



Rail Freight Corridor
North Sea – Baltic



RFC North Sea – Baltic Implementation Plan

July 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) No 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 and entered into force on the 18th of July 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: the 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 was elaborated taking into account the common structure developed by all RFCs under the umbrella of RailNetEurope (RNE).

The draft Implementation Plan was consulted with the Advisory Groups, applicants and other stakeholders. This Implementation Plan was 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.

The Rail Freight Corridor North Sea – Baltic consists of the rail freight lines of the corresponding European Transport Corridor (Figure 2-1).

New line sections were included in the previously existing corridor countries:

- Pilawa – Lublin – Chełm – Dorohusk in Poland
- Berlin – Szczecin – Świnoujście in Germany and Poland
- Siauliai – Klaipeda in Lithuania
- Brieselang – Hamburg-Altona, Aachen West – Cologne – Hagen – Löhne in Germany
- Arnhem - Deventer in the Netherlands.

The following sections of the previous RFC NS-B are no longer part of the Corridor:

- Valburg aansl. Oost – Oberhausen in the Netherlands and Germany
- Gent - Dendermonde - Mechelen – Leuven in Belgium
- Biała Podlaska – Terespol in Poland
- all sections in the Czech Republic.

RFC NS-B includes also 16 maritime ports and overlaps with the following RFCs: North Sea-Rhine-Mediterranean, Scandinavian-Mediterranean, Baltic Sea-Adriatic Sea, Rhine-Danube.

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.



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)
- Maximum train length (Figure 2-1-4 and 2-1-5 , the latter showing the situation in 2030)
- Axle load (Figure 2-1-6)
- Maximum line speed (Figure 2-1-7)
- Profile and loading gauge (Figure 2-1-8).
- ERTMS (ETCS / Class B system, ETCS Baseline 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), their lines 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 being a non-EU country and the war of aggression still going on.

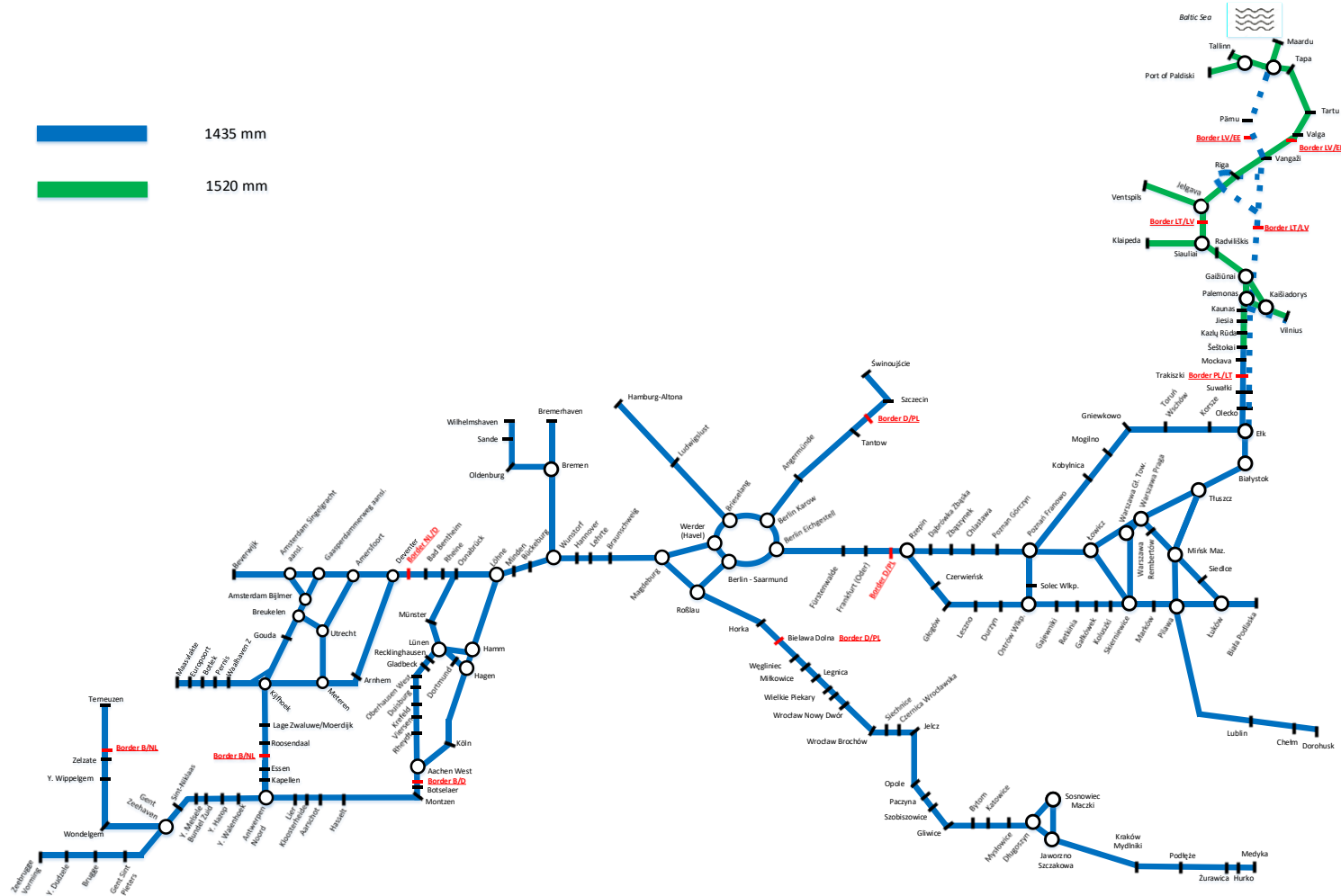
As Sweden is not connected to the RFC except through Finland, and given Finland's non – participation, it is neither included in this Implementation Plan.

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

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

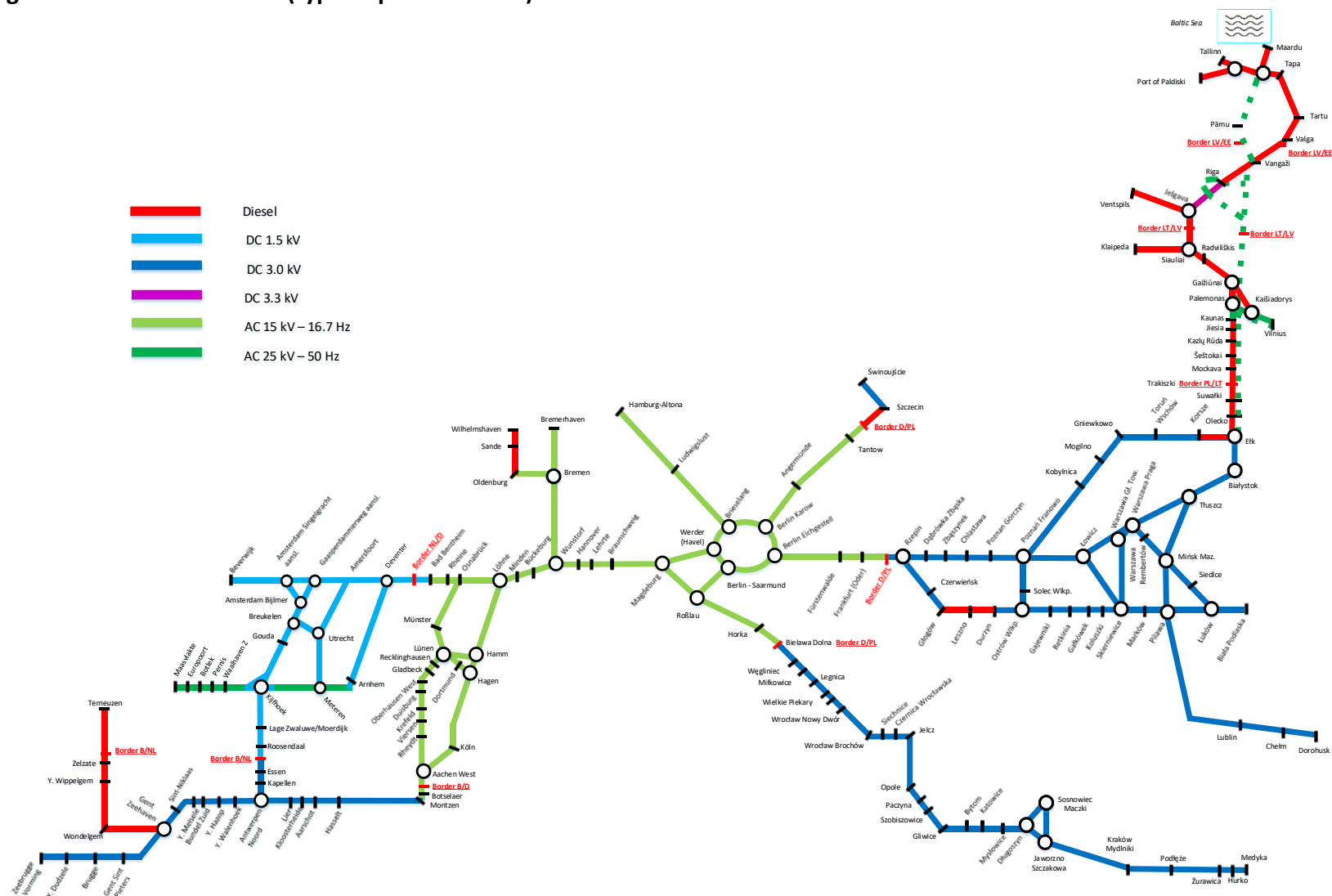
CIP is an interactive, Internet-based information tool, that has been developed together with other RFCs as well as RailNetEurope. By means of a Graphical User Interface, CIP provides precise information on the routing, selected terminals and specific track properties, as well as ICM lines and their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

Figure 2-1-2: Nominal track gauge



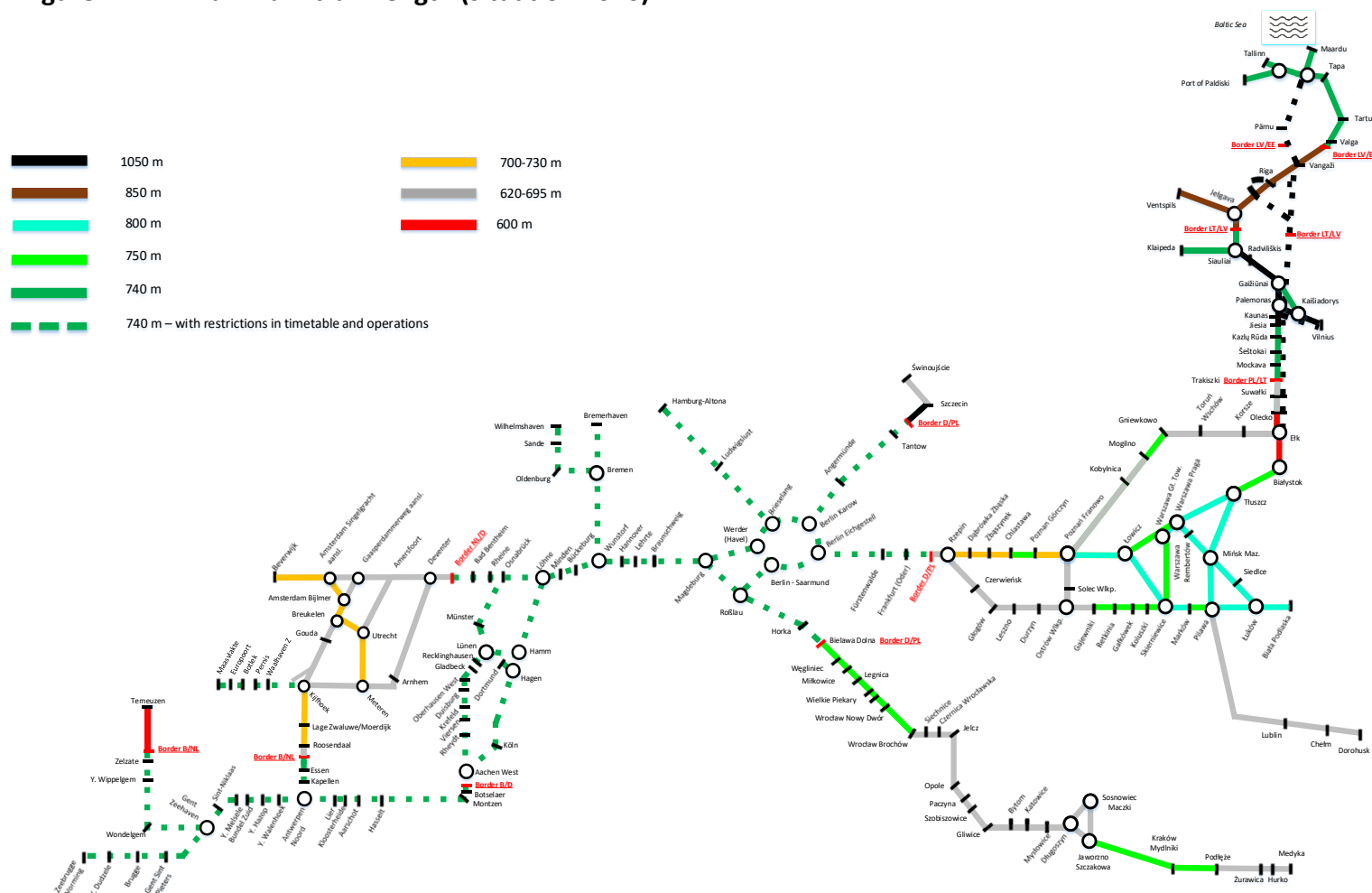
Along the western and central parts of the Corridor, the railway tracks are in European standard gauge, but in the Baltic States they are still in wide gauge. Rail Baltica will close this gap on the RFC NS-B.

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



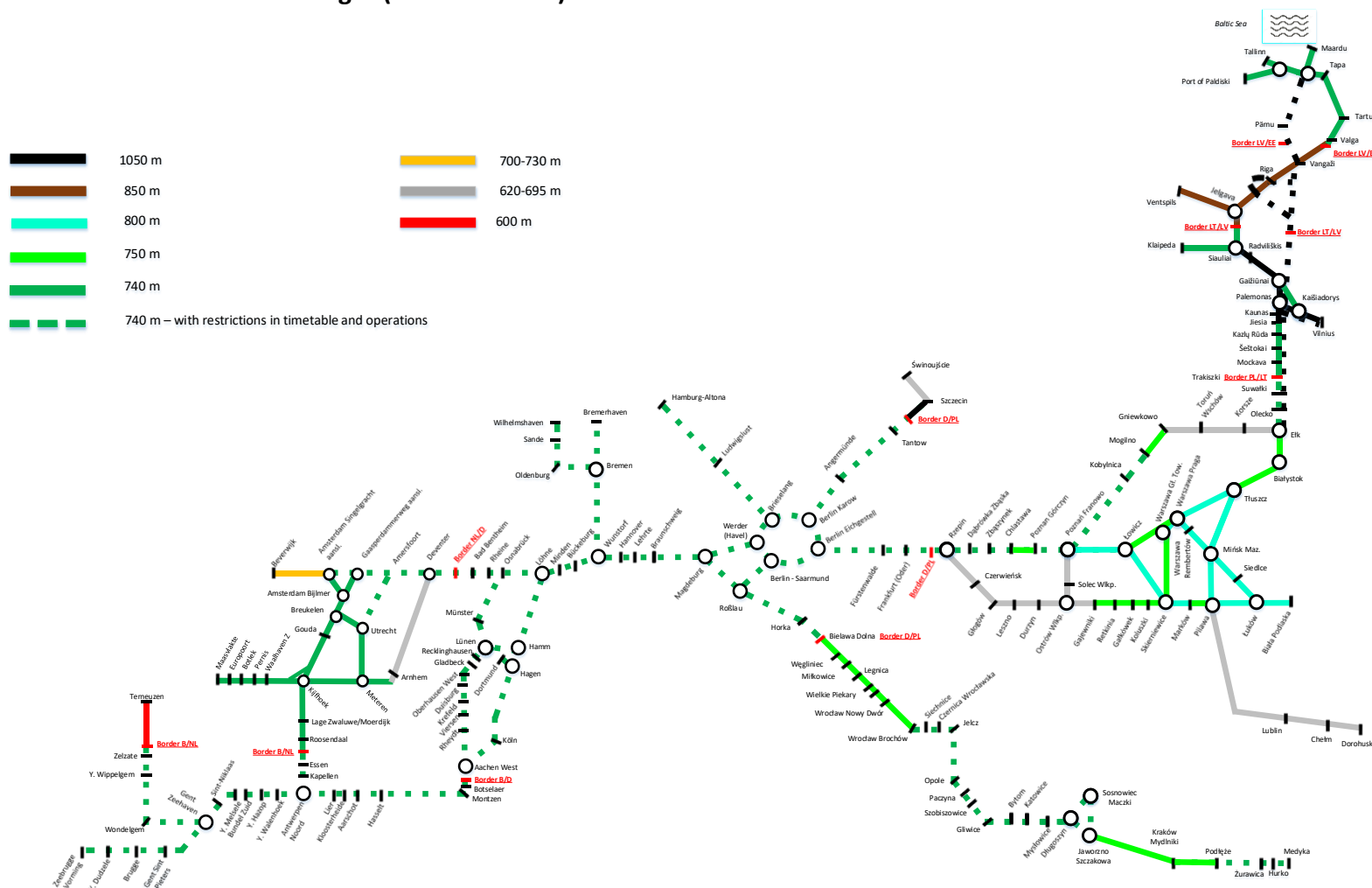
Most of the RFC NS-B lines are electrified, except for a few stretches in Belgium, the Netherlands, Germany and Poland. However, the 1520 mm network is not electrified.

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



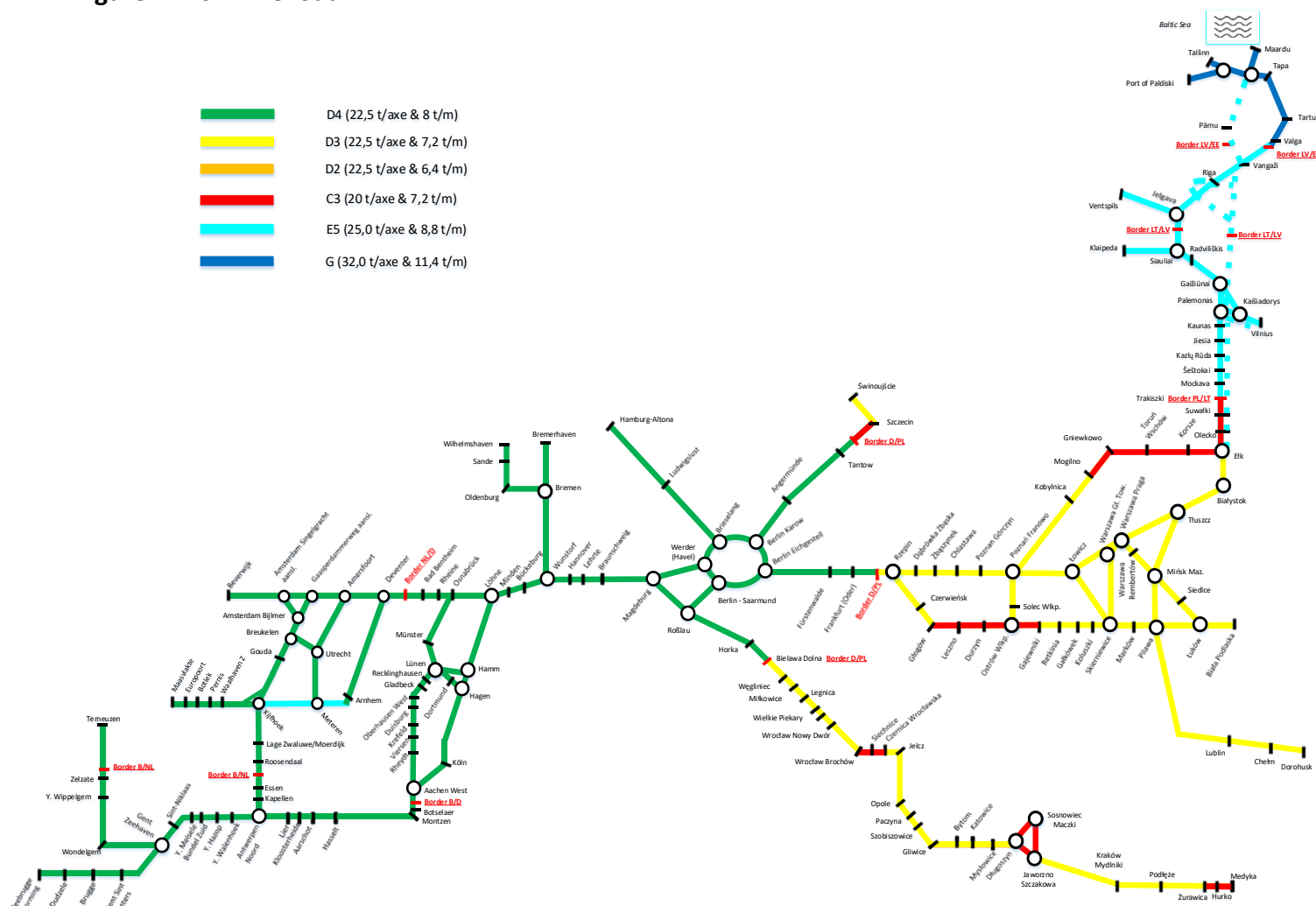
The maximum train length on the corridor lines varies from 1050 m to 600 m. At the moment of writing the Implementation Plan, journeys for 740 m trains on the entire Corridor without restrictions are not possible, except for Lithuania, Latvia and Estonia. In Belgium, the length of freight trains is limited 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)

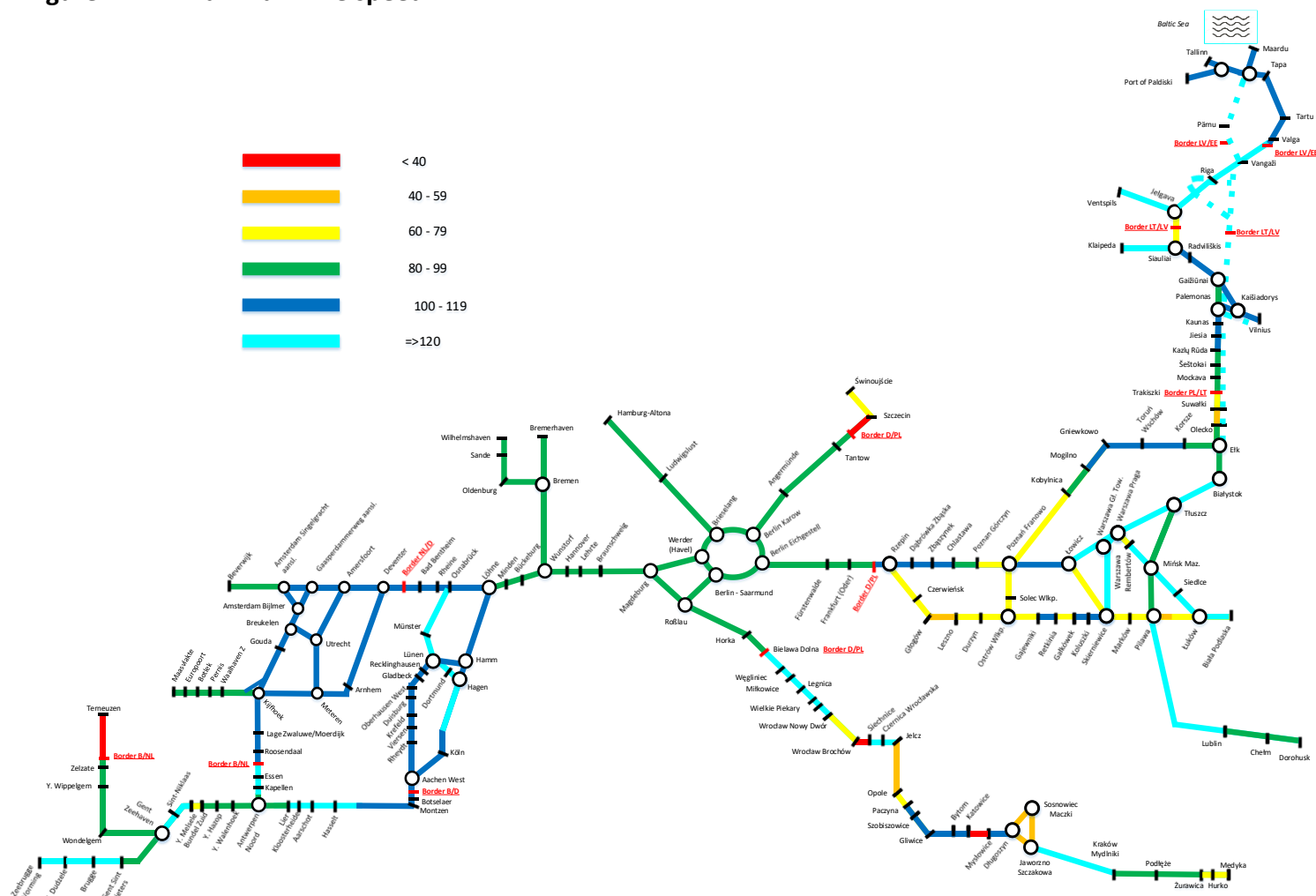


The maximum train length on the corridor lines varies from 1050 m to 600 m. The compliance criteria for 740m trains as described in the TEN-T Regulation are not being considered here. Despite some improvement by 2030, it will not be possible yet to run 740m trains without restrictions on the entire Corridor.

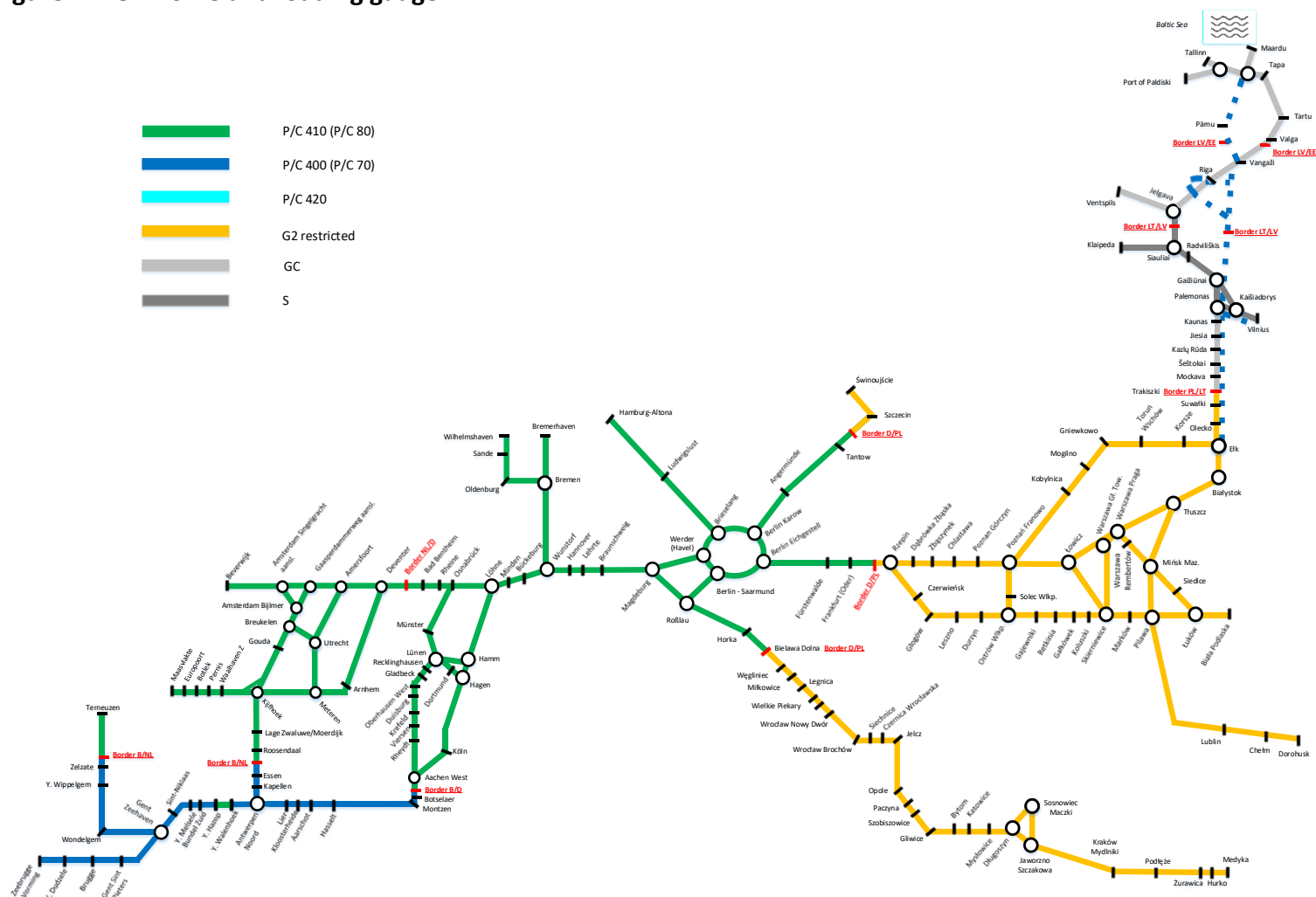
Figure 2-1-6: Axle load



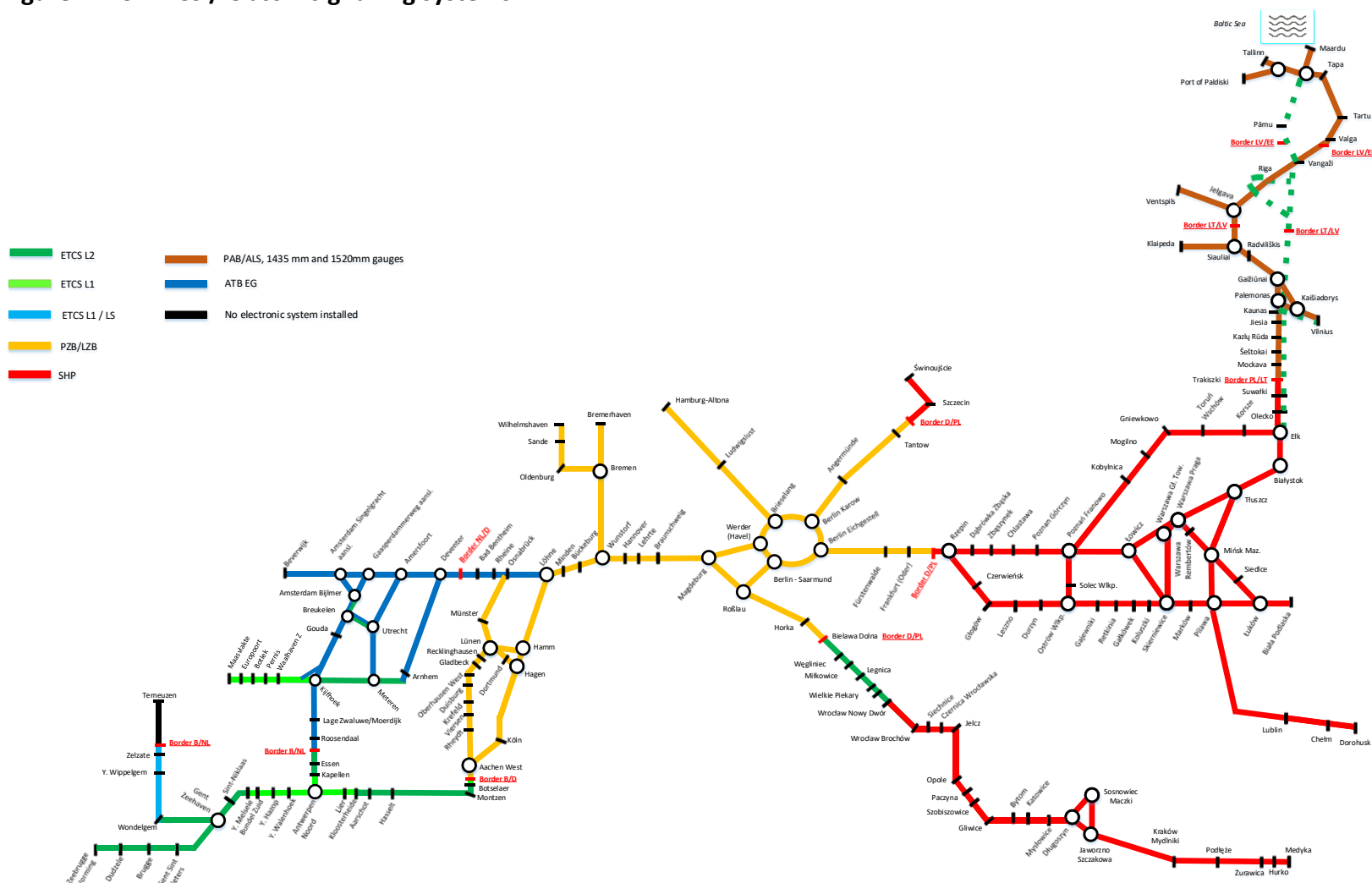
In the major part of the Corridor the allowed axle load is 22.5 t and the meter load 8 t, whereas the possibilities in Poland are more restricted. On the other hand, in Lithuania, Latvia and a stretch in the Netherlands (Betuweroute), the axle load is 25 t and in Estonia even 32 t.



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.



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 (by 2040) as described in the TEN-T Regulation are not being considered here.



Only a small part of the RFC is equipped with ETCS, that is the lines in Belgium and some stretches in the Netherlands and Poland are equipped with ETCS. In Belgium, the Class B system will be decommissioned on 12th December 2027.

Figure 2-1-10: ETCS Baseline

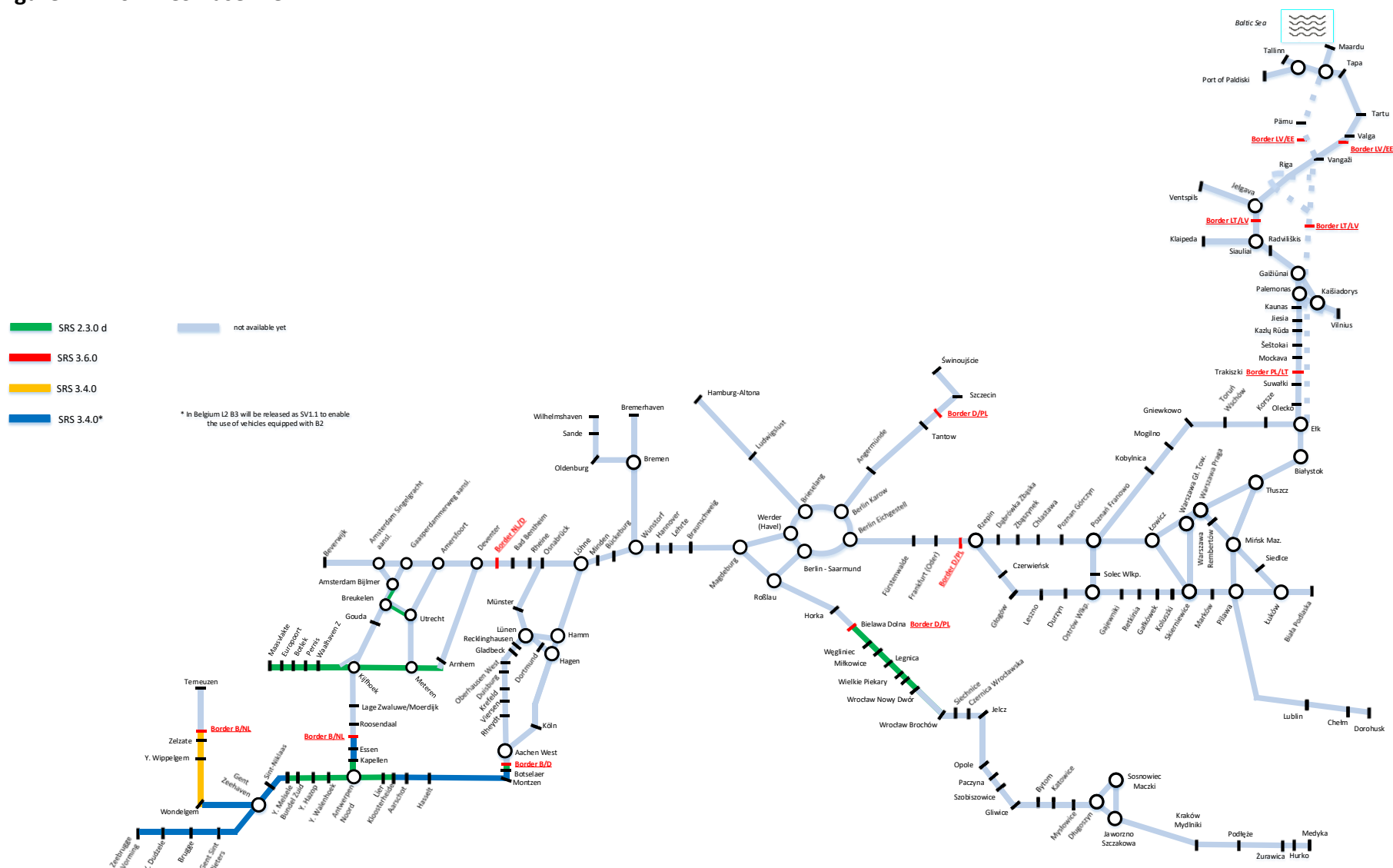
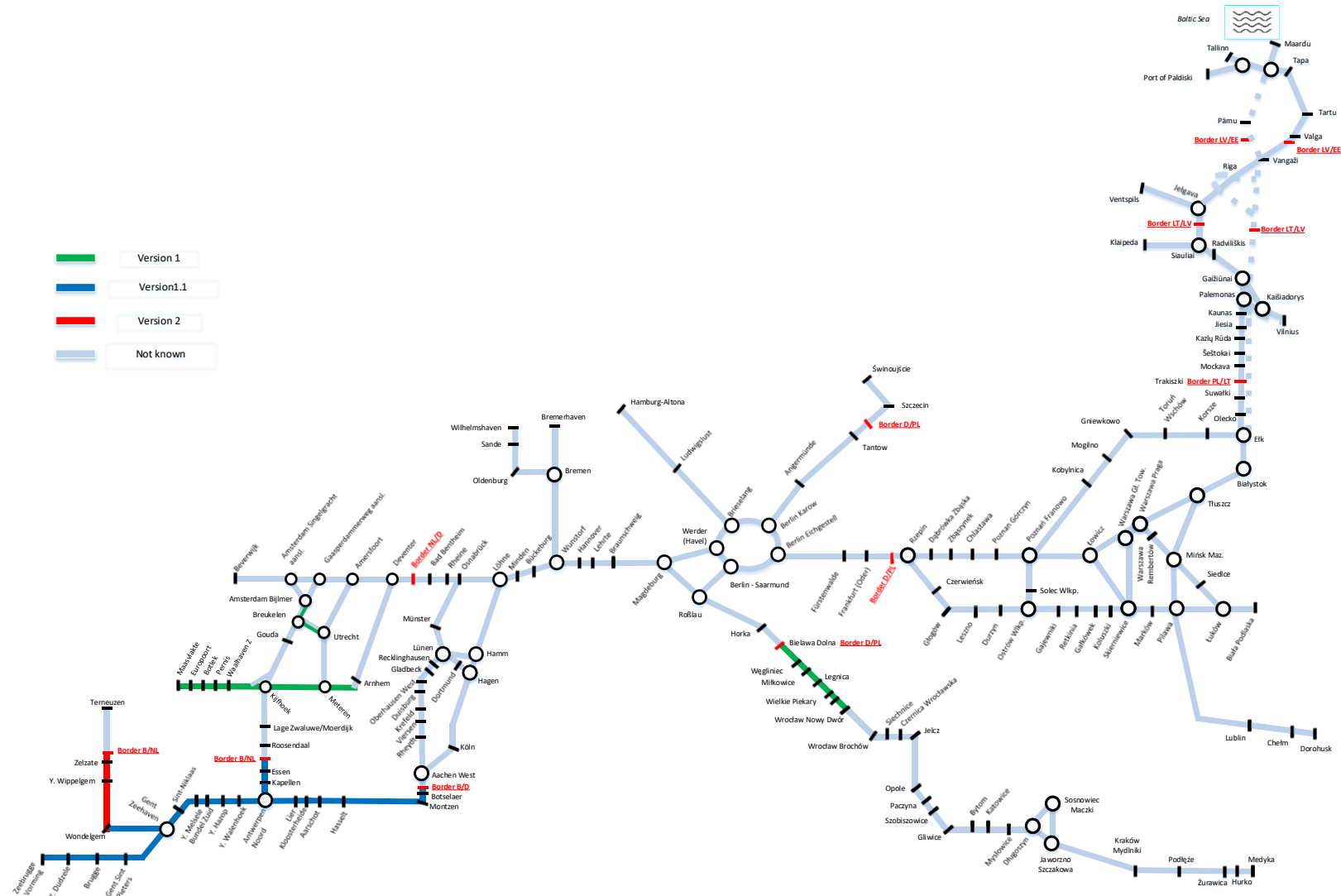


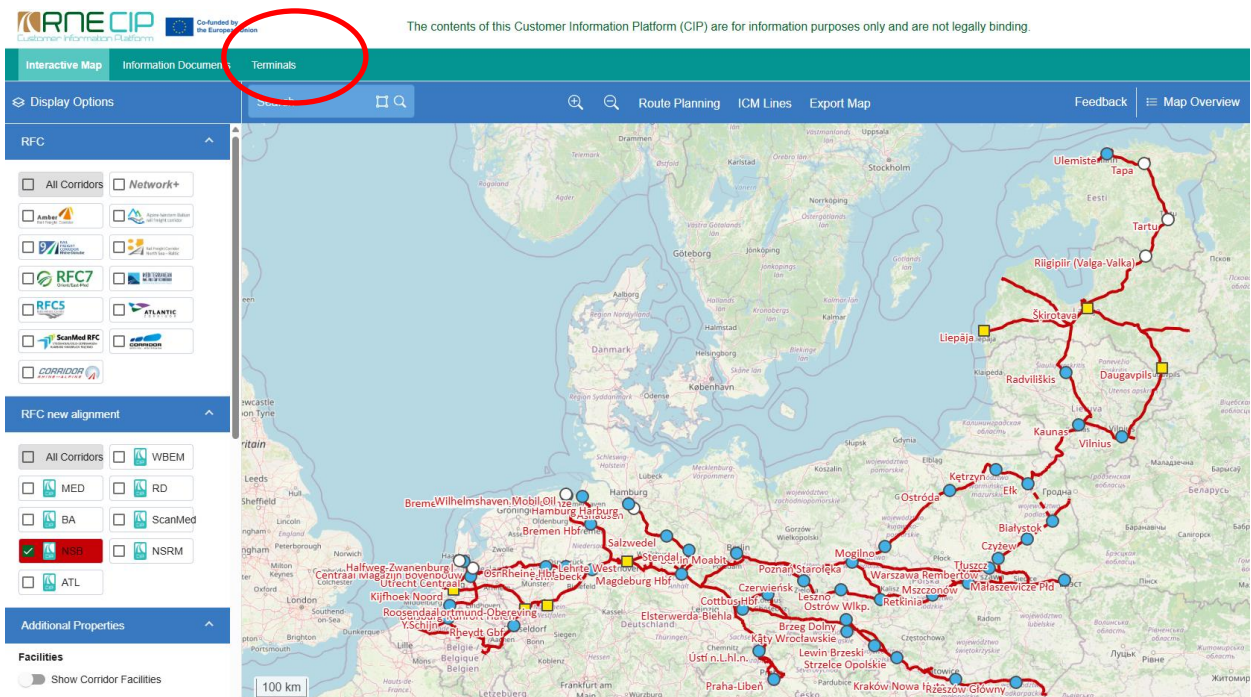
Figure 2-1-11: ETCS System version



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 Lithuania and Poland are listed in the table below. They will be included in CIP at a later stage.

| Country | Terminal |
|-----------|-----------------------------|
| 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 that the list of terminals both in CIP and the table above are not aligned with the identification of the multimodal freight terminals according to the revised TEN-T Regulation ((EU) 2024/1679). 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 transshipment 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 2Bottlenecks

There is no common definition of a bottleneck for the entire RFC NS-B. 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 concerned.

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 650m. 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 (SY) 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 <ul style="list-style-type: none"> • Potential bottleneck: 10-25 overloaded hours • Bottleneck: > 25 overloaded hours For all lines: BUP <ul style="list-style-type: none"> • Utilization of the available freight train paths <ul style="list-style-type: none"> ○ < 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 freight traffic available | Yes |
| | Separate forecasts for capacity on lines and in nodes available | No |

| | | |
|-----------------------------------|---|---|
| Calculation of Available Capacity | Calculation method for determining the available capacity | <p>Calculation of overloaded hour for dedicated freight nodes, SYs and switches:</p> <ul style="list-style-type: none"> • Demand: Realization data for $\pm 1/2$-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 <p>outcome: number of overloaded hours = freight trains that can't be handled in 48 min (80%) + infra-layout</p> <p>Calculation of basic hour pattern (BUP) for all lines (including Havenspoorlijn and Betuweroute A15):</p> <ul style="list-style-type: none"> • 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 <p>utilization of the available BUP paths for freight trains in %. as soon as it exceeds 75%, there is a bottleneck.</p> |
| | Separate calculation for passenger and freight traffic available | Yes |
| | Separate calculation for capacity on lines and in nodes available | <p>Yes</p> <ul style="list-style-type: none"> • All Lines = BUP • Nodes, shunting yards, or switches for freight trains = Overloaded hours |
| | Capacity Calculation and forecast for specific parameters | <p>740m trains:</p> <ul style="list-style-type: none"> • 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 bottlenecks | <ul style="list-style-type: none"> • 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 declared "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.

Lithuania (LTG Infra)

The 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.

Latvia (LDz)

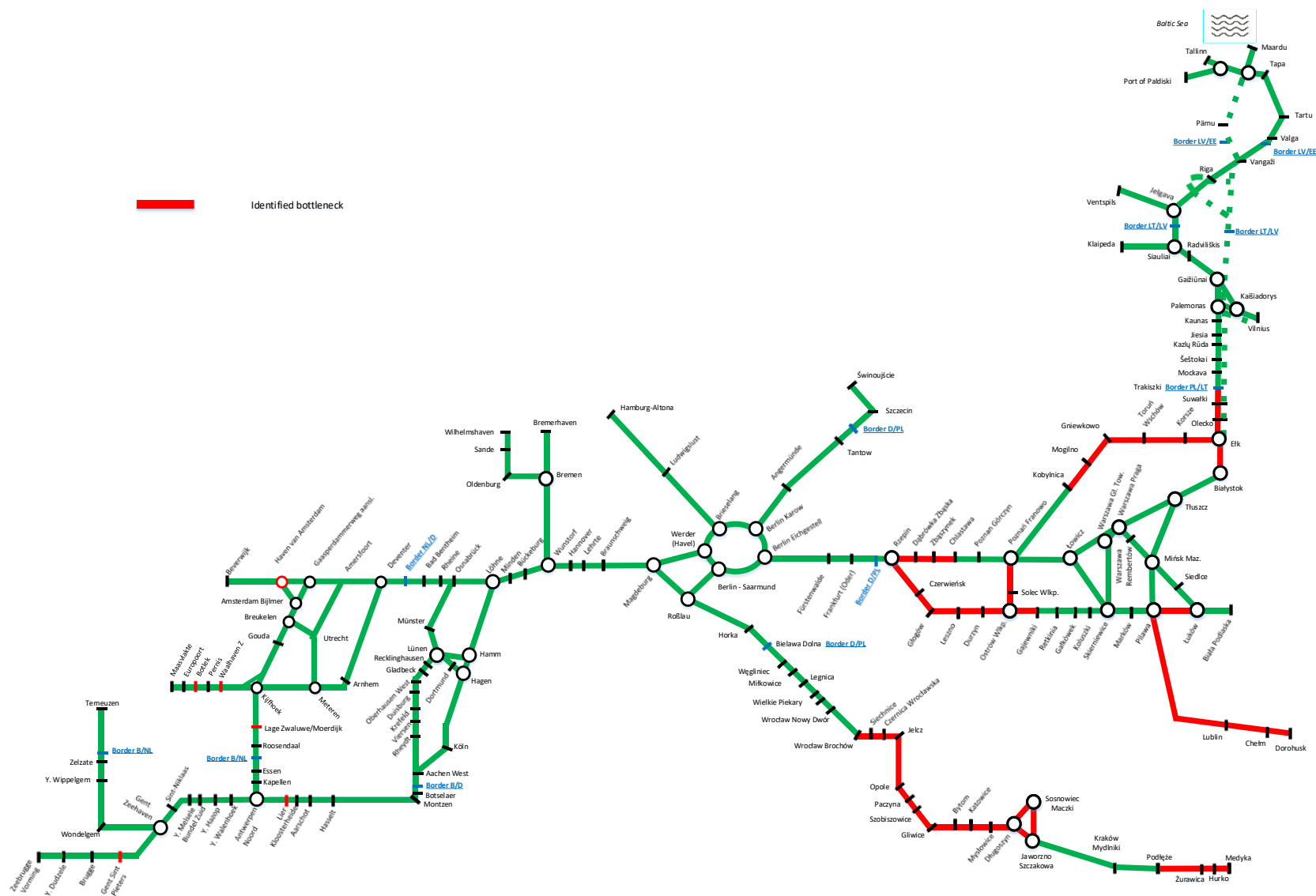
The definition of a bottleneck is considered when at a certain moment it is not possible to pass trains according to the schedule. The number of tracks and the trains on Latvian railways allows to say that there are no bottlenecks on the Latvian railways. There is a reserve of capacity to handle additional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

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 (<https://www.evr.ee/en/search?q=network+statement>) describe the capacity allocation principles and procedures in this case.

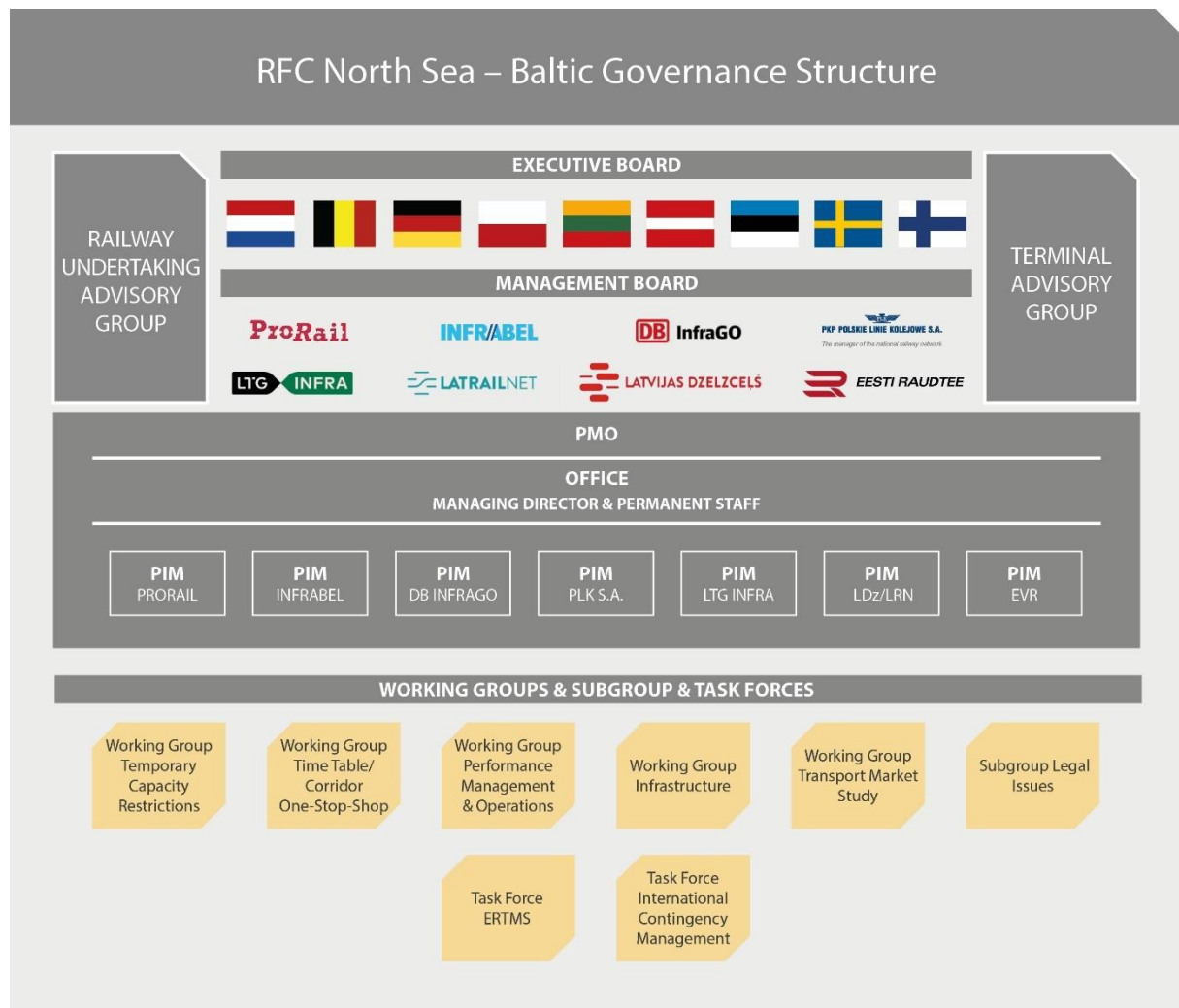
There is also a requirement in the Railways Act (§ 93) that the IM should perform a capacity analysis within six months after declaring railway infrastructure capacity to be depleted. Such analysis is performed in order to clarify the reasons for capacity depletion and to determine the financial and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



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 is 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 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.

The ExBo for the new RFC North Sea – Baltic will be officially established by signing the Joint Declaration of Intent regarding the establishment of the Executive Board of RFC North Sea-Baltic that will reflect the adjustment of the ExBo to the new geographical alignment of the Corridor.

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 Finnish 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.

As Sweden is not connected to the RFC without Finland, it is neither a member of the Management Board.

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 on the Corridor.

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 RUs 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 development from a user-centric perspective. Both groups are chaired by a Speaker 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 NS-B. 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 and in CIP.

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 down in the Framework for Capacity Allocation (FCA), according to article 14.1 of the RFC Regulation, and described in 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 the 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. It can be found free of charge on the Corridor's website ([CID](#)), in [CIP](#) and [NCI](#) (Network and Corridor Information System).

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 the 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 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.

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 Corridor will not be monitoring the external Union borders with Ukraine.

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 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.

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 5.3 below). 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).

| 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.

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 the analysis and improve the offer. Further harmonization and digitalization, especially at borders, could boost planned speed 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 Implementation Plan these are the common RNE/RFC KPIs:



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 bilaterally 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 AG meet regularly and are consulted on several topics related to the Corridor. In addition, the RAG and TAG have 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 the Advisory Groups regarding corridor development from the European Coordinator

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.

The **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.

The **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:

5. *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.

6. *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 consultation of the draft Implementation Plan with the Advisory Groups, applicants and other relevant stakeholders took place from 22.05.2025 until 12.06.2025. As foreseen in

Article 9(f) of the RFC Regulation, the opinion of the AGs is published under chapter 6.3.1 and a summary of the consultation of the other stakeholders under 6.3.2.

6.3.1 Opinion of the Advisory Groups

The following presents the unedited feedback received from the **Railway undertaking Advisory Group (RAG)**:

1. Key Parameters of Corridor Lines - Technical data is thorough and aligned with TEN-T standards. AG appreciated the detailed parameters of the lines, including train length, axle load, and line speed. These parameters ensure that operational and infrastructure requirements are transparently addressed.
2. Corridor terminals - The section includes important updates, though the lack of full data integration into CIP reduces its current usefulness. Accurate terminal information is key to multimodal planning, and further updates post-market analysis will enhance planning reliability.
3. Bottlenecks - The identification and classification of bottlenecks is clearly presented. Targeting constraints like train length and axle load helps eliminate key obstacles to seamless freight movement.
4. RFC Governance - The governance structure is formally sound, but the roles of RAG and TAG are not clearly defined. It is unclear how these groups will operate in practice—how often they will meet or how their input will affect decisions. Clearer procedures would improve transparency and stakeholder involvement.
5. Transport Market Study - Study was executed in coordination with other RFCs, but findings are not fully translated into action items within the Plan. The market analysis provides valuable input for strategic development, but the connection between its findings and the planned implementation steps could be made clearer.
6. Coordination of planned temporary capacity restrictions - The corridor ensures transparency through publication of TCRs, though the communication process with users could be improved. The mechanism facilitates planning stability but would benefit from enhanced early user consultation to anticipate impacts.
7. C-OSS – AG values the role of the C-OSS as a single point of contact for international paths. The system for handling cross-border capacity requests works well, but adding KPIs would help, make it even more efficient.
8. Capacity allocation principles - The Plan outlines principles in line with the Regulation, yet application priorities and dispute resolution mechanisms are unclear. The system ensures fair access, but clearer allocation rules would help build more trust among applicants.
9. Applicants - Eligibility is clearly stated, but practical guidance for non-RU applicants is limited. Improved communication and onboarding support would foster broader access and market diversification.
10. Traffic management - The procedures for coordinated traffic management are well defined. They ensure smooth international traffic and effective real-time operations.

11. Traffic management in Event of Disturbance - The ICM framework is mentioned, but how it works on this corridor is still only theoretical. Real examples and lessons from past incidents would help improve readiness and resilience.
12. Corridor Information Document (CID) - The CID complements the Plan well, yet frequent references to external content may dilute its standalone value. It is a crucial tool for transparency, especially when paired with CIP and PCS.
13. Quality evaluation - RAG supports the performance monitoring and feedback mechanisms. Evaluation ensures accountability and continuous improvement of the corridor.
14. Qualitative objectives - RAG supports efforts to enhance customer satisfaction and harmonization of train paths. These contribute to improved competitiveness and service quality.
15. Quantitative objectives - RAG supports efforts to enhance customer satisfaction and harmonization of train paths. These contribute to improved competitiveness and service quality.
16. Common RNE/RFC KPIs - The inclusion of common KPIs is a strong element that supports benchmarking across corridors. Providing trend data or linking KPIs to specific corridor improvements could further enhance transparency and stakeholder engagement.
17. Train Performance management - The section outlines the framework for monitoring, yet lacks concrete methodology or reporting structure. Clarifying how performance results are shared and acted upon would strengthen its operational impact.
18. Procedure of the cooperation with the advisory groups – the Plan confirms the AG's involvement but provides few details about engagement formats or timelines. Without defined procedures (e.g. regular meetings, structured feedback rounds), stakeholder cooperation risks becoming symbolic rather than substantive.
19. Views and assessment of advisory groups regarding corridor development - The Plan highlights the importance of stakeholder feedback in shaping the corridor. Summarizing key views from RAG and TAG would make the process more transparent and illustrate responsiveness to user needs.
20. Results of the consultation of the draft Implementation Plan - Consultation with stakeholders is clearly acknowledged as part of the Plan's development. Sharing an overview of main comments received and how they were considered would reinforce the credibility of the process.

The Executive Board and Management Board of RFC North Sea - Baltic would like to thank the RAG for the comments and continued support of the Corridor. Most of the comments did not lead to changes in the text of the Implementation Plan, however the Corridor would like to react below to the feedback received and to propose, where possible, a follow-up, that can be discussed together in future RAG/TAG meetings.

Point 2. Corridor terminals – The responsibility of providing terminal data lies with the terminals themselves (see Implementing Regulation (EU) 2177/2017). The RFC has made and will continue to make every effort to support and encourage terminals to provide this information.

Point 4. RFC Governance – the enhanced roles of RAG and TAG are clearly defined in the RFC Regulation and were presented during the joint RAG/TAG meeting on 09.10.2024 and 26.03.2025. The practical organisation is up to the AG themselves and is a.o. described in the RAG Guideline for cooperation.

Point 5. Transport Market Study – the scope of this TMS was limited and did not include any capacity analysis nor policy measures. Translating the conclusions into concrete actions were hence difficult, but possible actions could be discussed in a future RAG/TAG meeting.

Point 6. Coordination of TCRs – communication of temporary capacity restrictions is primarily the task of the concerned IM, in accordance with Annex VII. Any specific concerns can be addressed directly to the RFC. AGs are regularly informed about TCRs and bilateral working groups are actively pursuing improvements in communication processes.

Point 7. C-OSS – Several KPIs on capacity already exist and are defined in the Framework for Capacity Allocation (FCA), that are common for all RFCs and included in the RNE guidelines on KPIs (see also chapter 5.3 of this Implementation Plan), that were consulted with the sector. On top of that the Corridor added an additional capacity target (see 5.2.5). These KPIs are reported on each year in the Annual Report and in the Performance Report of the Corridor.

Point 8. Capacity Allocation Principles – the allocation rules (including priority rules and dispute resolution) are described in the Framework for Capacity Allocation (FCA) and the Corridor Information Document (CID) – Chapter 4, that are the same for all RFCs.

Point 9. Applicants – eligibility requirements and application guidance are detailed in Section 4 of the Corridor Information Document, such as deadline for nominating the executing RU. Non-RU applicants are encouraged to contact the C-OSS directly for additional support or clarification.

Point 11. Traffic Management in the event of Disturbance (ICM) - the RFC has experienced a number of real ICM cases over the past years which served as valuable practical examples:

- Fire on a slope in Aachen West on 01.07.2024, the ICM case (international incident) was declared by DB InfraGO for RFC Rhine – Alpine and RFC NS-B, the affected area was on both corridors.
- Train collision of 2 freight trains between Meinersen and Leiferde (nearby Gifhorn) (route Hanover – Wolfsburg) on 17.11.2022, the ICM case was declared by DB InfraGO for RFC Orient – East Med and RFC NS-B, the affected area was on both corridors.
- After heavy rainfall on 17/18.07.2021, a local flooding took place, as a result of which tracks on the section Děčín – Bad Schandau were washed away. The ICM case was declared by SZCZ.

A simulation exercise involving RUs could be organized to illustrate the process further. The ICM procedures are described in the ICM Handbook and in the Corridor Information Document. The RFC is currently updating the re-routing scenarios to align them to the new corridor routing and is willing to consult these with RAG and TAG. Including all the related info into the text might lead to a very long document.

Point 17. Train Performance Management - train performance is monitored and reported annually in the RFC Performance Report, which includes methodology and key indicators. The RFC also addresses performance issues through Quality Circle Operations at borders (QCOs). If more detailed information is required, dedicated meetings can be arranged for further discussion. From 2027 (as described in 4.8 of the Implementation Plan) the performance report will be an internal part of the Annual Report and the AG will have the opportunity to comment in a dedicated section of that report.

Point 18. Procedure of Cooperation with Advisory Groups - the Advisory Group consultation framework was presented during a RAG/TAG meeting. Regular meetings are held to facilitate continuous dialogue. Additionally, RAG and TAG representatives have the opportunity to participate in Management Board and Executive Board meetings, where they may present and discuss relevant issues. We are open to discuss any ideas or issues that could help to strengthen the cooperation even further.

Point 20. Results of the consultation of the draft Implementation Plan – feedback provided here in the implementation plan.

The unedited opinion of the **Terminal Advisory Group (TAG)** can be found below:

1. Corridor terminals - The CID and the Rail Facility Portal do not have all the terminals on their side (better saying almost none). The terminals are not aware of these sites, the terminals do not know they are allowed to fill-in these data, not enough passing and information from the IM's and national authorities to the terminals to fill-in their data on these sites.
2. Bottlenecks - one definition of a bottleneck for all the RFC's. Every country does not have their own definition (what is for them the easiest or most positive). Bottlenecks should also take the future in account, for instance a border is now a functional one, but we know the amount of trains is now very low; because of the sanctions to Russia (almost no trains to and from China) and the inflation shrinking the amount of loadings where the trucking also gets a bigger part of these loadings because it's easier and cheaper.
3. RFC Governance - The new structure of the RFC ExBo and MB is a big step in the right direction in my belief. The terminals and ports are the connection points on the TEN-T corridor. The RAG (Speaker) should be more informed and up-to-date with all themes the Boards are discussing for improving Rail Freight Transport, for the TAG-Speaker many themes are not so important, but when he does not know the Boards are talking about a theme that involves the terminals or ports how he can react or give advice from the TAG's point of view on that theme. The TAG speaker should also be in contact with the other transport modes, so that not only the rail side of the corridor will be advised, but also the road and Inland waterway connections, so for this the TAG-speaker should also be informed and heard by the office of the European coordinator about the other transport modes, the optimisation of the terminal and port connections with all transport modes will be more and more necessary to get the European goals for green-transport within reach.
4. Corridor Information Document (CID) - No information for the terminals and ports. Only a definition of what a terminal is, this could be more informative.

5. Procedure of the cooperation with the advisory groups – Till now only a few RAG/TAG meetings a year, in the new situation there should be more Teams-meetings with the boards I assume.
6. Views and assessment of advisory groups regarding corridor development - RAG and TAG give many advices or their point of view on specific themes.
7. Results of the consultation of the draft Implementation Plan – Overall good, all the TAG points were taken in account.

The Executive Board and Management Board of RFC North Sea - Baltic would like to thank the TAG for the comments and continued support of the Corridor. Most of the comments did not lead to changes in the text of the Implementation Plan, however the Corridor would like to react below to the feedback received and to propose, where possible, a follow-up, that can be discussed together in future RAG/TAG meetings.

Point 1. Corridor Terminals - the responsibility of providing information on terminals lies with the terminal operators and the process is described in the Implementing Regulation (EU) 2177/2017. The RFC has raised awareness about these obligations at several occasions and will continue to encourage terminals to provide full data.

Point 2. Bottlenecks - developing a unified bottleneck definition across all RFCs would be extremely challenging due to varying national contexts and also several definitions of a bottleneck exist at European level. That will also lead to different sets of bottlenecks, one published by the RFC versus another set of bottlenecks published by the IM/Ministries. However, the evolving nature of bottlenecks, including expected future traffic growth, could be taken into account during the next update of the Implementation Plan.

Point 3. RFC Governance - the participation of the RAG and TAG Speaker in the Corridor is recognized as valuable. As RAG and TAG have expressed interest in being more actively involved, they could be invited to speak during a dedicated slot in a meeting where the European Coordinator is also present.

Point 4. Corridor Information Document (CID) - information regarding terminals is available through the Customer Information Platform (CIP), where terminal data – if provided by terminal operators - is published and regularly updated.

Point 5. Procedure of Cooperation with Advisory Groups – It's up to the AGs to decide how often they want to meet. The RFC is happy to support in organising additional RAG/TAG meetings on specific themes proposed by the AGs. RAG and TAG Speakers are also invited to participate in Management Board and Executive Board meetings and may request dedicated time slots to present issues of concern.

6.3.2 Summary of the consultation of the other stakeholders

The document was submitted to stakeholders for feedback. However, no responses were received within the consultation period.

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 | Extended 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 |

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|----|---|-------|---------------|---------|
| 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 |

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|----|---|------|------|---------|
| 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 |

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|----|---|-------|------|---------|
| 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 | Magdeburg - Berlin-Saarmund | | | |
| DE | Magdeburg Hbf - Saarmund (Strecke 6110, 6112, 6116) | 122,1 | Core | 1435 mm |
| DE | (Magdeburg -) 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 |

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|----|---|---------|------|---------|
| 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 Frankfurt (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 |

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|----|---|---------|---------------|---------|
| 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 - Jażwiny (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 - Dorohusk | | | |
| PL | Pilawa - Lublin | 120,509 | Extended Core | 1435 mm |
| PL | Lublin - Chełm | 73,565 | Extended Core | 1435 mm |
| PL | Chełm - Dorohusk | 21,089 | 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 |

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|----|---|--------|---------------|---------|
| 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 |

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|----|---|---------|---------------|---------|
| 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 |

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| PL | Bielawa Dolna (Border D/PL) - Jaworzno Szczakowa | | | |
| PL | Bielawa Dolna (Border D/PL) - Węglińiec | 12,902 | Core | 1435 mm |
| PL | Węglińiec - 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 |

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| 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 – Podtężę | 34,589 | Core | 1435 mm |
| PL | Żurawica – Hurko | 12,959 | Core | 1435 mm |
| PL | Podtężę – Medyka | 239,85 | 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 | Trakiszkai (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 |

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| 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 | | 9 092,85 | | |
| Core | | 7 237,54 | | |
| Extended Core | | 1 855,31 | | |

