Rail Freight Corridor
North Sea – Baltic

RFC North Sea – Baltic Implementation Plan

Draft version for consultation

2025

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1.Introduction

Rail Freight Corridor North Sea – Baltic (RFC NS-B) became operational on the 10th of November 2015 according to Regulation (EU) 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight (hereinafter: the RFC Regulation). Over the years the Corridor was gradually extended to Riga and Tallinn (October 2020) and to Medyka and the ports of Gent (Terneuzen) and Zeebrugge in January 2022.

Regulation (EU) 2024/1679 of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network (hereafter TEN-T Regulation), that was published on 28 June 2024, amends the RFC Regulation. The TEN-T Regulation defines 9 European Transport Corridors (ETC), that integrate the former Rail Freight Corridors The ETC NS-B passes now through 10 countries: Netherlands, Belgium, Germany, Poland, Lithuania, Latvia, Estonia, Finland, Sweden and Ukraine. Each ETC has a European Coordinator, who acts as ambassador of the TEN-T policy and oversees the progress of the corresponding ETC.

As of now, the railway freight lines of the ETC form the new alignment of the RFC, that no longer includes the Czech Republic and deletes some former RFC NS-B lines, but also adds some new lines. The RFC governance structure needs to be adapted to this new alignment and the RFC should be operational 18 months after the entry into force of the TEN-T Regulation. Six months before, that is by the 18th of July 2025 at the latest, the Management Board needs to publish an Implementation Plan, according to Article 9 of the RFC Regulation.

The Implementation Plan for RFC NS-B describes the characteristics of the freight corridor and outlines the strategic measures and actions required to enhance the performance, the capacity and the quality of this vital East – West Corridor. The Implementation Plan is elaborated taking into account the common structure developed by all RFCs under the umbrella of RNE.

This document is the draft Implementation Plan for consultation with the Advisory Groups, applicants and other stakeholders. After the consultation the Implementation Plan will be approved by the Executive Board of RFC NS-B on 16 July 2025.

It is important to note that due to significant timeline-related differences for the elaboration of other documents (such as the work plan of the European Coordinator, etc) that could have an impact on the Implementation Plan, not all obligations regarding the content of the Implementation Plan as foreseen in Article 9 of the RFC Regulation could be fulfilled. Updates are however possible once the aforementioned documents become available.

2. Corridor Description

The ETC North Sea – Baltic stretches from the North Sea ports in Belgium, the Netherlands and Germany to Poland and continues north through Lithuania, Latvia and Estonia to Helsinki and Oulu in Finland and Luleå in Sweden. To the South, the corridor extends from Berlin and Warsaw via Lublin to Kyiv and from Magdeburg via Leipzig to Katowice and via Lviv to Kyiv and Mariupol in Ukraine. It consists of the parts of the core and extended core network which are of the highest strategic importance for the development of sustainable and multimodal freight and passenger transport flows in Europe and for the development of interoperable high-quality infrastructure and operational performance.

RFC NS-B includes also 17 maritime ports and overlaps with the following RFCs: North Sea-Rhine-Mediterranean, Scandinavian-Mediterranean, Baltic Sea-Adriatic Sea, Rhine-Danube and Baltic Sea-Black Sea-Aegean Sea.

Figure 2-1 Railway freight lines of the ETC North Sea – Baltic

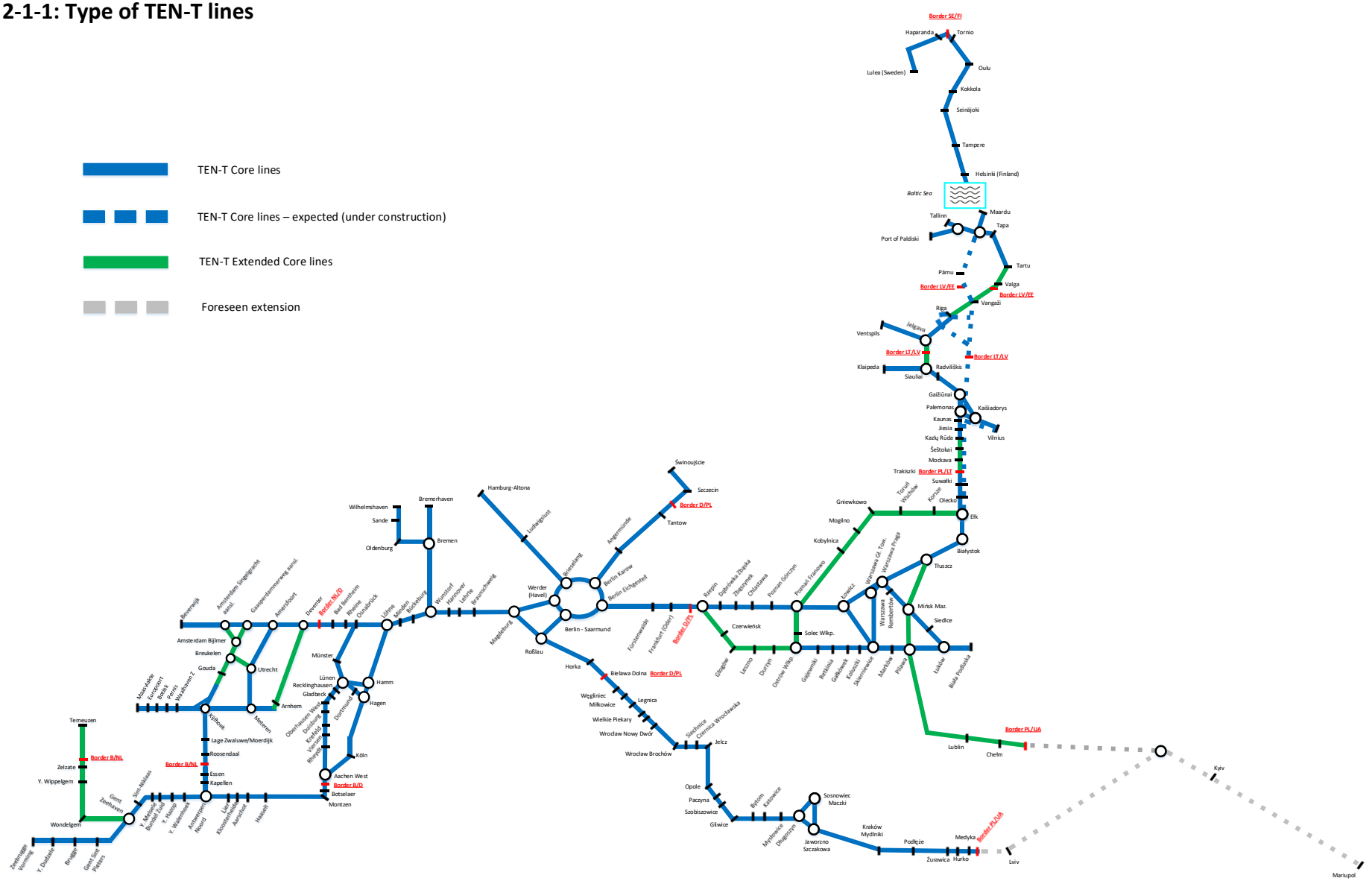
2.1 Key Parameters of Corridor Lines

Figure 2-1-1 shows the type of TEN-T lines (core or extended core) of the RFC NS-B.

The Rail Baltica project, a European standard gauge railway line, connecting Estonia, Latvia and Lithuania to Poland and the rest of the EU, is shown as a dotted line, as the line is still under construction and will not be in operation by the time the new alignment of RFC NS-B becomes operational in January 2026.

Given the current situation in Ukraine and the fact that as a non-EU country it does not need to fulfil the obligations of the RFC Regulation, it's shown as a foreseen extension.

Figure 2-1-1: Type of TEN-T lines



Figures 2-1-2 to 2-1-11 show the following TEN-T requirements for the freight railway lines belonging to RFC NS-B (situation January 2026):

- Nominal track gauge (Figure 2-1-2)
- Electrification (type of power source) (Figure 2-1-3)
- Max train length (Figure 2-1-4 and 2_1_5, the latter showing the situation in 2030)
- Axle load (Figure 2-1-6)
- Max line speed (Figure 2-1-7)
- Profile and loading gauge (Figure 2-1-8).
- ERTMS (ETCS / Class B system, ETCS Base line and ETCS System version) (Figure 2-1-9 - 2-1-11).

Please note that the graphical overviews are given for informational purposes only and do not consider the specific compliance criteria as described in the TEN-T Regulation for some of these requirements. The compliance of the infrastructure requirements is being monitored by the European Coordinator.

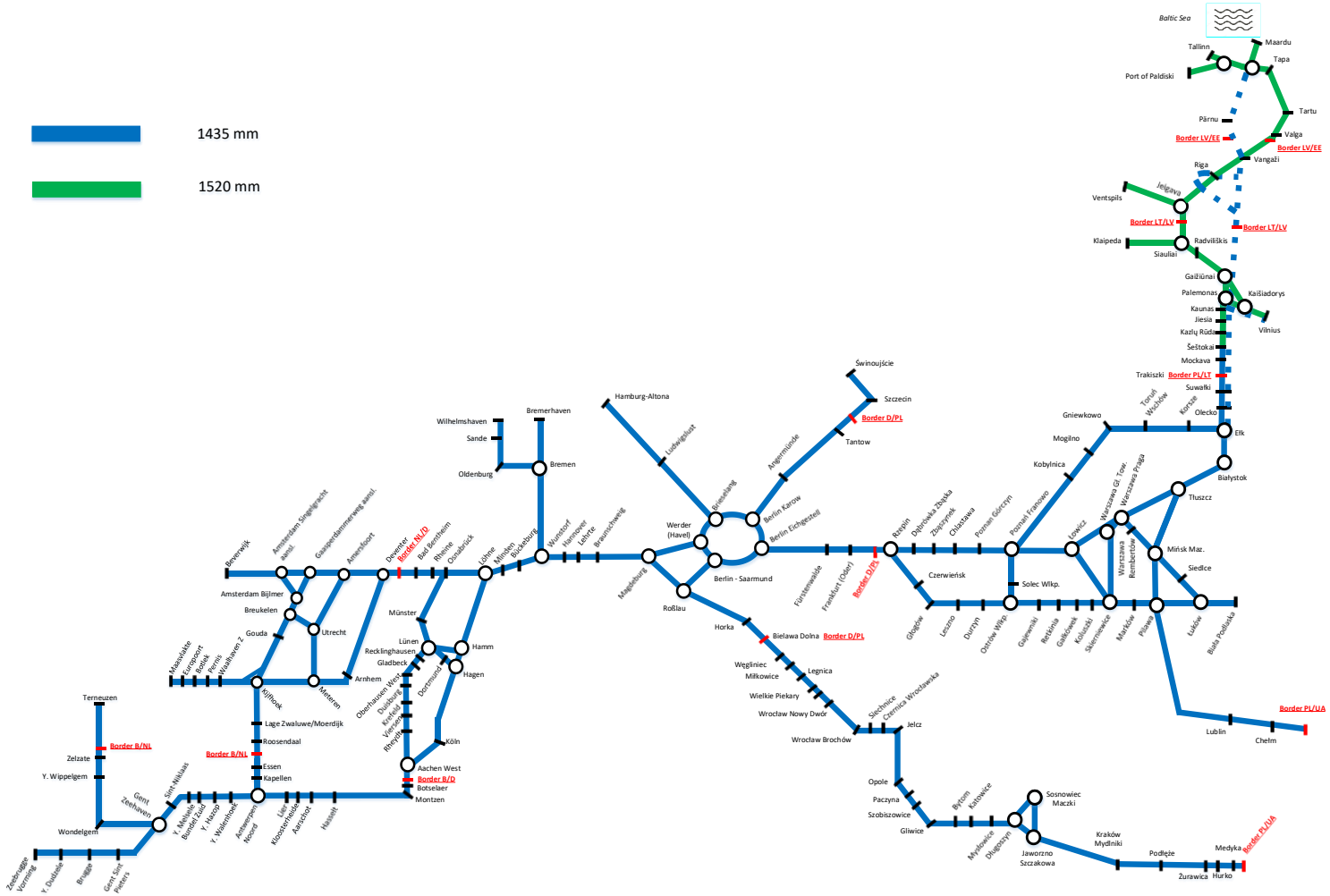
Although the railway freight lines of the ETC go to Finland, Sweden and Ukraine, they are not included in the following overviews. As the Finnish railway system is not linked to Estonia and Finland decided to make use of Article 8(2a) of the RFC Regulation, meaning that the Finnish IM will not participate in the Management Board of the Corridor (see also 2.4), they are not included in the map. On top of that as an isolated network with a different track gauge they could be exempted from complying with these TEN-T Requirements. This also applies to Ukraine apart from the war of aggression still going on.

In addition, to the TEN-T parameters, RFC NS-B will also provides information on other parameters (once adapted to the new alignment) in the Customer Information Platform (CIP), such as

- Number of tracks
- Gradients
- Usage of the line (passenger, freight, combined)
- More detailed ERTMS info

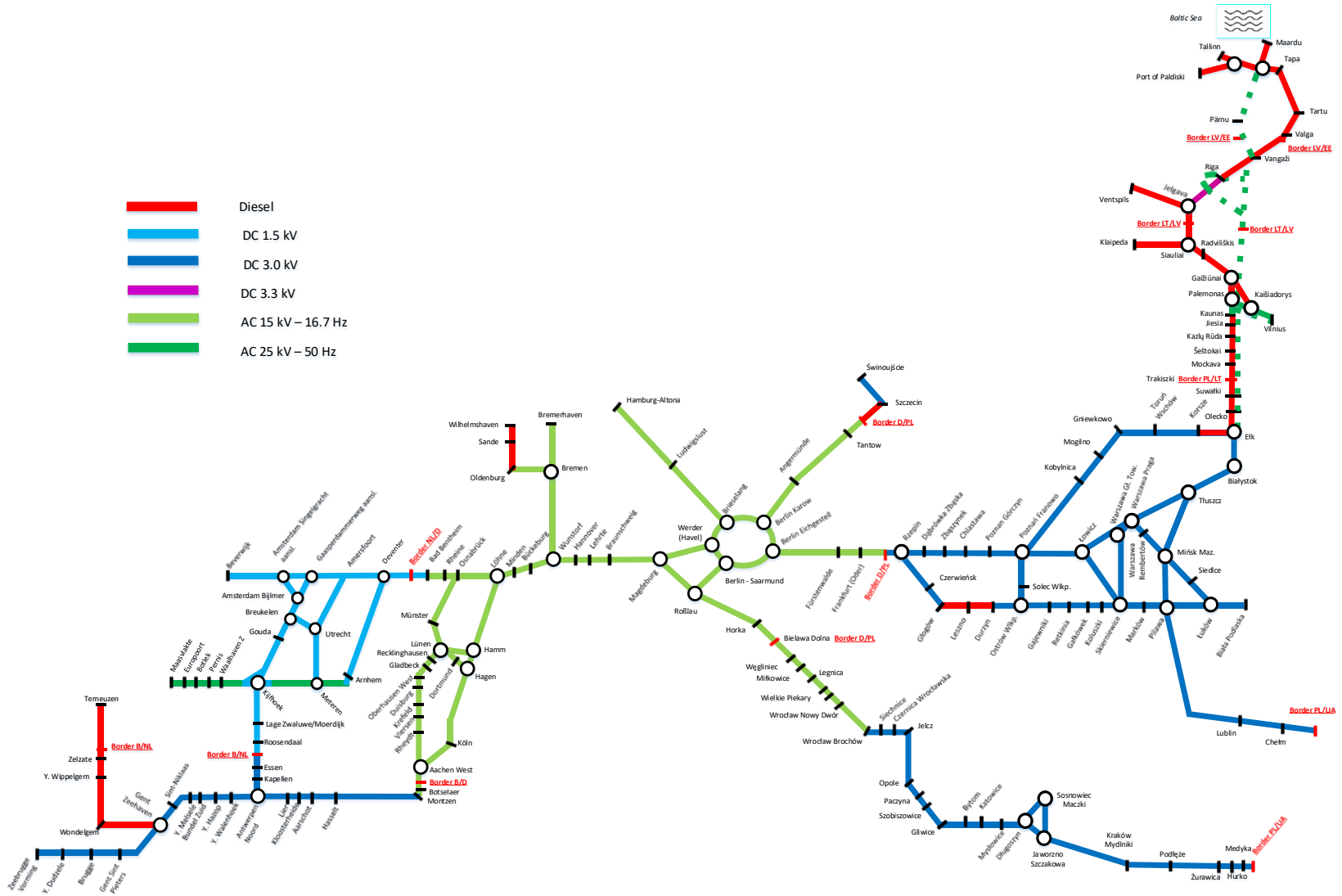
CIP is an interactive, Internet-based information tool, that has been developed together with other RFCs as well as RailNetEurope. By means of a Graphical User Interface, CIP provides precise information on the routing, selected terminals and specific track properties, as well as ICM lines and their re-routing options of the participating RFCs.

Figure 2-1-2: Nominal track gauge



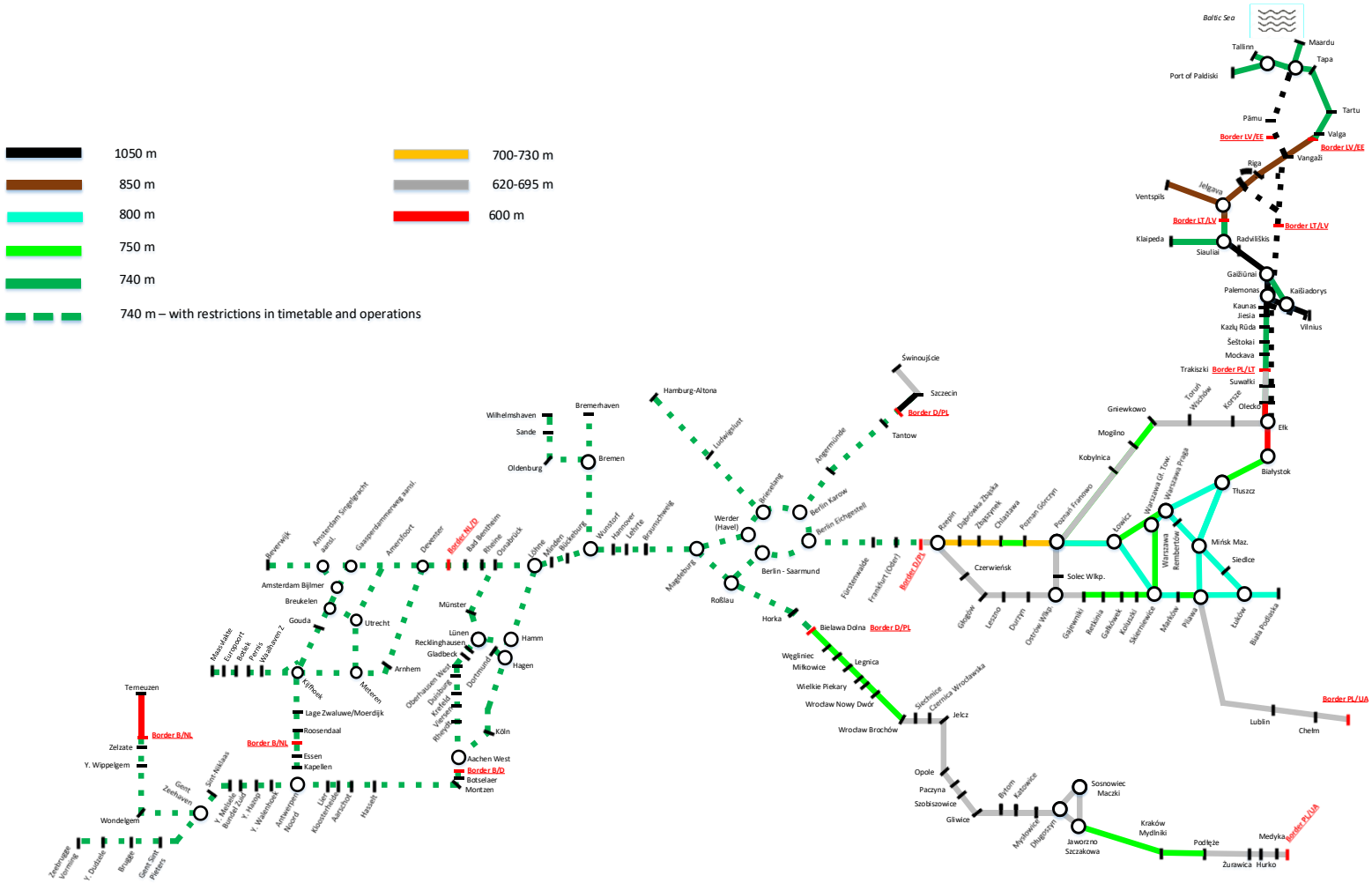
Along the western and central parts of the Corridor, the railway tracks are in European standard gauge, but in the Baltic States they are still in wide gauge. Rail Baltica will close this gap on the RFC NS-B.

Figure 2-1-3: Electrification (type of power source)



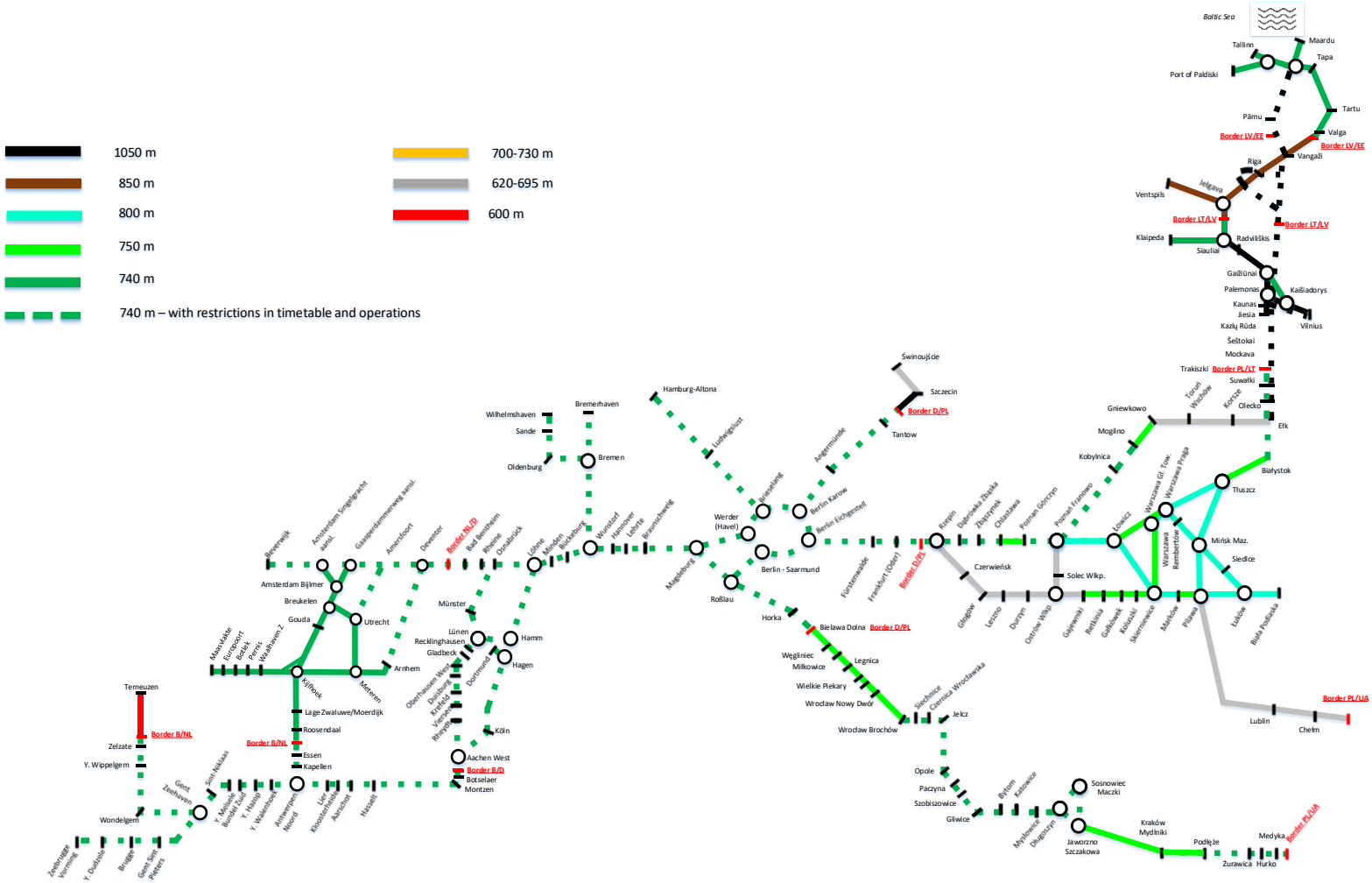
Most of the RFC NS-B lines are electrified, except for a few stretches in Belgium, German and Poland. However, the 1520 mm network is not electrified.

Figure 2-1-4: Maximum train length (situation 2026)



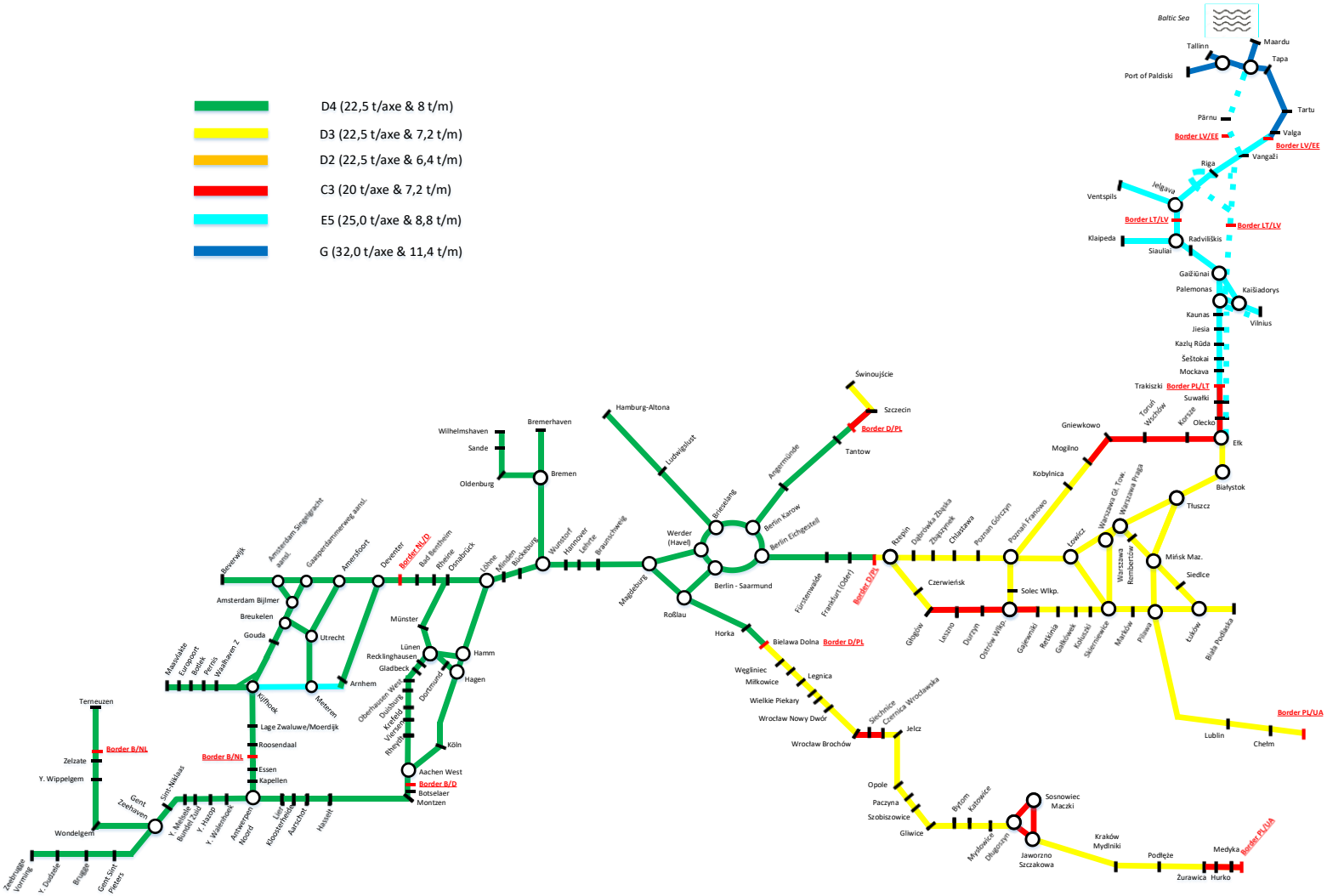
The maximum train length on the corridor lines varies from 1050 m to 600 m. At the moment of writing the Implementation Plan, journeys for 740 m trains on the entire corridor without restrictions are not possible, except for Lithuania, Latvia and Estonia. In BE, the length of freight trains is limited in principle to 750 m inclusive of traction units. The infrastructure manager's agreement must always be sought for any train longer than 650 m. The compliance criteria for 740m trains as described in the TEN-T Regulation are not being considered here.

Figure 2-1-5: Maximum train length (situation 2030)



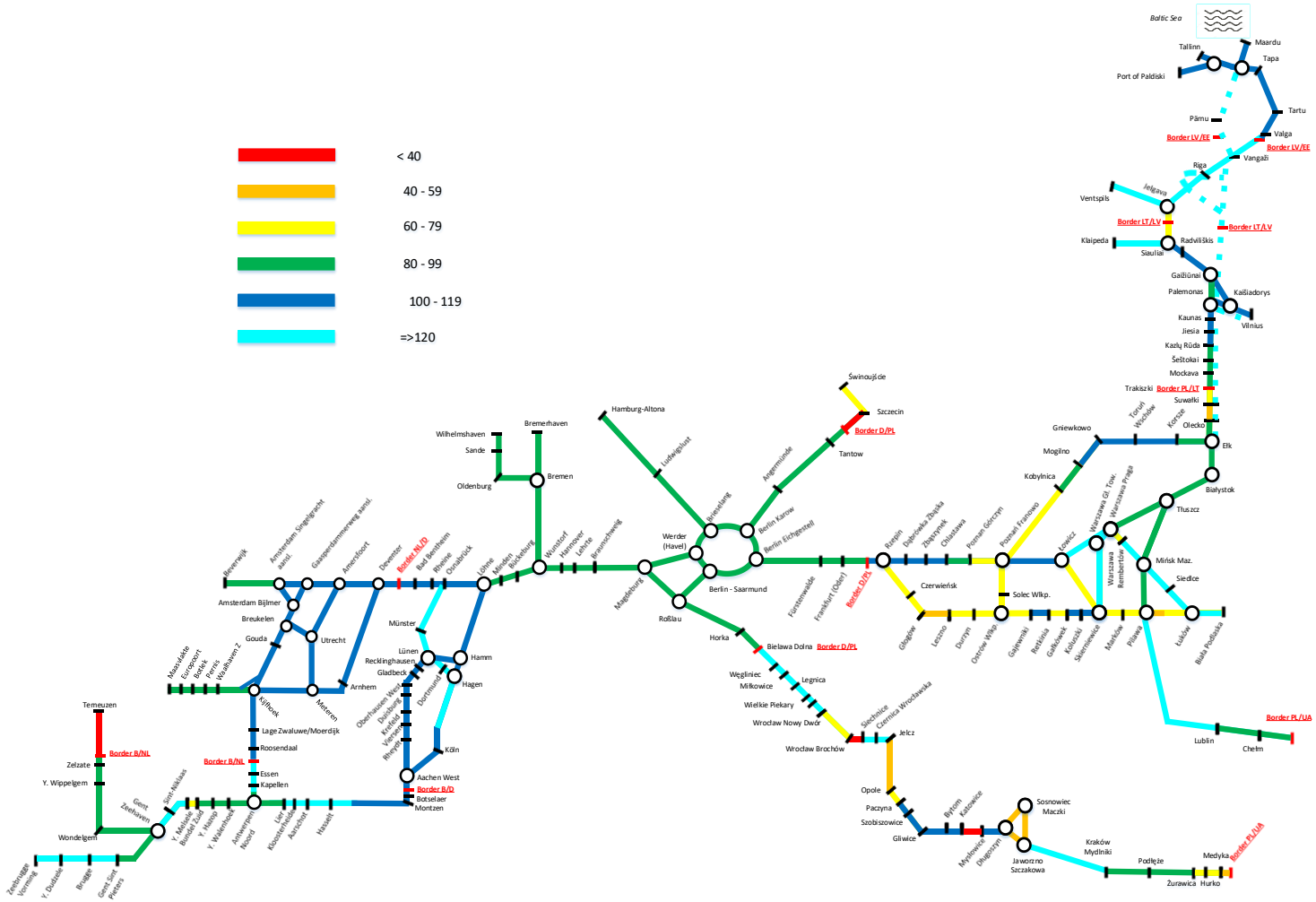
The maximum train length on the corridor lines varies from 1050 m to 600 m. At the moment of writing the Implementation Plan, journeys for 740 m trains on the entire corridor without restrictions are not possible, except for Latvia and Estonia. The compliance criteria for 740m trains as described in the TEN-T Regulation are not being considered here.

Figure 2-1-6: Axle load



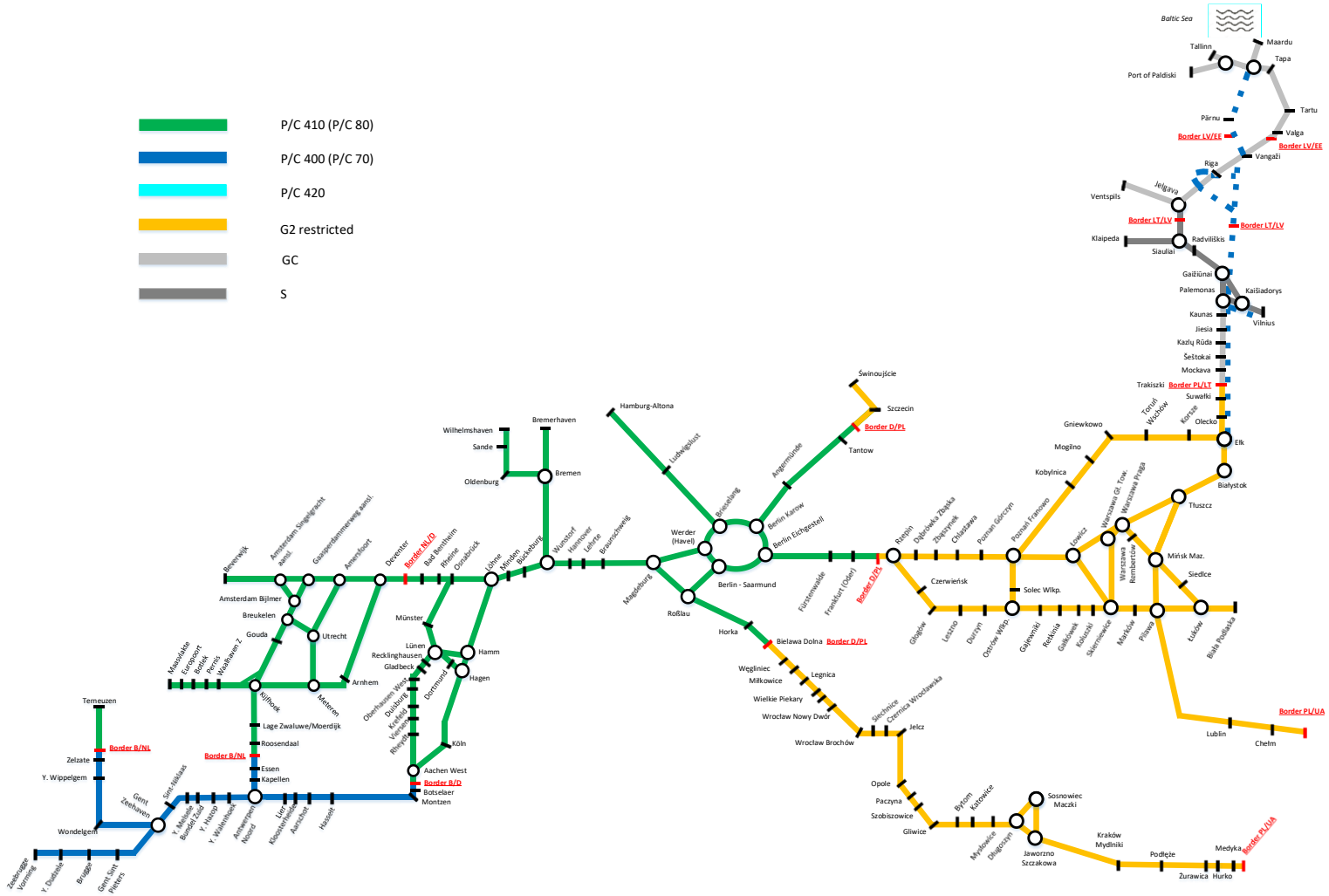
In the major part of the Corridor the allowed axle load is 22.5 t and the meter load 8 t, whereas the possibilities in Poland are more restricted. On the other hand, in Lithuania and Latvia the axle load is 25 t and in Estonia even 32 t.

Figure 2-1-7: Max line speed



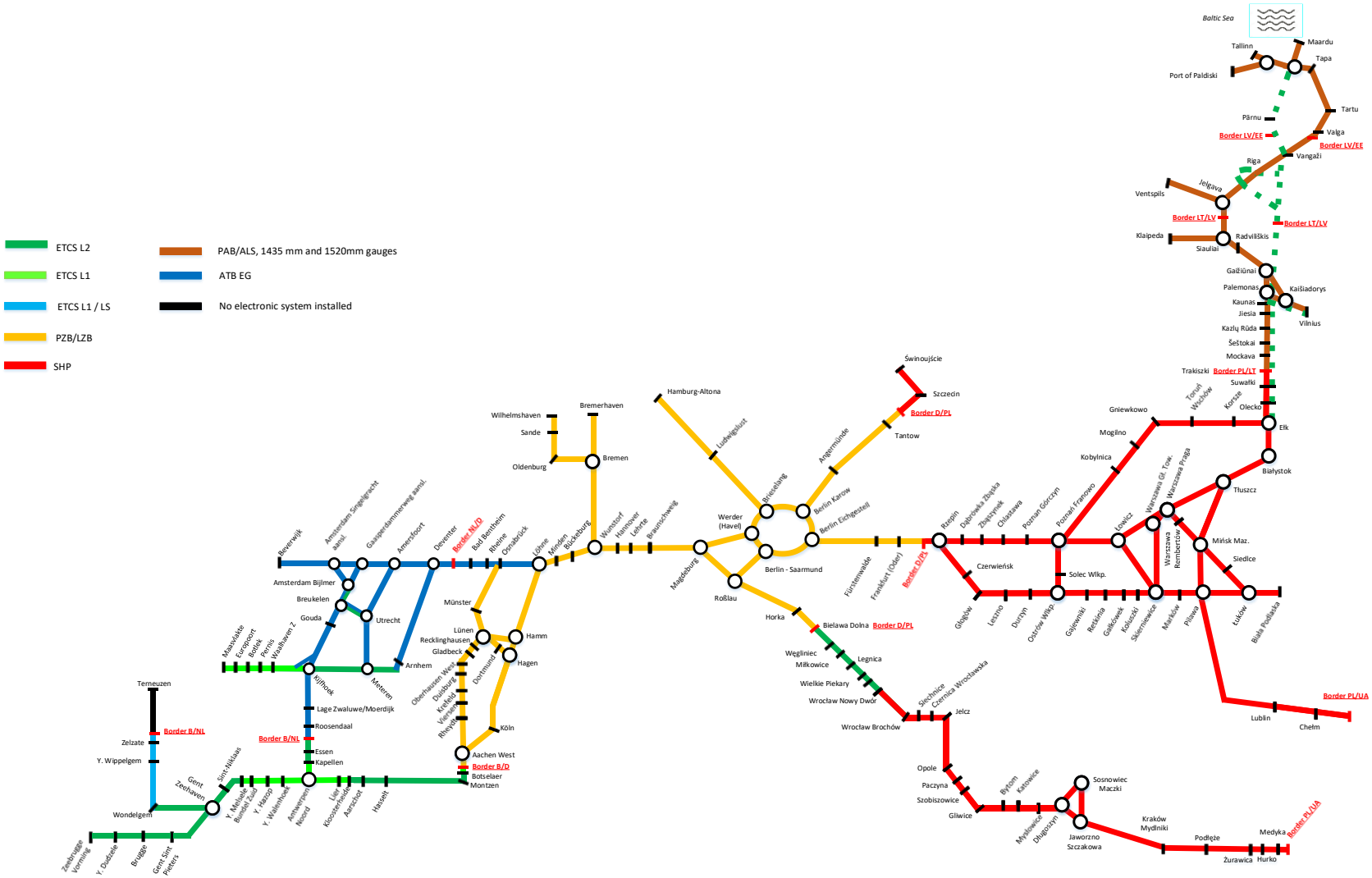
In the majority of the Corridor, the allowed maximum speed on lines for freight trains is 100 km/h or more except in certain regions where the speed is limited down to 40 km/h. Maximum speed of freight trains on the 1520mm network is significantly higher than on the 1435mm network. The compliance criteria for design speed as described in the TEN-T Regulation are not being considered here.

Figure 2-1-8: Profile and loading gauge



For the purpose of describing the loading gauge, the parameters given in the IM network statement were used i.e. Belgium and Germany – the profile parameter, the Netherlands, Lithuania, Latvia and Estonia – the loading gauge parameter. In Poland, profile P/C 400 is possible only upon request. The compliance criteria for loading gauge as described in the TEN-T Regulation are not being considered here. For this parameter, TEN-T requirement apply till 2040 for core and extended core.

Figure 2-1-9: ETCS/ Class B signalling systems



In Belgium the Class B system will be decommissioned on 12th December 2027.

Figure 2-1-10: ETCS Baseline

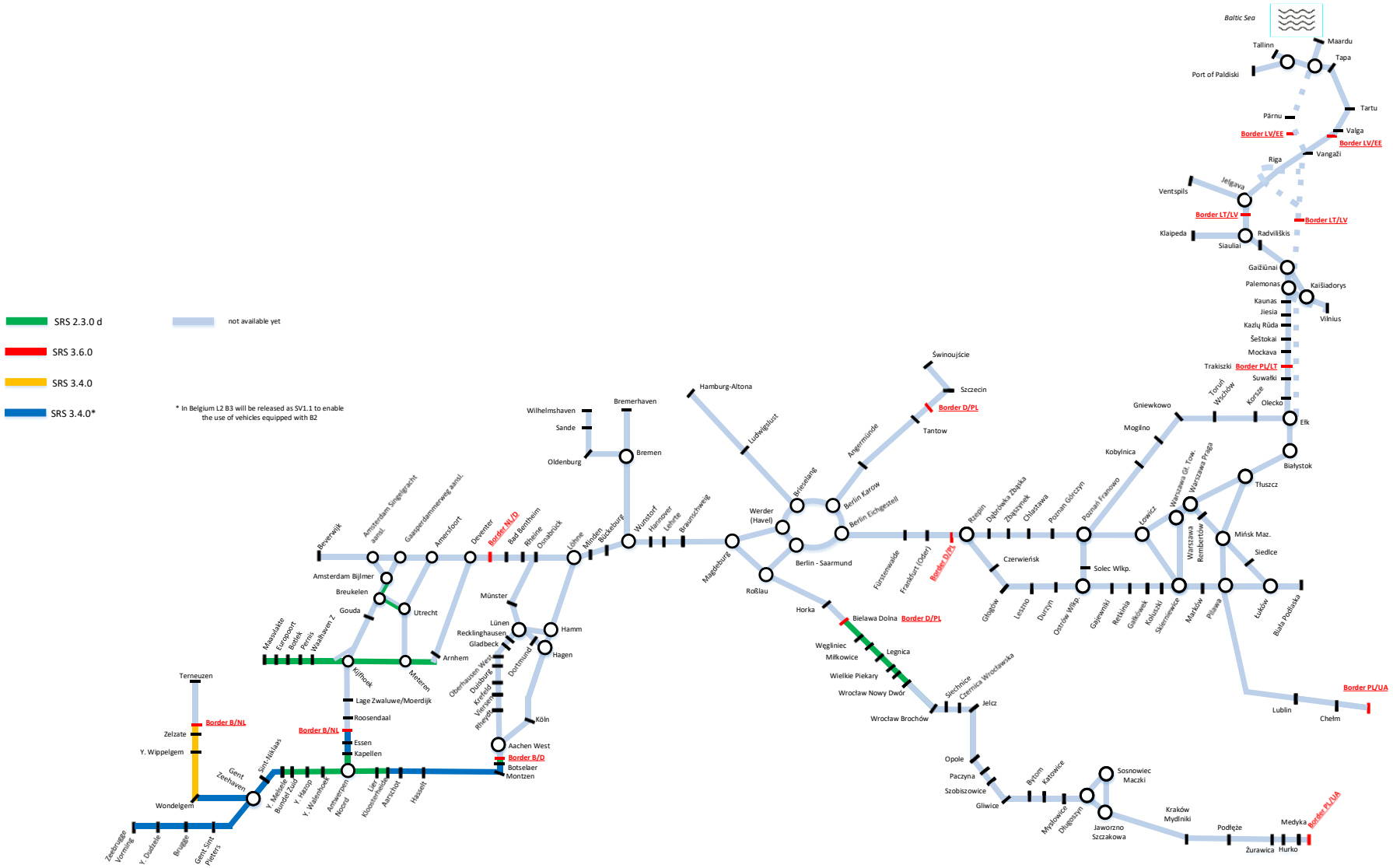
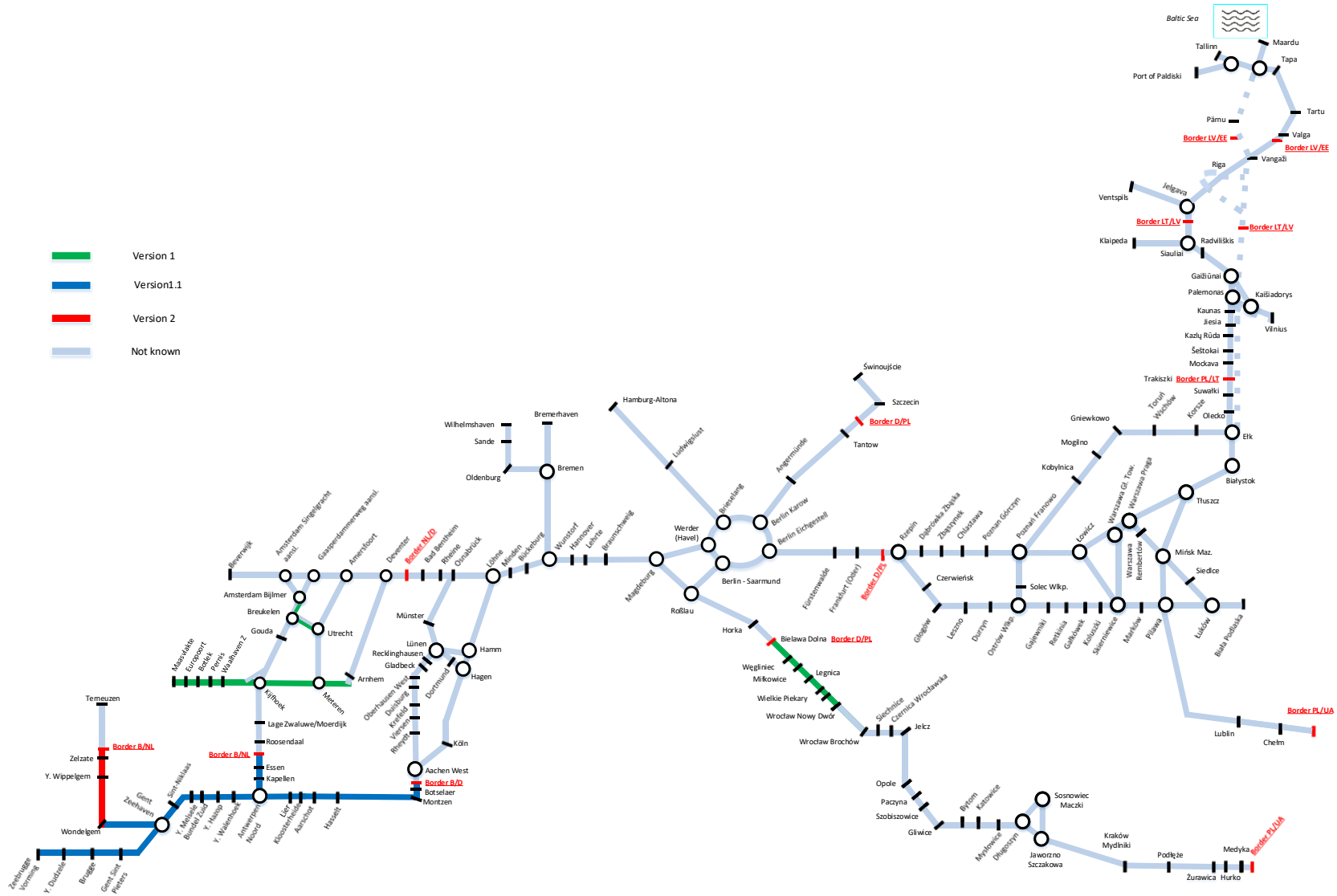


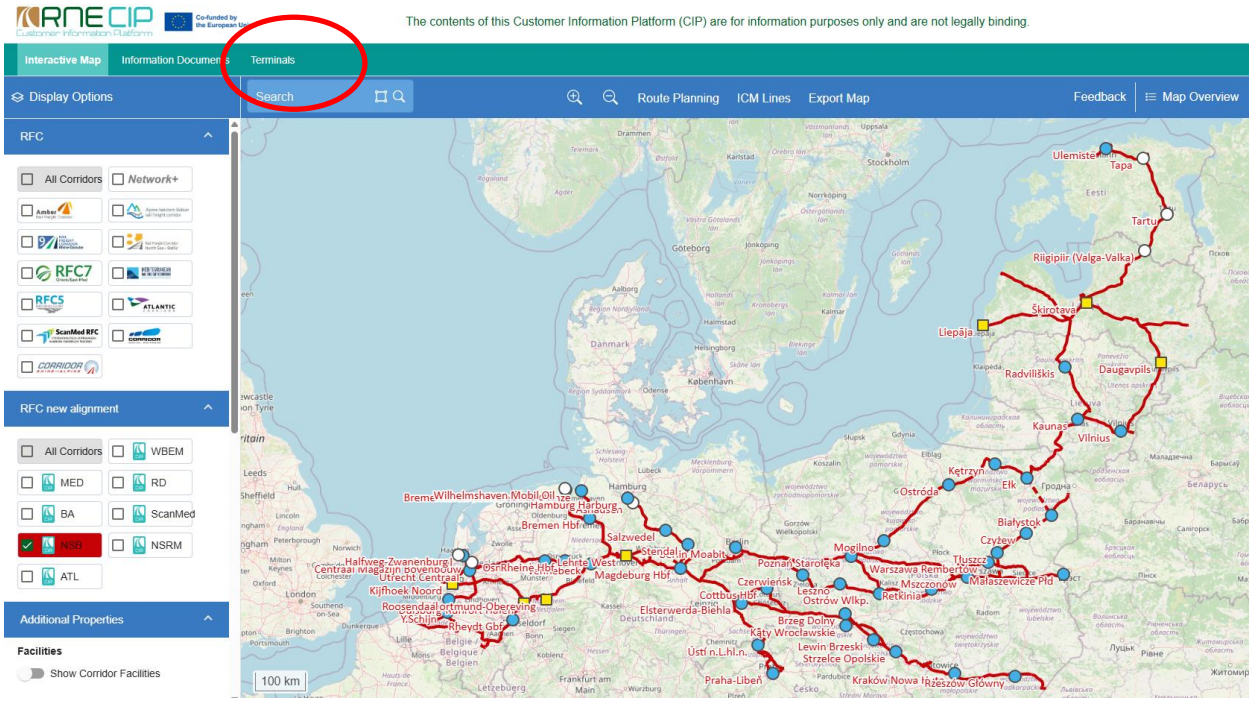
Figure 2-1-11: ETCS System version



2.2 Corridor Terminals

According to Article 2(c) of the RFC Regulation a terminal means „*the installation provided along the freight corridor which has been specially arranged to allow either the loading or the unloading of goods onto or from freight trains, and the integration of rail freight services with road, maritime, river and air services, and either the forming or modification of the composition of freight trains; and, where necessary, performing border procedures at borders with European third countries*".

The list of terminals based on this definition can be found in the Customer Information Platform (CIP).



The terminals along the new routes previously not covered by RFC NS-B in Germany, Lithuania and Poland are listed in the table below. They will be included in CIP at a later stage.

Country	Terminal
Germany	DUSS-Terminal Hamburg Billwerder
Lithuania	Klaipėda
	Draugystė
Poland	OT Port Świnoujście S.A.
	DB Port Szczecin Sp. z o.o.
	LTK Intermodal Sp. z o.o.

Please be advised the list of terminals both in CIP and the table below may not be aligned with the identification of the multimodal freight terminals according to the revised TEN-T Regulation (EU 1679/2024). Any adjustments, if needed, can and will be done once the data becomes available.

Furthermore, Article 36(3) of the TEN-T Regulation calls on the Member States to identify the multimodal freight terminals and to carry out a market and prospective analysis of these terminals on their territory by 19th of July 2027 at the latest. This analysis must examine the current and future freight traffic flows across different transport modes. It should also identify the existing multimodal freight terminals within the trans-European transport network and assess whether there is a need for new terminals or additional transhipment capacity at existing ones. Once the results of this study are available RFC NS-B will align its terminal list as part of a future update of the Implementation Plan.

2.3 Bottlenecks

There is no common definition of RFC NS-B bottlenecks. For this Implementation Plan, bottlenecks were identified according to the following methodologies provided by each Infrastructure Manager on the basis of the procedure in the member states.

Belgium (Infrabel)

Calculation for traffic forecasts:

The development is forecasted based on the expected increase/decrease of freight and passenger traffic. The calculation is based on the current rate of occupancy which is increased/decreased according to the expected traffic development.

For freight, the forecast is based on the assumption that traffic will double by 2030.

Freight and passenger traffic are forecasted separately until 2030.

Calculation basis for the definition of (potential) bottlenecks:

Rate of occupancy of the lines / nodes and the subsequent remaining capacity. The remaining capacity results from the comparison of the theoretically available capacity and the expected used capacity.

The Infrabel calculation method takes into account all trains (freight and passenger) on the different sections of the network. It makes a mix of all possible variations, determines for each variant the rate of occupancy and calculates the average rate of occupancy.

A section is considered as a bottleneck when the remaining capacity is < 25%.
A node is considered as a bottleneck when the remaining capacity is < 40%.

A section or node is considered to be a potential bottleneck when the remaining capacity is close to the bottleneck threshold (25% for sections, 40% for nodes).

Current situation

In Belgium two nodes are marked as bottlenecks:
- the node Gent Sint-Pieters (congested)
- the node Lier (Y. Nazareth)

4 sections are marked as potential capacity bottlenecks.
- the section between Brugge and Gent
- the section between Gent (Y Bernadettestraat) and Sint Niklaas

- the section between Antwerpen Berchem and Lier
- the section between Aarschot and Hasselt

As Figure 2.3.1 does not show the potential bottlenecks, they are not represented in the jumping jack.

Situation 2030

6 sections/regions are considered as bottlenecks for 2030:

- the Gent area : Gent Dampoort/Y. West Driehoek Ledeberg - Y. Noord Driehoek Ledeberg
- the section between Gent and Sint Niklaas: from Y. Bernadettestraat – Lokeren – Sint Niklaas
- the Antwerp area: Y. Driehoekstraat / Y. Schijn / Y. Walenhoek / Y. Holland / Y. Antwerpen Schijnpoort / Y. Drabstraat
- the section between Antwerpen Berchem , Lier and Aarschot : from Y. Aubry – Lier – Y. Nazareth
- the Aarschot area: section Y. Nazareth - Y. Noord Driehoek Aarschot
  section Y. Noord Driehoek Aarschot - Y Zuid Driehoek Aarschot
  section Y. Noord Driehoek Aarschot - Diest
- the section between Y. Rooierweg and Tongeren

One section is considered as a potential bottleneck:
- the section between Diest and Hasselt

Capacity calculation and forecast for specific parameters

740m trains:
The length of freight trains is limited in principle to 740 m including the towing locomotive(s). The infrastructure manager's agreement must always be sought for any train longer than 650 m. The allocation of the train path will then be based on the characteristics of the infrastructure and robustness.

In order to enable 740m trains to run without timetable/operational restrictions by 2030, several projects were already launched, mainly in the frame of larger projects and some of them with CEF support. In addition, Infrabel started in December 2020 a specific study to identify locations where investments in side tracks are essential to allow 740m trains without restrictions. Apart from the existing and already planned side tracks, 12 additional locations were identified and prioritised. These are the minimum side tracks to be provided on the Belgian rail network. Several of these identified locations are also located on RFC NS-B.

The aim is that, if all these projects are realised, a quality train path 24/7 can be offered for 740m trains on the freight lines of the core TEN-T network and some RFC lines. This goal is also supported in the Rail Vision 2040 and the subsequent action plan for rail freight of the Minister of Mobility.

The identified projects were also taken into consideration in the Performance Contract between the Belgian Government and Infrabel, signed in December 2022, and in the Multi-Annual Investment Plan 2023 – 2032.

Influencing factors on infrastructure projects to eliminate (potential) bottlenecks

- Cost benefit analysis
- Availability of funding
- Prioritisation according to TEN-T status of line.

Netherlands (ProRail)

		ProRail
Definition of (potential) bottlenecks	Calculation basis for the definition of (potential) bottleneck	For dedicated freight nodes, shunting yards and switches: number of overloaded hours For all lines: Do the predicted number of freight trains fit in the Basic Hour Pattern (BUP)
	Evaluation criteria for the definition of (potential) bottleneck	For dedicated freight nodes, SYs and switches: number of overloaded hours • Potential bottleneck: 10-25 overloaded hours • Bottleneck: > 25 overloaded hours For all lines: BUP • Utilization of the available Cargo Freight paths ○ < 50% - 75% potential bottleneck, ○ >75% bottleneck
Calculation of Traffic Forecast	Principles of traffic forecasts	The initial Netherlands-wide forecast on the development in all sectors including transport is provided by the Central Planning Bureau and the Netherlands Environmental Assessment Agency. The development for cargo trains is presented in a matrix covering the various scenarios. With the NEMO model, the number of trains needed for the transport of the forecasted cargo is calculated. Several scenarios are available for the number of trains on the different routes for several years, e.g. assessment of % of 740 m trains, different routing to the border etc.
	Separate forecasts for passenger and	Yes

	freight traffic available	
	Separate forecasts for capacity on lines and in nodes available	No
Calculation of Available Capacity	Calculation method for determining the available capacity	Calculation of overloaded hour for dedicated freight nodes, SYs and switches: • Demand: Realization data for ± ½-1 year are increased with the forecasts + further factors • Available capacity: infra-layout, headway time calculation; Assessment if number of trains can be processed in 48 min at the railway yard outcome: number of overloaded hours = cargo trains that can't be handled in 48 min (80%) + infra-layout Calculation of basic hour pattern (BUP) for all lines (including Havenspoorlijn and Betuweroute A15): • Determination of demanded number of train paths/h (per train type) based on forecast • Construction of BUP • Check of feasibility with simulation model "Open Track" • ProRail adaption proposals if BUP is not feasible • Bottleneck applies, if adaption proposal is not acceptable utilization of the available BUP paths for cargo trains in %. as soon as it exceeds 75%, there is a bottleneck.
	Separate calculation for passenger and freight traffic available	Yes
	Separate calculation for capacity on lines and in nodes available	Yes • All Lines = BUP • Nodes, shunting yards, or switches for freight trains = Overloaded hours

Capacity calculation and forecast for specific parameters	Capacity Calculation and forecast for specific parameters	740m trains: • For every train type ProRail has determined a feasible maximum train length. • The number of tracks on shunting yards are calculated for every type of train based on forecasts of each train type + scenarios with the growth of 740 m trains
Influencing factors on infrastructure projects to eliminate	Influencing factors on infrastructure projects to eliminate bottlenecks	• Social cost-benefit analysis > 1 (most important factor) • International agreements • Legal obligations • Available budget • (Local) government wishes with budget

Germany (DB InfraGO AG)

Insufficient operational quality is an expression of excessive charge and is not acceptable in the long term. This range is therefore outside of the performance range to be aimed for. Charged systems that work in this area are an indicator of bottlenecks and possibly to be explained "overloaded railways or future overloaded railways".

“Overloaded railways or future overloaded railways” are defined as local and timely permanent bottlenecks (actually or in future) and have to be defined jointly by IM and Member State. In a next step a plan for increasing capacity has to be worked out and planning and financing must be agreed.

Poland (PLK S.A)

There is no single, officially established definition of a bottleneck within the Polish network. However, for the purpose of this report, a bottleneck is defined as any section that does not meet the 740-meter length requirement and/or the 22.5-ton axle load parameter. These two parameters represent physical, technical, or functional barriers that disrupt the continuity of long-distance or cross-border transport flows. Such barriers can be overcome by constructing new infrastructure or significantly upgrading existing infrastructure, leading to substantial improvements. According to this definition, all sections that fail to meet either the length or axle load requirements are considered bottlenecks.

In Poland, there is no infrastructure declared congested in 2025 on RFC NS-B and not considered as a bottleneck.

Lithuania (LTG Infra)

Bottleneck definition within LTG Infra is driven by the operational usage of the network by the mixed passenger/freight traffic. By assessing the capacity requests from operators, the

infrastructure manager generates a timetable; any segments where the requested capacity is not accommodated due to timetabling is considered a bottleneck.

The potential capacity assessment for specific routes is done manually on annual basis based on freight operator and passenger service requests, once the traffic is scheduled the bottlenecks are identified and registered.

In Lithuania, there is no infrastructure declared congested in 2025 on RFC NS-B and not considered as a bottleneck.

Latvia (LDz)

The definition of a bottleneck is considered when at a certain moment it is not possible to pass trains according to the schedule. The number of tracks and the trains on Latvian railways allows to say that there are no bottlenecks on the Latvian railways. There is a reserve of capacity to handle additional trains.

In Latvia, there is no infrastructure declared congested in 2025 on RFC NS-B and not considered as a bottleneck.

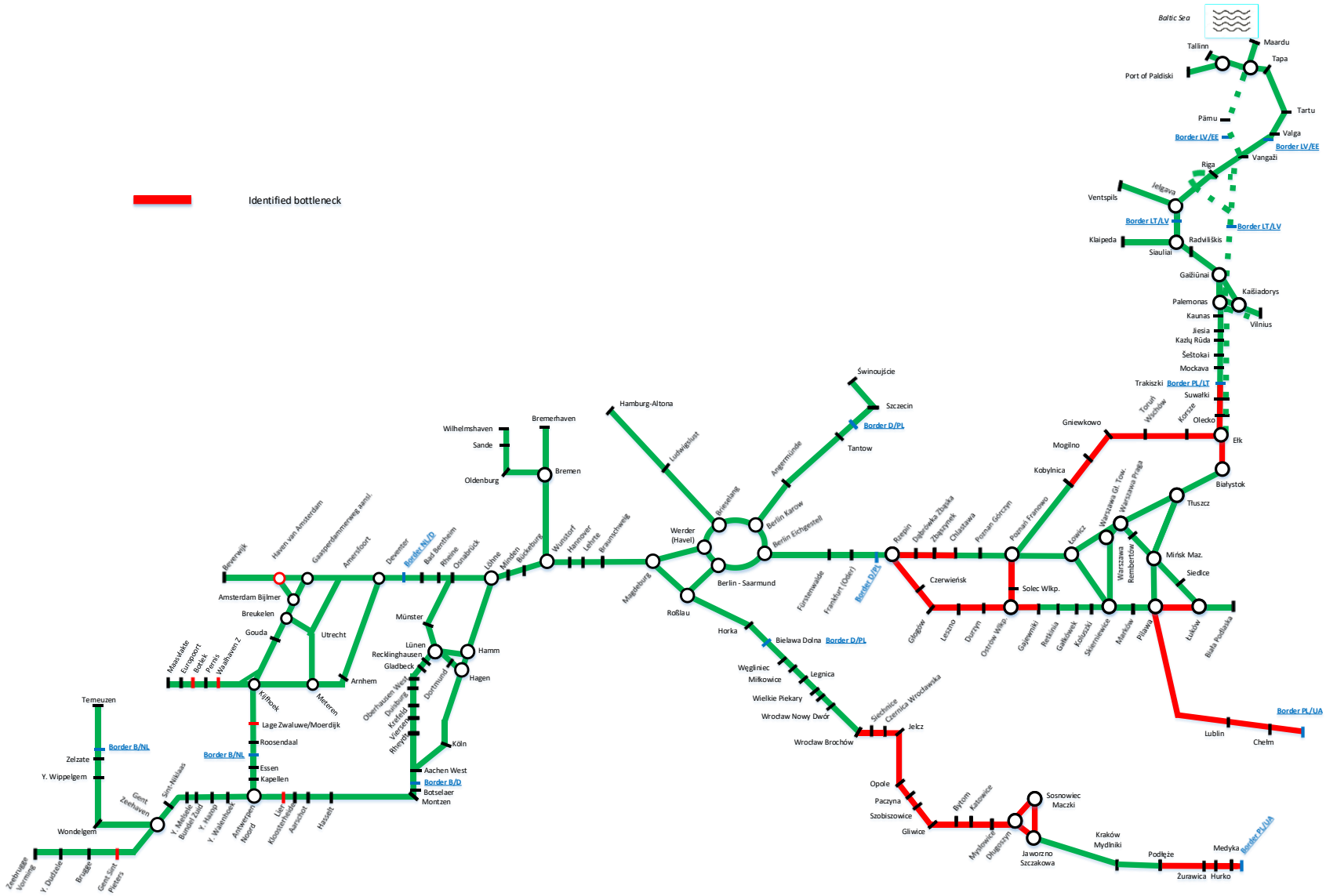
Estonia (EVR)

Bottleneck in Estonia is defined within the Railways Act (§ 92) as the “depletion of railway infrastructure capacity”.

The Railways Act (https://www.riigiteataja.ee/en/eli/501042021002/consolide) and the Network Statement (Chapter 3, p. 3.6 and p. 3.7.; https://www.evr.ee/en/business-client) describe the capacity allocation principles and procedures in this case.

There is also a requirement in the Railways Act (§ 93) that the IM should perform a capacity analysis within six months after declaring railway infrastructure capacity to be depleted. Such analysis is performed in order to clarify the reasons for capacity depletion and to determine the financial and technical measures needed for removal of the depletion and creation of additional capacity.

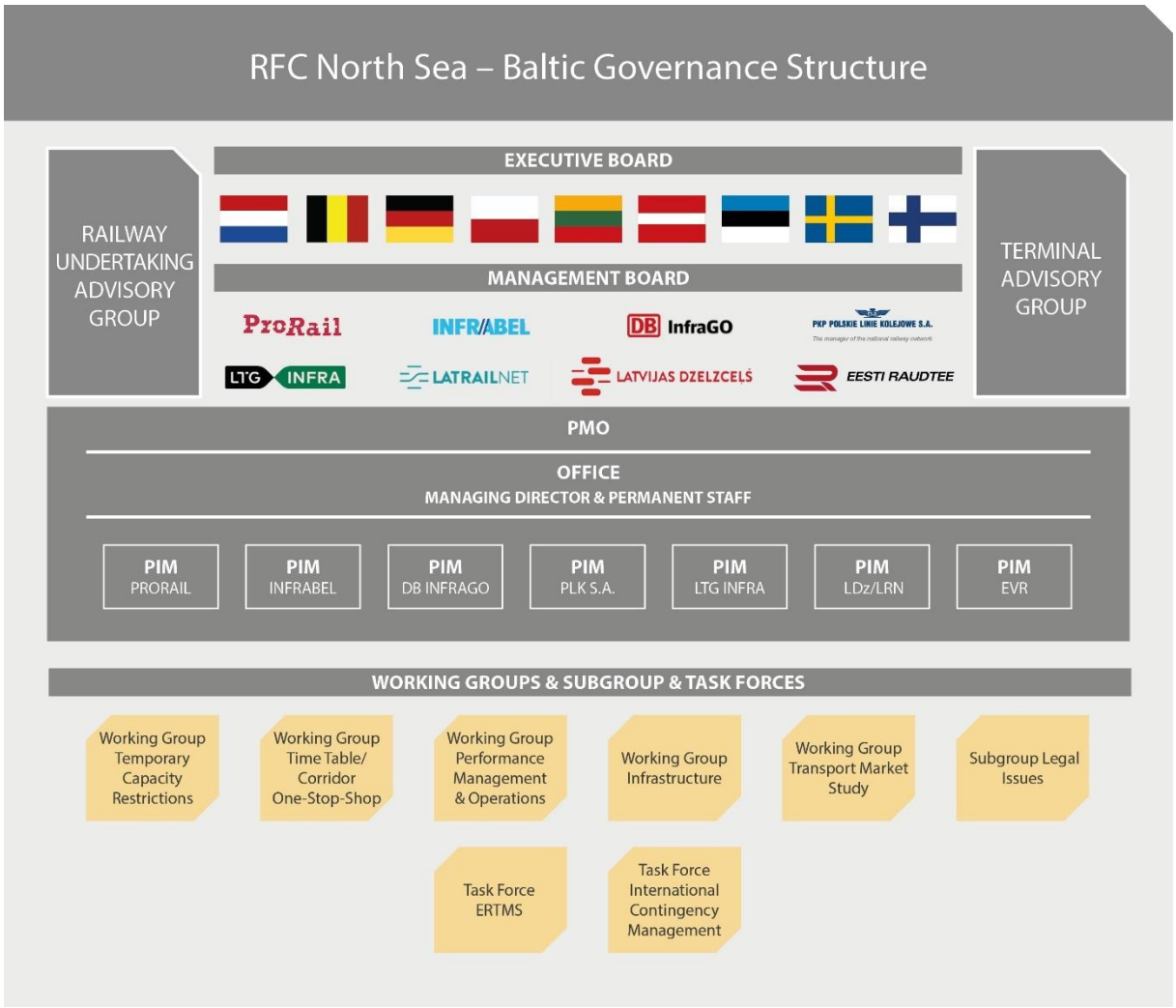
Figure 2-3-1: Bottlenecks on RFC NS-B – current situation



2.4 RFC Governance

The governance structure as described in the RFC Regulation with an Executive Board, Management Board and Advisory Groups is maintained, but should be adapted to the new alignment of the Corridor. It ensures that the objectives and ambitions of the Corridor are met.

The graph below presents the governance structure of the RFC North Sea – Baltic as of January 1st 2026.



The **Executive Board** (ExBo) consists of the representatives of the respective Transport Ministries from the countries involved and makes key decisions regarding the strategy and the cooperation on the Corridor. The Executive Board has a rotating chair. At the moment of writing the ExBo is chaired by the Czech ministry.

The ExBo for the new RFC North Sea – Baltic will be officially established on 15.07.2025 by signing the Joint Declaration of Intent regarding the establishment of the Executive Board of RFC North Sea-Baltic, – integrating Finland and Sweden and removing Czech Republic.

Given the current situation in Ukraine and the fact that as a non-EU country it does not need to fulfil the obligations of the RFC Regulation, it is currently not a member of the ExBo. For the same reasons, it will also not be part of the Management Board.

The **Management Board** (MB), consisting of high-level management representatives from the IMs and AB involved, oversees the effective implementation of the Corridor. At the time of writing, the MB was chaired by Oliver Sellnick (DB InfraGO AG). The MB has the legal form of an EEIG (European Economic Interest Grouping). The Members are:

1. AB “LTG Infra”
2. DB InfraGO AG
3. Infrabel, Société Anonyme de Droit Public
4. PKP Polskie Linie Kolejowe S.A.
5. ProRail B.V.
6. VAS “Latvijas dzelzceļš”
7. AS “LatRailNet”
8. AS Eesti Raudtee.

The Czech IM will no longer be part of the MB as of 1st of January 2026. However the Finish and Swedish IMs will not become a member of the MB/EEIG. At the end of December 2024, the Finnish Ministry has notified the other Member States and the European Commission, that the Finnish Infrastructure Agency will not participate in the MB as Finland decided to make use of Article 8(2a) of the RFC Regulation.

The MB has established a Programme Management Office (PMO), which functions as the permanent working organization of the IMs. It consists of the Office, Managing Director, Project Implementation Managers (PIMs). PMO is also supported by different working groups, subgroups and task forces.
The Corridor One Stop Shop (C-OSS) facilitates train path management for international rail freight. It presents one single point of contact allowing applicants to request and receive answers regarding infrastructure capacity for international freight trains.

The **Railway undertaking Advisory Group** (RAG) and the **Terminal Advisory Group** (TAG) are advisory groups to the Management Board. With the amended RFC Regulation their role has been enhanced. They are consulted and can provide opinions on the Corridor performance as well as on the infrastructure development and investment needs of the Corridor (see chapter 6). These platforms facilitate the involvement of railway undertakings and non-RU applicants (RUs), terminal operators, and other stakeholders in the intermodal transport chain, ensuring that their opinions and requirements are considered in the corridor’s development from a user-centric perspective. Both groups are chaired by Speakers selected among the participating representatives.

The Rail Freight Governance closely cooperates with the European Coordinator. For the ETC North Sea – Baltic, Ms Catherine Trautmann was reconfirmed as Coordinator in September 2024.

3. Transport Market Study

In accordance with Article 9 (3) of the RFC Regulation, the MB of the Corridor is required to conduct and periodically update a Transport market Study (TMS) to ensure it reflects current transport market demand and developments. Hence, a TMS is required for the new alignment of RFC NSB. The study was carried out between December 2024 and May 2025 and builds on the joint TMS Update that was carried out in 2024 by the then 11 RFCs under the umbrella of RNE.

The Executive Summary of the TMS can be found here:

RFCs_ETC_Extension_Final_Study_Report_NSB.pdf

4. List of measures

According to Article 9 of the RFC Regulation, in the initial Implementation Plan the measures for fulfilling the requirements of Articles 12 to 19 are described, including the one stop shop, capacity allocation, coordination of works, authorised applicants, traffic management, traffic management in the event of disturbance, information on the conditions of use of the freight Corridor and quality of service on the freight Corridor.

After the start of the Corridor, the state of play and further developments regarding concrete measures and procedures is decided by the Management Board and included in the Corridor Information Document (CID – see 4.7), section 4 “Procedures for Capacity, Traffic and Train Performance Management”.

A more detailed description of the following sub-chapters will be available in the CID for TT2027, to be published on the 12th of January 2026, when the capacity offer will be published.

4.1 Coordination of planned temporary capacity restrictions

In line with Article 12 of the RFC Regulation, the MB of the RFC coordinates and publishes in one place the planned Temporary Capacity Restrictions (TCRs) that may impact corridor capacity. These restrictions are necessary to maintain infrastructure and address market needs. For international traffic, TCRs are coordinated by IMs across neighbouring countries. The coordinated process, aiming to provide clear updates, aims to minimise disruptions by optimising planning and offering alternative capacity where necessary. The Corridor publishes twice a year a list of the already known TCRs and impact sheets on the website.

4.2 Corridor One Stop Shop

The C-OSS, designated by the MB of the Corridor, according to Article 13 of the RFC Regulation, is responsible for handling requests for infrastructure capacity dedicated to international freight trains on the Corridor. This capacity is provided in the form of Pre-arranged Paths (PaP) and Reserve Capacity (RC) and can be requested via a single tool, PCS (Path Coordination System). The C-OSS serves as a single point of contact for all activities related to capacity. The tasks of the C-OSS are carried out in a non-discriminatory way and it maintains confidentiality regarding applicants.

Where capacity is offered and how to apply for it will be further described in the Corridor Information Document for TT2027.

4.3 Capacity Allocation Principles

The decision on the allocation of PaPs and RC on the Corridor is taken by the C-OSS on behalf of the IMs/AB concerned. The capacity allocation principles are laid out in the Framework for Capacity Allocation (FCA), according to article 14.1 of the RFC Regulation, that is part of the Corridor Information Document.

4.4 Applicants

An applicant refers to entities, such as RUs or an international grouping of RUs, shippers, freight forwarders and combined transport operators with a commercial interest in procuring rail freight infrastructure capacity. Applicants shall accept the general Terms & Conditions in PCS, and agree to comply with all applicable legislation and requirements. Non-RU applicants are required to appoint a responsible RU for train operations.

4.5 Traffic management

In line with Article 16 of the RFC Regulation, the MB of RFC NS-B 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. National IMs coordinate international traffic with neighbouring countries on a bilateral level to ensure that all traffic on the network is managed in the most optimal way.

4.6 Traffic management in the event of disturbance

The goal of traffic management during disruptions is to ensure safety while minimising recovery time and the impact on the network. Efficient communication between involved parties and pre-defined operational scenarios are essential for managing disturbances. When disruptions last 3 days or more with a high impact on international traffic, an International Contingency Management (ICM) case is declared. RFCs ensure transparency and communication in line with the procedures outlined in the ICM Handbook. RFC NS-B will publish updated re-routing overviews.

4.7 Corridor Information Document

The Corridor Information Document (Article 18 of the RFC Regulation), consisting of 4 sections, describes mainly the conditions of use on the Corridor. The Implementation Plan is published separately and is included as a link in section 1 of the CID. A common structure and common texts have been developed for all RFCs under the umbrella of RNE, to facilitate the consultation by applicants.

The CID is published free of charge in English every year in January, together with the publication of the PaP catalogue.
CID can be found free of charge on the Corridor's website (CID), in CIP (CIP) and on NCI. (NCI).

4.8 Quality evaluation

In line with Article 19(2) of the RFC Regulation, the MB shall monitor the performance of the rail freight services on the RFC and defined qualitative and quantitative objectives and targets (see Chapter 5). The results of this monitoring will be published in the Annual Report of RFC NS-B, that will contain a dedicated section describing the views and assessment of the performance by the Advisory Groups. The Annual Report will be approved by the ExBo. It will be published for the first time in June 2027 for the year 2026, the first year of operation of the new Corridor.

5. Objectives and performance of the Corridor

The objectives of RFC NS-B arise from both the TEN-T and RFC Regulation. The following chapter outlines the qualitative as well as the quantitative objectives based on the above-mentioned regulations, as well as the RFC/RNE common KPIs and the Train Performance Management on RFC NS-B.

5.1 Qualitative objectives

RFC NS-B is an important East-West corridor. Ensuring high-quality performance is essential for maintaining efficiency, reliability and competitiveness. A well-functioning corridor not only supports seamless freight movement, but also enhances customer satisfaction, reduces operational costs and strengthens the Corridor's role in the transport network.

In line with the European Commission's Green Deal and the Smart and Sustainable Mobility Strategy ambitions to meet the EU's climate objectives and achieve a fully decarbonized transport system, rail freight plays a crucial role in the sustainable movement of goods across Europe. RFCs are central to this transition, offering a key infrastructure that supports the growth of rail freight. RFC NS-B especially wants to contribute to reaching the EU's goal of increasing the market share of rail freight traffic by 50% by 2030.

In order to contribute to these goals, RFC NS-B aims at delivering a reliable service, while meeting the growing demand for rail freight transport by providing quality capacity. Pre-arranged Paths (PaPs) for the annual timetable are provided by the IMs/AB to the C-OSS. PaPs are coordinated among the IMs/AB at the borders so to enable for attractive running times. Reserve capacity on the Corridor is available in October of each year, to allow for ad-hoc path applications. RFC NS-B has defined the following strategic objectives concerning the published PaPs:

- improvement of quality and quantity of the Corridor's offer
- increasing the efficiency and reliability of rail freight traffic
- harmonisation of train paths
- increase of share of requests for international freight paths via the C-OSS.

The European Coordinator of the ETC North Sea – Baltic shall draft a work plan by 19 July 2026 at the latest. This plan will provide a detailed analysis of the implementation status of the ETC within her responsibility, along with compliance with the TEN-T requirements as well as priorities for the future development. Once the work plan is published, RFC NS-B will align its objectives with the ones of the European Coordinator.

5.2 Quantitative objectives

The Rail Freight governance of RFC NS-B shall make all possible efforts to ensure by 31 December 2030, that the quality of services provided to railway undertakings and technical and operational requirements for infrastructure use support the operational performance of rail freight services along the European Transport Corridor meeting the target values related to dwell time and punctuality as is described in 5.2.1 and 5.2.2.

The first objectives of RFC NS–B are related to the operational priorities described in Art.19 (1, a&b) of the TEN-T Regulation and also referred to in Art. 19(3) of the RFC Regulation.

5.2.1 Operational priority 1: Dwelling time at internal cross-border sections

The target value related to dwelling time is described in Article 19 (1a) of the TEN-T Regulation as follows:

For each internal cross-border section, the dwelling time of all freight trains crossing the border between two Member States does not exceed 25 minutes on average. The dwelling time of a train on a cross-border section means a total additional transit time that can be attributed to the existence of the border crossing, irrespective of procedures or considerations of infrastructural, operational, technical and administrative nature.

The source of information to measure this target is the Train Information System (TIS), developed by RailNetEurope. Not all members of NS-B are currently using TIS, although it is possible that when monitoring starts in 2026 the situation could be different.

Although RFC NS-B is now already monitoring the dwell time at border sections (see 5.3), this might not exactly fit the definition of dwelling time as described here and this is also not comparable with what is published at the moment. From 2026- a number of new borders will be added to the Corridor for which no historical data is available and additionally some members do not (yet) use TIS. Therefore, the IMs and RFCs concerned together with RNE, are analysing how to interpret this dwell time and to agree on a common and harmonised way of measuring this objective.

As the new alignment of RFC NS-B will officially become operational from the date of publication of the capacity offer on12 January 2026, RFC NS-B will start monitoring this OP from 2026 onwards and will report on it for the first time in its Annual Report (see point 4.8 above) for 2026, to be published in 2027.

On RFC NS-B it will concern the following internal cross-border sections:

- NL-BE: Roosendaal-Essen
- NL-BE: Sas van Gent-Zelzate
- NL-DE: Oldenzaal-Bad Bentheim
- BE-DE: Aachen-West-Montzen
- DE-PL: Frankfurt (Oder) Oderbrücke-Rzepin
- DE-PL: Horka-Wegliniec
- DE-PL: Tantow - Szczecin

- PL-LT: Trakiszki-Mockava
- LT-LV: Joniškis-Meitene
- LV-EE: Lugazi-Valga

The Corridor will not be monitoring the border sections of Finland and Sweden.

5.2.2 Operational priority 2: Punctuality of freight trains crossing at least one border along RFC NS-B

The target value related to punctuality is described in Article 19 (1b) of the TEN-T Regulation as follows:

At least 75% of the freight trains crossing at least one border along a European Transport Corridor arrive at their destination, or at the external Union border if their destination is outside the Union, at their scheduled time or with a delay of less than 30 minutes by reasons that are attributable to the infrastructure manager(s) of the Union. Delays occurring in and attributable to third countries that are crossed by freight trains shall not be taken into account.

The source of information to measure this target is the Train Information System (TIS), developed by RailNetEurope. Not all members of NS-B are currently using TIS, although it is possible that when monitoring starts in 2026 the situation could be different.

Although RFC NS-B is now already monitoring the punctuality on RFC NS-B, this does not exactly fit the definition of the requirement as described here. The threshold currently used is equal or less than 30 minutes and no distinction is being made related to the reason of delays by IM, RU, or others. Punctuality is measured at RFC Entry and RFC Exit, which might not be the final destination of the train. Additionally, new lines have been added which are not yet monitored and some members are not (yet) using TIS. Therefore, the IMs and RFCs concerned, together with RNE, are analysing how to interpret this punctuality target and to agree on a common and harmonised way of measuring this objective.

As the new alignment of RFC NS-B will officially become operational from the date of publication of the capacity offer on 12 January 2026, RFC NS-B will start monitoring this OP from 2026 onwards and will report on it for the first time in its Annual Report (see point 4.8 above) for 2026, to be published in 2027.

The same border points as mentioned in 5.2.1. will be monitored. In addition, RFC NS-B has external Union borders between Poland and Ukraine: Dorohusk-Jahodin and Medyka-Mościska.

Besides these operational priorities (OP), the Management Board and Executive Board of RFC NS-B have defined targets for some of the existing common RNE/RFC KPIs or for some new KPIs based on existing ones (see also 5.3). The targets are based on the commitment of the stakeholders to sustainably strengthen quality and resilience on the Corridor as well as also considering the current situation on the Corridor.

Targets have been or will be set for the following:

- Delta between RFC Entry and RFC Exit punctuality
- KPI Number of trains on the RFC NS-B
- Ratio of capacity requested
- KPI Average planned speed of PaPs.

The progress of these four Corridor objectives will be published in the Annual Report.

5.2.3 Delta between RFC Entry and RFC Exit punctuality

Punctuality measurement of an international train is based on the difference between the train's planned timetable time and its actual running time using certain specific measuring points along the journey. The specific measuring points are pre-determined locations on the route where the train running data is collected. The comparison between the planned and actual running time should always be made using an internationally agreed timetable and for the whole train run.

The RFC Entry is the first point in the train run which belongs to an RFC, and RFC Exit is the last point in the train run which belongs to the RFC. RFC NS-B yearly publishes the KPI for Punctuality measured at RFC Entry and Exit, using a threshold of ≤30 minutes and based on information coming from TIS.

An RFC train is defined as a freight train that crosses at least one international border and operates on the designated RFC NS-B network routes.

These trains are considered for the calculation and a target is set for the delta between RFC Entry and RFC Exit Punctuality, as this shows better the performance on the Corridor.

With regards to setting a target, it is difficult due to the current uncertain economic situation as well as the new Corridor alignment. Therefore, the target figure is based on the figures from previous years and on the old alignment. The target set is to keep the delta between Entry and Exit Punctuality (threshold ≤30 min) stable at a level of -10% in 2029. This allows for the current capacity limits on the corridor lines due to major construction works and future capacity limits expected in the upcoming years.

Evolution of punctuality on RFC North Sea-Baltic (30 min threshold) in %	2029
Entry Punctuality	x
Exit Punctuality	x
Delta Entry Punctuality vs Exit Punctuality	-10

5.2.4 KPI Number of trains on RFC NS-B

This KPI calculates the yearly number of international freight trains crossing an international border and using the RFC NS-B network. The data for calculation is taken from TIS.

The evolution of number of trains on the RFC fluctuates as the numbers are being influenced each year by various factors such as extension of the Corridor, economic growth, re-routing due to works and incidents and impact from natural causes like floods, etc. These factors make it difficult to influence train numbers from the Train Performance Management perspective and the goal of RFC NS-B is to observe, monitor and report on either the growth or the decrease of the number of trains on the RFC.

The following border pairs will be monitored for this KPI:

- NL-BE: Roosendaal-Essen
- NL-BE: Sas van Gent-Zelzate
- NL-DE: Oldenzaal-Bad Bentheim
- BE-DE: Aachen-West-Montzen
- DE-PL: Frankfurt (Oder) Oderbrücke-Rzepin
- DE-PL: Horka-Wegliniec
- DE-PL: Tantow - Szczecin
- PL-LT: Trakiszki-Mockava
- LT-LV: Joniškis-Meitene
- LV-EE: Lugazi-Valga

Given the current uncertain economic situation as well as the new corridor alignment, it's difficult to estimate how the number of trains will evolve. Therefore 2026 will be used as a base year and it's expected that the number of trains will grow by 2% in 2029 compared to the base year. If need be, this target can be adjusted in the future.

Number of trains on RFC North Sea-Baltic	2026	2029
Total	Base 100	x
Growth		**+2%**

5.2.5 Ratio of capacity requested

It is the objective of RFC NS-B to offer a PaP offer that fits the needs of customers best. To calculate the results of this objective, the volume of requested capacity at X-8 is measured against the volume of offered capacity at X-11. This ratio reflects the interest of customers in the PaP product and indirectly provides an indicator for the customer fit of the product. Cancellations of PaP requests after this period are driven by short-term changes in customer needs and lie outside the IMs' sphere of influence. It must be mentioned that there is no official KPI defining the ratio of PaP capacity requested to the PaP capacity offered, however each component is an official KPI of the Corridor (see 5.3below). To calculate the objective,

both KPIs are being collected and set into relation to achieve the KPI "Ratio of capacity requested". Until TT2029 – the planned expiration date of the RFCs – the aim is to improve the Ratio of capacity requested at X-8 to 25 % until 2028 (for TT2029). The table below gives an overview of the volume of offered and requested capacity as well as the ratio of those so far:

Ratio of capacity requested on RFC NS-B in %

Ratio of capacity requested	TT2027	Goal TT2029
Volume of PaP capacity offered at X-11 (in million path km)	Base 100	X
Volume of PaP capacity requested at X-8 (in million path km)	Base 100	X
Ratio of capacity requested (in %)	-	**25%**

5.2.6 KPI Average planned speed of PaPs

The goal of RFC NS-B is to provide a high-quality, fast rail link between Eastern and Western Europe by improving the efficiency and reliability of rail freight, in line with EU transport targets. Key to this is harmonizing train paths across Infrastructure Managers (IMs) and Allocation Bodies (ABs).

The KPI Average planned speed of PaPs measures the average commercial speed (km/h) of pre-arranged paths (PaPs), accounting for route stops and speed restrictions. It is adjusted annually to meet the operational needs of IMs and applicants, factoring in driver stops and border waiting times. Thus, improvements depend not only on track speed but also on process optimization.

As past KPI targets have expired and new ones are pending due to Corridor reviews, monitoring remains essential. Despite growing Temporary Capacity Restrictions (TCRs), efforts aim to maintain or gradually improve current values. For TT2027, capacity needs will be analysed, and the KPI updated. The WG TT/C-OSS will review historical data, assess infrastructure impacts, and identify speed influencers to define new targets aligned with evolving routes.

RFC NS-B remains committed to enhancing the KPI to support competitive rail freight. Newly selected PaP sections will guide analysis and improve offerings. Further harmonization and digitalization, especially at borders, could boost planned speeds overall.

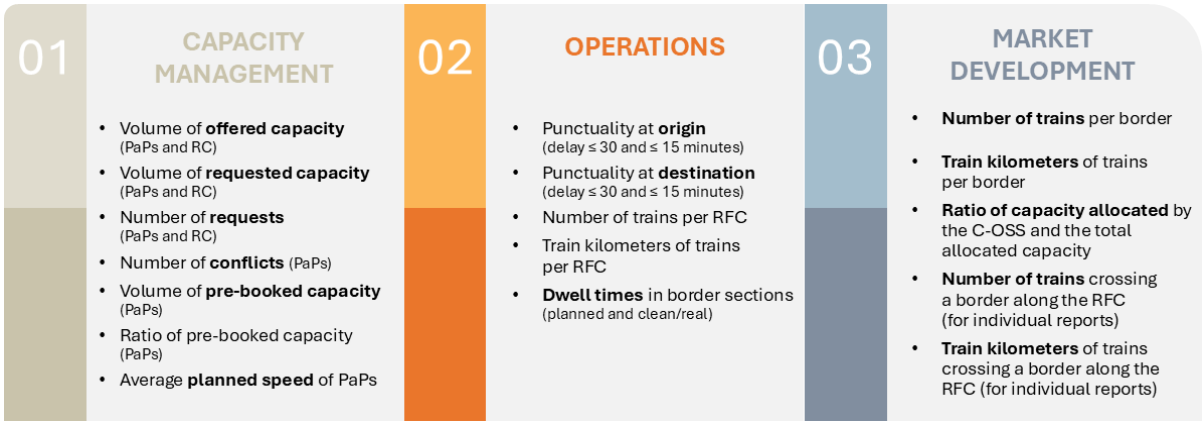
5.3 Common RNE/RFC KPIs

RFC NS-B also publishes a number of common RNE/RFC KPIs that have been defined in the "RNE Guidelines on Key Performance Indicators of Rail Freight Corridors" and have been agreed on at RFC level and in the RNE General Assembly.

The KPIs are categorized in:

- Capacity Management
- Operations
- Market Development.

At the moment of writing this IP these are the common RNE/RFC KPI's:



The consultation of the European Coordinator and the Advisory Groups on relevant KPIs for the Corridor will be carried out in the frame of the overall consultation of this draft Implementation.

The Capacity Management KPIs are also described in the Framework for Capacity Allocation (see https://rfc8.eu/files/public/uploads/Downloads/FRAMEWORK_FOR_CAPACITY_ALLOCATION/FCA_signed_02.12.2024.pdf).

Apart from being published in the Annual Report, a joint report of the RFCs is available on the website of RNE.

RFC KPIs - RNE – RailNetEurope | Association For Facilitating Traffic On European Rail Infrastructure

5.4 Train Performance Management

The WG Performance Management & Operations (WG PM&O) of RFC NS-B will monitor the progress of the operational priorities (OP) and the KPIs and will publish the results in the Annual Report of the Corridor. RUs can always take the opportunity to discuss any punctuality issues bi-laterally with the WG PM&O. Also, during RFC NS-B RAG/TAG meetings punctuality

topics are often on the agenda. The goal of RFC NS-B is to improve punctuality on the Corridor where necessary. This can be achieved using Train Performance Management (TPM).

RFC NS-B also publishes monthly punctuality reports on its website to inform Corridor users on the punctuality based on the ≤30 minutes threshold.

6. Cooperation and consultation in the frame of the Implementation Plan

6.1 Procedure of the cooperation with the advisory groups

The Railway undertaking Advisory Group (RAG) and the Terminal Advisory Group (TAG) are key stakeholders in the development and monitoring of the Rail Freight Corridor. To achieve the above-mentioned objectives, RFC NS-B relies heavily on the cooperation with railway undertakings (RUs) and terminals and ports, as they are central to the operational success and overall performance of the Corridor.

The engagement with these AGs has primarily been through periodic meetings, where we share updates and discuss potential issues or developments.

These Advisory Groups meet regularly and are consulted on several topics related to the Corridor. In addition, the RAG has a dedicated slot in the Management Board and Executive Board meetings to raise issues of their concern. The close cooperation ensures that all stakeholders work towards the common goal of providing high-quality, efficient, and sustainable rail freight services, strengthening the Corridor's position as a key driver of green logistics in Europe.

The consultations of the advisory groups concern:

- The corridor development and investment needs (see 6.2)

- This draft Implementation Plan, including the relevance of the selected KPIs (see 6.3).

6.2 Views and assessment of advisory groups regarding corridor development

In line with Article 52 (6a) of the TEN-T Regulation and Article 11 of the RFC Regulation the Advisory Groups of RFC NS-B were consulted on the infrastructure and investment needs of the Corridor as an input to the work plan of the European Coordinator. Basis for the consultation was the project list received from the European Coordinator. The consultation was launched on the 11.04.2025 and lasted until 13.05.2025. The opinion of the RAG and TAG can be found below.

As part of the consultation process for the updated list of investment projects along the RFC North Sea – Baltic, the list of projects was submitted to the Railway Advisory Group (RAG) for feedback. In response, RAG provided a series of comments reflecting the operational priorities and concerns of the rail freight sector. Overall, RAG emphasized the need for greater clarity

on the specific infrastructure parameters that each project aims to improve and stressed the importance of aligning investments with actual market and operational needs.

Key themes noted in the feedback are as follows:

1. Capacity and bottlenecks:
   RAG emphasizes resolving bottlenecks and improving corridor capacity, particularly at key cross – border points and terminals, by upgrading and building new infrastructure. Investments should prioritise removing infrastructure constraints.
2. Interoperability and harmonisation:
   Stakeholders request faster progress on technical interoperability, especially regarding ERTMS.
   Harmonised infrastructure parameters across countries are vital for seamless operations.
3. Market driven approach:
   Investments must reflect current and projected freight flows. There's a concern that some proposed projects do not adequately align with actual demand and are too passenger – oriented.
4. Support for combined transport:
   Infrastructure must support intermodal traffic e.g. terminal access, with the last mile connections to terminals and ports playing the vital role.

As part of the consultation process for the updated list of investment projects along the RFC North Sea – Baltic, the list of projects was submitted to the Terminal Advisory Group (TAG) for feedback. In response, TAG highlighted critical infrastructure and operational issues that need to be addressed to enable further growth in rail freight volumes across the corridor. A recurring theme in the feedback was the need for more transparency on how each project will improve key parameters such as terminal accessibility, capacity and cross – border efficiency.

Key themes noted in the feedback are as follows:

1. Border crossings as bottlenecks:
   TAG proposed for every international border to have at least a study or a solid plan aiming at increasing capacity. Focus should be placed on reducing border transit times, accommodating longer trains up to 740m, infrastructure upgrades (e.g. adding more tracks).
   Specific suggestions were made to minimise weekend closures at key border stations and evaluating the feasibility of automatic power and safety system switching at borders like Frankfurt Oderbrücke and Bad Bentheim.
2. Terminal parking and operational capacity:
   Each terminal should undergo a study to assess the availability of parking and waiting areas - either on site or nearby (adjacent) stations. To handle increased train frequency, terminals should have at least 2 – 3 dedicated parking tracks. Respective IMs should perform the necessary checks to assure there is enough capacity to accommodate the needs of any new/existing terminal.

6.3 Results of the consultation of the draft Implementation Plan

The present version of the Implementation Plan of RFC NS-B was prepared for the consultation of the Advisory Groups, applicants and other relevant stakeholders. The consultation will take place from 22.05.2025 until 12.06.2025. The comments will be considered in the final version of the Implementation Plan. As foreseen in Article 9 of the RFC Regulation, the opinion of the AG will be published under chapter 6.3.1 and a summary of the consultation of the other stakeholders will be published under 6.3.2

Annex 1: List of lines

Country	Line section	Length of section (km)	Type of line	Track gauge
NL	Maasvlakte - Zevenaar grens			
NL	Maasvlakte - Europoort	13,8	Core	1435 mm
NL	Europoort - Botlek	10,6	Core	1435 mm
NL	Botlek - Pernis	4,7	Core	1435 mm
NL	Pernis - Waalhaven Zuid	5,3	Core	1435 mm
NL	Waalhaven Zuid - Barendrecht Vork	5,3	Core	1435 mm
NL	Barendrecht Vork - Barendrecht aansluiting	2,9	Core	1435 mm
NL	Barendrecht aansluiting - Kijfhoek aansluiting Zuid	5,3	Core	1435 mm
NL	Kijfhoek aansluiting Zuid - Lage Zwaluwe	18	Core	1435 mm
NL	Lage Zwaluwe - Roosendaal	22,9	Core	1435 mm
NL	Kijfhoek aansluiting Zuid - Meteren	50	Core	1435 mm
NL	Meteren - Betuweroute Valburg aansl. Oost	41	Core	1435 mm
NL	Betuweroute Valburg aansl. Oost- Elst Betuwelijn aansl.	2	Extended Core	1435 mm
NL	Elst Betuwelijn aansl.- Arnhem	11,7	Extended Core	1435 mm
NL	Arnhem - Deventer	45,47	Extended Core	1435 mm
NL	Meteren Noord - Meteren	2	Core	1435 mm
NL	Meteren Noord - Utrecht	27	Core	1435 mm
NL	Urecht - Amersfoort	20,9	Core	1435 mm
NL	Kijfhoek - Weesp			

NL	Barendrecht Aansluiting - Rotterdam Lombardijen	3,2	Core	1435 mm
NL	Barendrecht Vork - Rotterdam Lombardijen	0,7	Core	1435 mm
NL	Rotterdam Lombardijen - Rotterdam Centraal	5,5	Core	1435 mm
NL	Rotterdam Centraal - Gouda	24	Extended Core	1435 mm
NL	Gouda - Woerden	16	Extended Core	1435 mm
NL	Woerden - Harmelen	4	Extended Core	1435 mm
NL	Harmelen - Breukelen	8	Extended Core	1435 mm
NL	Breukelen - Amsterdam Bijlmer	18	Extended Core	1435 mm
NL	Amsterdam Bijlmer - Gaasperdammerweg	4	Extended Core	1435 mm
NL	Breukelen-Utrecht	12	Extended Core	1435 mm
NL	Amsterdam Bijlmer - Amsterdam Singelgrachtaansluiting	12	Extended Core	1435 mm
NL	Beverwijk - Oldenzaal grens			
NL	Beverwijk - Haarlem	11,5	Extended Core	1435 mm
NL	Haarlem - Amsterdam Singelgracht aansluiting	17	Extended Core	1435 mm
NL	Amsterdam Singelgracht aansluiting - Gaasperdammerweg	9	Core	1435 mm
NL	Gaasperdammerweg - Weesp	4	Core	1435 mm
NL	Weesp - Hilversum	15	Core	1435 mm
NL	Hilversum - Amersfoort	16	Core	1435 mm
NL	Amersfoort - Deventer	58	Core	1435 mm
NL	Deventer - Hengelo	27	Core	1435 mm
NL	Hengelo - Oldenzaal grens	18	Core	1435 mm
NL	Zeeuws-Vlaanderen			
NL	NL/B Border- Sluiskil aansluiting	9,14	Extended Core	1435 mm
NL	Sluiskil aansluiting - Terneuzen Zuidzijde	1,78	Extended Core	1435 mm
NL	Terneuzen Zuidzijde - Terneuzen	4,2	Extended Core	1435 mm
NL	Terneuzen Zuidzijde - Axel aansluiting	2,48	Extended Core	1435 mm
BE	Antwerpen Noord (Y. Schijn) - Montzen Border			

BE	Antwerpen Noord (Y. Schijn) - Y. Driehoekstraat	1,1	Core	1435 mm
BE	Y. Driehoekstraat - Antwerpen Berchem	11,8	Core	1435 mm
BE	Antwerpen Berchem - Lier	11,75	Core	1435 mm
BE	Lier - Kloosterheide	3,3	Core	1435 mm
BE	Kloosterheide - Y. Noord Driehoek Aarschot	23,2	Core	1435 mm
BE	Y. Noord Driehoek Aarschot - Y. Oost Driehoek Aarschot	0,8	Core	1435 mm
BE	Y. Oost Driehoek Aarschot - Hasselt	36,1	Core	1435 mm
BE	Hasselt - Y. Rooierweg	14,6	Core	1435 mm
BE	Y. Rooierweg - Glons	16,86	Core	1435 mm
BE	Glons - Y. Berneau	14,64	Core	1435 mm
BE	Y. Berneau - Montzen Gril Q	18,14	Core	1435 mm
BE	Montzen Gril Q - Botzelaer	5,6	Core	1435 mm
BE	Botzelaer - Montzen Border	1,1	Core	1435 mm
BE	Essen Border - Gent Sint Pieters			
BE	Essen Border - Kapellen	17,97	Core	1435 mm
BE	Kapellen - Y. Sint Mariaburg	2,46	Core	1435 mm
BE	Y. Sint Mariaburg - Y. Driehoekstraat	0,9	Core	1435 mm
BE	Y. Driehoekstraat - Antwerpen Noord (Y. Schijn) -	1,1	Core	1435 mm
BE	Antwerpen Noord (Y. Schijn) - Y. Walenhoek	7,6	Core	1435 mm
BE	Y. Walenhoek - Y. Hazop	15,93	Core	1435 mm
BE	Y. Hazop - Bundel Zuid	1,1	Core	1435 mm
BE	Bundel Zuid - Y. Kattestraat	7,1	Core	1435 mm
BE	Y. Kattestraat - Y. Melsele	1,36	Core	1435 mm
BE	Y. Melsele - Sint Niklaas	11,31	Core	1435 mm
BE	Sint Niklaas - Lokeren	13,1	Core	1435 mm
BE	Lokeren - Gent Zeehaven	20,21	Core	1435 mm
BE	Gent Zeehaven - Gent Sint Pieters	6,43	Core	1435 mm

BE	Gent Zeehaven - Zelzate grens			
BE	Gent Zeehaven- Wondelgem	5,32	Extended Core	1435 mm
BE	Wondelgem - Y. Wippelgem	6,87	Extended Core	1435 mm
BE	Y.Wippelgem - Zelzate grens	8,74	Extended Core	1435 mm
BE	Gent Sint Pieters - Brugge - Zeebrugge vorming			
BE	Gent Sint Pieters - Brugge	40,16	Core	1435 mm
BE	Brugge - Y. Dudzele	6,8	Core	1435 mm
BE	Y. Dudzele - Zeebrugge Vorming	6,21	Core	1435 mm
DE	Aachen Border BE/DE - Oberhausen West			
DE	Aachen Border BE/DE - Aachen West (Strecke 2552)	5,4	Core	1435 mm
DE	Aachen West - Rheydt Hbf (Strecke 2550)	55,5	Core	1435 mm
DE	Rheydt Hbf - Viersen Hbf (Strecke 2550, 2520)	12,5	Core	1435 mm
DE	Rheydt (Gbf) - Viersen-Helenabrunn (Strecke 2522)	11,7	Core	1435 mm
DE	Viersen Hbf - Krefeld (Strecke 2520)	15,5	Core	1435 mm
DE	Krefeld - Meerbeck - Oberhausen West (Strecken 2505, 2340, 2330, 2331)	40,8	Core	1435 mm
DE	(Krefeld -) Duisburg - Oberhausen West (Strecke 2505, 2323, 2320)	17,9	Core	1435 mm
DE	Aachen West - Hamm			
DE	Aachen West - Aachen Hbf (2550)	2,9	Core	1435 mm
DE	Aachen Hbf - Köln-Ehrenfeld (2600)	74,2	Core	1435 mm
DE	Köln-Ehrenfeld - Köln West Ws (2613)	5,3	Core	1435 mm
DE	Köln West Ws/Köln-Süd Abzw - Köln-Kalk Nord Ksf (2641)	7,7	Core	1435 mm
DE	Köln-Kalk Nord Ksf - Köln Mülheim (2324)	3,2	Core	1435 mm
DE	Köln Mülheim - Köln Neurather Ring Strw 2652/2659/2730 (2665, 2662, 2652)	4,5	Core	1435 mm
DE	Köln Neurather Ring Strw 2652/2659/2730 - Haan-Gruiten (2730)	26,5	Core	1435 mm
DE	Haan-Gruiten - Schwerte (Ruhr) (2550)	52,0	Core	1435 mm
DE	Schwerte - Holzwickede (2840)	9,1	Core	1435 mm

DE	Holzwickede - Unna (2103)	6,8	Core	1435 mm
DE	Unna - Hamm (Westf) Pbf (2932)	18,4	Core	1435 mm
DE	Oberhausen West - Löhne			
DE	Oberhausen West -Oberhausen-Osterfeld - Gladbeck W (Str. 2206, 2320, 2250)	19,3	Core	1435 mm
DE	Gladbeck West - Recklinghausen Ost (Strecke 2250)	18,6	Core	1435 mm
DE	Recklinghausen Ost - Wanne-Eickel (Strecke 2250)	9,3	Core	1435 mm
DE	Recklinghausen - Hamm Rbf (Strecke 2250)	43,6	Core	1435 mm
DE	Osnabrück - Lünen - Hagen			
DE	Recklinghausen Ost - Lünen (2250)	23,9	Core	1435 mm
DE	Lünen Hbf - Dortmund Hbf (2100)	13,9	Core	1435 mm
DE	Dortmund Hbf - Hagen Hbf (2801)	31,1	Core	1435 mm
DE	Lünen - Münster (2000)	42,6	Core	1435 mm
DE	Münster - Osnabrück (Strecke 2200)	51,2	Core	1435 mm
DE	Lünen Hbf - Dortmund Hbf (Strecke 2100)	13,9	Core	1435 mm
DE	Hamm - Löhne (Strecke 2990)	92,2	Core	1435 mm
DE	Hamm - Löhne (Strecke 1700)	90,9	Core	1435 mm
DE	Border NL/DE - Bad Bentheim - Löhne			
DE	Border NL/DE - Bad Bentheim - Osnabrück (Strecke 2026, 2931, 2992)	77,0	Core	1435 mm
DE	Osnabrück - Löhne (Strecke 2992)	47,3	Core	1435 mm
DE	Löhne - Wunstorf			
DE	Löhne - Minden (Strecke 2990)	23,4	Core	1435 mm
DE	Löhne - Minden (Strecke 1700)	20,9	Core	1435 mm
DE	Minden - Haste (Strecke 1700)	43,0	Core	1435 mm
DE	Wilhelmshaven - Bremen			
DE	Wilhelmshaven - Sande (Strecken 1522, 1540, 1552)	15,7	Core	1435 mm
DE	Sande - Oldenburg (Strecke 1522)	45,0	Core	1435 mm

DE	Oldenburg - Bremen (Strecke 1500)	44,3	Core	1435 mm
DE	Bremerhaven - Bremen - Wunstorf			
DE	Bremerhaven - Bremen (Strecke 1740)	72,7	Core	1435 mm
DE	Bremen - Wunstorf (Strecke 1740)	100,8	Core	1435 mm
DE	Wunstorf - Hannover-Linden/Hannover Hbf - Lehrte - Magdeburg			
DE	Wunstorf - Hannover-Linden - Lehrte (Strecke 1750)	43,3	Core	1435 mm
DE	Wunstorf - Hannover Hbf - Lehrte (Strecke 1700, 1730)	37,7	Core	1435 mm
DE	Lehrte - Groß Gleidingen (Strecke 1730)	36,8	Core	1435 mm
DE	Lehrte - Fallersleben (Strecke 6107)	52,9	Core	1435 mm
DE	Groß Gleidingen - Magdeburg Hbf (Strecke 1730, 1900, 6400, 6110)	91,4	Core	1435 mm
DE	Groß Gleidingen - Braunschweig Rbf (Strecke 1910, 1911, 1912, 1913, 1914)	22,4	Core	1435 mm
DE	(Braunschweig -) Weddel - Fallersleben (Strecke 1956)	20,5	Core	1435 mm
DE	Madgeburg - Berlin-Saarmund			
DE	Magdeburg Hbf - Saarmund (Strecke 6110, 6112, 6116)	122,1	Core	1435 mm
DE	(Madgeburg -) Biederitz - Roßlau (Elbe) - Falkenberg			
DE	Biederitz -Rodleben (Strw. 6411-6415) (Strecke 6410, 6411)	46,2	Core	1435 mm
DE	Rodleben (Strw. 6411-6415) - Roßlau (Elbe) (Strecke 6411)	1,4	Core	1435 mm
DE	Rodleben (Strw. 6411-6415) - Falkenberg (Strecke 6415, 6417, 6207)	83,9	Core	1435 mm
DE	Roßlau (Elbe) - Bft Roßlau (Elbe) Aw (Strecke 6207)	4,3	Core	1435 mm
DE	Falkenberg - Knappenrode - Horka - Border DE/PL			
DE	Falkenberg - Knappenrode (Strecke 6207)	82,5	Core	1435 mm
DE	Knappenrode - Horka - Border DE/PL (Strecke 6207)	53,7	Core	1435 mm
DE	Roßlau - Berlin - Frankfurt (Oder) - Border DE/PL			
DE	Roßlau - Saarmund (Strecke 6414, 6118, 6124, 6122, 6117)	84,5	Core	1435 mm
DE	Saarmund - Berlin-Eichgestell (Strecke 6126)	35,6	Core	1435 mm
DE	Berlin-Genshagener Heide - Großbeeren (Strecke 6065, 6127, 6129, 6130)	9,7	Core	1435 mm

DE	Berlin-Eichgestell - Frankfurt (O) - Border DE/PL (Str6080, 6148, 6153, 6155)	77,0	Core	1435 mm
DE	Berlin Genshagener Heide - Ludwigslust - Hamburg Harburg (Altona)			
DE	Saarmund - Brieselang Hasselberg (Strecke 6116, 6068, 6087)	35,0	Core	1435 mm
DE	Brieselang Hasselberg - Brieselang (Strecke 6101)	1,7	Core	1435 mm
DE	Brieselang - Hambrug-Altona (Strecke 6100)	263,8	Core	1435 mm
DE	Terminal at Frankurt (Oder)			
DE	Frankfurt (Oder) Pbf - Terminal Frankfurt (Oder) (Strecke 6156)	1,7	Core	1435 mm
DE	Terminal at Berlin Westhafen			
DE	Berlin-Stadtforst - Berlin-Moabit (Strecke 6153, 6140, 6170)	21,3	Core	1435 mm
DE	Berlin-Moabit - Berlin-Hamburger und Lehrter Bf (Strecke 6106)	2,3	Core	1435 mm
DE	Berlin-Karow - Angermünde - Border DE/PL			
DE	Berlin Eichgestell - Berlin-Karow (6080, 6067, 6084, 6081)	20,0	Core	1435 mm
DE	Berlin-Gesundbrunnen - Berlin-Karow (6081)	9,4	Core	1435 mm
DE	Berlin-Karow - Angermünde (6081)	59,1	Core	1435 mm
DE	Angermünde - Tantow (Border DE/PL) (6328)	48,6	Core	1435 mm
PL	Border D/PL - Poznań - Biała Podlaska			
PL	Kunowice (Border D/PL) - Rzepin	17,317	Core	1435 mm
PL	Rzepin - Chlastawa	78,258	Core	1435 mm
PL	Chlastawa - Poznań Górczyn	73,599	Core	1435 mm
PL	Poznań Górczyn - Poznań Starołęka PSK	2,674	Core	1435 mm
PL	Poznań Starołęka PSK - Poznań Starołęka	1,177	Core	1435 mm
PL	Poznań Starołęka - Pokrzywno	2,560	Core	1435 mm
PL	Pokrzywno - Poznań Franowo PFA	4,888	Core	1435 mm
PL	Poznań Franowo PFA - Swarzędz	5,817	Core	1435 mm
PL	Swarzędz - Barłogi	124,637	Core	1435 mm
PL	Barłogi - Kutno	40,204	Core	1435 mm

PL	Kutno - Łowicz Główny	45,254	Core	1435 mm
PL	Łowicz Główny - Placencja	3,500	Core	1435 mm
PL	Placencja - Skierniewka	1,876	Core	1435 mm
PL	Placencja - Skierniewka	14,726	Core	1435 mm
PL	Skierniewka - Skierniewice	1,616	Core	1435 mm
PL	Skierniewice - Marków	9,275	Core	1435 mm
PL	Skierniewice - Marków	15,780	Core	1435 mm
PL	Marków - Czachówek Zachodni	39,690	Core	1435 mm
PL	Czachówek Zachodni - Czachówek Wschodni	2,782	Core	1435 mm
PL	Czachówek Wschodni - Jaźwiny (Pilawa)	29,278	Core	1435 mm
PL	Pilawa - Poważe	58,403	Core	1435 mm
PL	Poważe - Łuków	3,385	Core	1435 mm
PL	Łuków - Biała Podlaska	52,415	Core	1435 mm
PL	Pilawa - Chełm (Border PL/Ukraine)			
PL	Pilawa - Lublin	120,509	Extended Core	1435 mm
PL	Lublin - Chełm	73,565	Extended Core	1435 mm
PL	Chełm - border PL/UA	23,114	Extended Core	1435 mm
PL	Ełk - Trakiszki (Border PL/LT)			
PL	Ełk - Olecko	28,486	Core	1435 mm
PL	Olecko - (Gw)	16,457	Core	1435 mm
PL	(Gw) - Papiernia	20,700	Core	1435 mm
PL	Papiernia - Suwałki	5,745	Core	1435 mm
PL	Suwałki - Trakiszki	25,690	Core	1435 mm
PL	Trakiszki - Trakiszki (Border PL/LT)	3,432	Core	1435 mm
PL	Poznań - Stary Staw			
PL	(Poznań Gł.) P. Starołęka Psk - Poznań Krzesiny	5,556	Extended Core	1435 mm

PL	Poznań Krzesiny - Kórnik	8,622	Extended Core	1435 mm
PL	Kórnik - Solec Wlkp.	32,84	Extended Core	1435 mm
PL	Solec Wlkp. - Jarocin	16,586	Extended Core	1435 mm
PL	Jarocin - Franklinów	26,747	Extended Core	1435 mm
PL	Franklinów - Stary Staw	1,466	Extended Core	1435 mm
PL	Rzepin - Skierniewice			
PL	Rzepin - Jerzmanice Lubuskie	6,628	Extended Core	1435 mm
PL	Jerzmanice Lubuskie - Czerwieńsk	50,018	Extended Core	1435 mm
PL	Czerwieńsk - Głogów	67,45	Extended Core	1435 mm
PL	Głogów - Leszno	46,782	Extended Core	1435 mm
PL	Leszno - Kąkolewo	11,874	Extended Core	1435 mm
PL	Kąkolewo - Osusz	56,262	Extended Core	1435 mm
PL	Osusz - Durzyn	5,289	Extended Core	1435 mm
PL	Durzyn - Ostrów Wielkopolski	26,322	Extended Core	1435 mm
PL	Ostrów Wielkopolski - Gajewniki	96,279	Core	1435 mm
PL	Gajewniki - Retkinia	37,492	Core	1435 mm
PL	Retkinia - Łódź Kaliska Towarowa	1,752	Core	1435 mm
PL	Łódź Kaliska Towarowa - Łódź Chojny	5,161	Core	1435 mm
PL	Łódź Chojny - Łódź Olechów	7,979	Core	1435 mm
PL	Łódź Olechów - Gałkówek	9,302	Core	1435 mm
PL	Gałkówek - Koluszki	7,203	Core	1435 mm
PL	Koluszki - Skierniewice	39,265	Core	1435 mm
PL	Łowicz - Warszawa - Łuków			
PL	Łowicz - Warszawa Główna Towarowa	72,281	Core	1435 mm
PL	Warszawa Główna Towarowa - Warszawa Gdańska	9,175	Core	1435 mm
PL	Warszawa Gdańska - Warszawa Praga	3,963	Core	1435 mm

PL	Warszawa Targówek - Warszawa Michałów	1,211	Core	1435 mm
PL	Warszawa Michałów - Warszawa Wschodnia Tow.	1,559	Core	1435 mm
PL	Warszawa Wschodnia Tow. - Warszawa Rembertów	3,923	Core	1435 mm
PL	Warszawa Rembertów - Stojadła	27,262	Core	1435 mm
PL	Stojadła - Mińsk Mazowiecki	1,58	Core	1435 mm
PL	Mińsk Mazowiecki - Siedlce	52,099	Core	1435 mm
PL	Siedlce - Łuków	27,754	Core	1435 mm
PL	Piława - Tłuszcz			
PL	Pilawa - Tłuszcz	59,595	Extended Core	1435 mm
PL	Warszawa Praga - Tłuszcz - Białystok - Ełk			
PL	Warszawa Praga - Tłuszcz	44,271	Core	1435 mm
PL	Tłuszcz - Czyżew	74,036	Core	1435 mm
PL	Czyżew - Białystok	65,467	Core	1435 mm
PL	Białystok - Ełk	103,236	Core	1435 mm
PL	Skierniewice - Warszawa Główna Towarowa			
PL	Skierniewice - Pruszków	50,038	Core	1435 mm
PL	Pruszków - Józefinów Podg	3,435	Core	1435 mm
PL	Warszawa Główna Towarowa - Józefinów	5,161	Core	1435 mm
PL	Warszawa Główna Towarowa - Warszawa Główna Tow.	1,094	Core	1435 mm
PL	Poznań - Ełk			
PL	Poznań Franowo - Kobylnica	7,901	Extended Core	1435 mm
PL	Kobylnica - Mogilno	63,91	Extended Core	1435 mm
PL	Mogilno - Gniewkowo	35,39	Extended Core	1435 mm
PL	Gniewkowo - Toruń Wschód	15,2	Extended Core	1435 mm
PL	Toruń Wschód - Korsze	353	Extended Core	1435 mm
PL	Ełk - Korsze	98,808	Extended Core	1435 mm

PL	Bielawa Dolna (Border D/PL) - Jaworzno Szczakowa			
PL	Bielawa Dolna (Border D/PL) - Węgliniec	12,902	Core	1435 mm
PL	Węgliniec - Miłkowice	62,099	Core	1435 mm
PL	Miłkowice - Legnica	9,459	Core	1435 mm
PL	Legnica - WROCŁAW NOWY DWÓR	58,215	Core	1435 mm
PL	Wrocław Nowy Dwór - Wrocław Muchobór	1,858	Core	1435 mm
PL	Wrocław Muchobór - Wrocław Stadion	3,357	Core	1435 mm
PL	Wrocław Stadion - Wrocław Brochów	8,01	Core	1435 mm
PL	Wrocław Brochów - Siechnice	6,590	Core	1435 mm
PL	Siechnica - Czernica Wrocławska	6,884	Core	1435 mm
PL	Czernica Wrocławska - Jelcz Miłoszyce	5,235	Core	1435 mm
PL	Jelcz Miłoszyce - Biskupice Oławskie	17,261	Core	1435 mm
PL	Biskupice Oławskie - Opole Groszowice	54,261	Core	1435 mm
PL	Opole Groszowice - Strzelce Opolskie	28,838	Core	1435 mm
PL	Strzelce Opolskie - Paczyna	22,128	Core	1435 mm
PL	Paczyna - Pyskowice	5,232	Core	1435 mm
PL	Pyskowice - Gliwice Łabędy	6,097	Core	1435 mm
PL	Gliwice Łabędy - Gliwice	5,286	Core	1435 mm
PL	Gliwice - Zabrze Biskupice	13,630	Core	1435 mm
PL	Zabrze Biskupice - Bytom	6,8	Core	1435 mm
PL	Bytom - Chorzów Stary	6,3	Core	1435 mm
PL	Chorzów Stary - Katowice Szopienice Północne	12,054	Core	1435 mm
PL	Szabelnia - Katowice Szopienice Północne	1,359	Core	1435 mm
PL	Katowice Szopienice Północne - Stawiska Podg	9,651	Core	1435 mm
PL	Stawiska Podg - Stawiska Podg	0,466	Core	1435 mm
PL	Stawiska - Mysłowice	1,815	Core	1435 mm

PL	Mysłowice - Szabelnia	3,305	Core	1435 mm
PL	Mysłowice - Długoszyn	9,359	Core	1435 mm
PL	Jaworzno Szczakowa JSB - Długoszyn Podg	1,941	Core	1435 mm
PL	Długoszyn Podg - Sosnowiec Maczki	1,863	Core	1435 mm
PL	Sosnowiec Maczki - Sosnowiec Maczki	1,076	Core	1435 mm
PL	Sosnowiec Maczki - Jaworzno Szczakowa	2	Core	1435 mm
PL	Jaworzno Szczakowa - Medyka			
PL	Długoszyn – Jaworzno Szczakowa	1,885	Core	1435 mm
PL	Jaworzno Szczakowa – Kraków Mydlniki	47,494	Core	1435 mm
PL	Kraków Mydlniki – Podłęże	34,589	Core	1435 mm
PL	Żurawica – Hurko	12,959	Core	1435 mm
PL	Podłęże – Medyka (Polish – Ukrainian border and EU – Ukrainian border)	239,85	Core	1435 mm
PL	Medyka - Polish/Ukrainian border	1,160	Core	1435 mm
PL	Border DE/PL - Świnoujście			
PL	Border DE/PL - Szczecin (line no. 409)	10,069	Core	1435 mm
PL	Szczecin - Świnoujście	99,398	Core	1435 mm
LT	Trakiszki (Border PL/LT) - Mockava 1435 mm	14,3	Extended Core	1435 mm
LT	Mockava - Šeštokai 1435 mm/1520 mm	7,5	Extended Core	1520 mm
LT	Šeštokai - Kazlų Rūda 1435 mm	57	Extended Core	1435 mm
LT	Šeštokai - Kazlų Rūda 1520 mm	57	Extended Core	1520 mm
LT	Kazlų Rūda - Kaunas 1435 mm	36,75	Core	1435 mm
LT	Kazlų Rūda - Kaunas 1520 mm	36,75	Core	1520 mm
LT	Kaunas - Palemonas 1435 mm	9,6	Core	1435 mm
LT	Kaunas - Palemonas 1520 mm	9,6	Core	1520 mm
LT	Palemonas - Gaižiūnai	25,3	Extended Core	1520 mm
LT	Gaižiūnai - Radviliškis	102,6	Core	1520 mm
LT	Radviliškis - Šiauliai	19,8	Core	1520 mm

LT	Šiauliai - Meitene	59,6	Extended Core	1520 mm
LT	Kaišiadorys - Vilnius	66,7	Core	1520 mm
LT	Kaišiadorys - Palemonas	27	Core	1520 mm
LT	Palemonas - Jiesia	15	Core	1520 mm
LT	Vilnius - N. Vilnia	9,2	Core	1520 mm
LT	N. Vilnia - Kyviškės	8	Core	1520 mm
LT	Kyviškės - Valčiūnai - Paneriai	64,5	Core	1520 mm
LT	Radviliškis - Šiauliai	19,8	Core	1520 mm
LT	Šiauliai - Klaipėda	164,2	Core	1520 mm
LV	BorderLT/LV-Meitene-Jelgava	33	Extended Core	1520 mm
LV	Jelgava-Riga	43	Core	1520 mm
LV	Riga-Lugazi-Border LV/EE	166	Extended Core	1520 mm
LV	Jelgava-Ventspils	164	Core	1520 mm
LV	Border EE/LV - Upeslejas junction	116,7	Core	1435 mm
LV	Upeslejas junction - Riga Central Station - Riga airport - Misa junction	70,3	Core	1435 mm
LV	Riga bypass (Upeslejas junction - Salaspils freight station - Misa junction)	28,1	Core	1435 mm
LV	Misa junction - Border LV/LT	47,5	Core	1435 mm
EE	Valga - Tartu	84,812	Core	1520 mm
EE	Tartu - Tapa	112,534	Core	1520 mm
EE	Tapa - Tallinn	69,608	Core	1520 mm
EE	Tallinn - Muuga	17,462	Core	1520 mm
EE	Tallinn-Rapla	47,1	Core	1435 mm
EE	Rapla-Pärnu	54,7	Core	1435 mm
EE	Pärnu-EE/LV border	93,7	Core	1435 mm
	Total length	**9 094,87**		
	Core	7 237,54		
	Extended Core	1 857,33