-------------------------------|--|---|--|--|--|---|
| NS additional chapters | 1.4.1.1; 1.4.1.2; 1.4.4-6; 1.8.1-2; 1.9.1-3; 1.11; 2.2.4; 2.4.1-4; 2.5.1-3; 2.7.1-3; 2.9 (incl. subchapters up to 2.9.9); 2.10 (incl. subchapters); 2.11; 3.3.1.3; 3.3.1.5-7; 3.3.2.7-12; 3.4.6; 3.5.1-3.5.6.2; 3.7.1-3; 6.3.2 (and subchapters); 6.4.3 (and subchapters); 6.4.4.-6.4.7; 6.8 | https://www.infrabel.be/sites/default/files/documents/ns_2020_20181207_0.pdf#page=94 | | 6.8. Financial guarantees 7. Procedure during execution of contract | 3.4.6 Restrictions due to platform safety 5.3.2.1 Travel information 5.5.6 Temporary mobile screen | 1.1.1, 1.1.1.1, 1.1.1.2, 1.1.1.3, 1.1.1.4, 1.1.2, 1.1.3, 1.1.4., 1.1.4.1, 1.1.4.2, 1.1.4.2, 1.1.4.3, 1.1.4.4, 1.1.4.5, 1.1.4.6, 1.10.2.1, 1.10.2.2, 1.10.2.3, 2.3.1.1, 2.3.1.2, 2.4.1, 2.4.2, 2.4.2.1, 3.2.3, 3.3.3.5, 3.5.1, 3.5.2, 3.5.3, 3.7.1, 3.7.2, 3.8.1, 3.8.2, 5.5.7, 6.1.1, 6.1.2, 6.1.3, 6.1.4, 6.1.5, 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.4.4, 6.7.1, 6.7.2, 6.7.3 |
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