



**Rail Freight
Corridor 8**
North Sea – Baltic



RFC North Sea – Baltic Corridor Information Document

Book 1

Generalities Timetable 2016



Co-financed by the European Union
Connecting Europe Facility

List of Contents:

1. Introduction.....	4
2. Structure of the CID.....	5
3. Corridor Description	7
4. Corridor Organisation.....	9
5. Contacts.....	13
6. Legal Framework	13
7. Legal Status.....	14
8. Validity and Updating Process.....	14
9. Publishing	14
10. IT Tools	14
11. Corridor Language	15

Glossary and Abbreviations

AA – Authorized Applicants
AB – Allocation Body
AG – Advisory Group
CID – Corridor Information Document
CIS – Charging Information System
C-OSS – Corridor One-Stop-Shop
ExBo – Executive Board
IM – Infrastructure Manager
IP – Implementation Plan
MB – Management Board
PaP – Pre-arranged Path
PCS – Path Coordination System
PMO – Project Management Office
RAG – Railway undertaking Advisory Group
RFC – Rail Freight Corridor
RFC NSB - Rail Freight Corridor North Sea - Baltic
SWaP – Subgroup Works and Possessions
TAG – Terminal Advisory Group
WG - Working Group
WG Infra – WG Infrastructure
WG PM&O – WG Performance Management & Operations
WG TMS – WG Transport Market Study
WG TT/C-OSS – WG Timetable/Corridor OSS
SCID – Subgroup Corridor Information Document
SLI – Subgroup Legal Issues
SWaP – Subgroup Works and Possessions
TIS – Train Information System

1. Introduction

Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight¹, further referred as 'Regulation (EU) No 913/2010' or 'the Regulation', lays down rules for the establishment and organization of international rail freight corridors (RFCs) with a view to the development of a European rail network for competitive freight.

In accordance with Regulation (EU) No 913/2010 RFC North Sea – Baltic goes through 5 EU Member States, starting in North Sea ports in Belgium, the Netherlands and Germany, spreading through central Germany and Poland and ending in Lithuania. It passes through major European transport nodes such as Antwerp in Belgium, Rotterdam in the Netherlands, Bremerhaven, Aachen, Hamm, Hannover, Berlin in Germany, Poznań and Warsaw in Poland and Kaunas in Lithuania.

After adoption of Regulation (EU) No 1315/2013 and on the basis of the results of the Transport Market Study, the Management Board proposed an extension of the Corridor already by November 2015 to the ports foreseen for 2018 Amsterdam, Hamburg and Wilhelmshaven, to Katowice via Horka and to Prague via Bad Schandau.

The principal goals specified by the Regulation (EU) No 913/2010 focus on:

- establishing a single place for designated capacity allocation on the Corridor;
- closer cooperation and harmonization between infrastructure managers and member states both for the operational management of the infrastructures and for investments, in particular by putting in place a governance structure for each Corridor;
- increased coordination between the network and terminals (maritime and inland ports and marshalling yards);
- the reliability of the infrastructure capacities allocated to international freight on these Corridors.

According to Art. 18 of Regulation (EU) No 913/2010 the Management Board is obliged to elaborate the Corridor Information Document (CID).

¹ Published in the Official Journal of the European Union on the 20th of October 2010 L 276/ page 22.

2. Structure of the CID

The aim of elaborating the CID is to present information on the rail infrastructure of the entire Corridor, in particular as regards commercial and legal access conditions in order to facilitate the Applicants' business in international rail freight transport.

This document should contain:

- all the information in relation with the Corridor contained in the national network statements;
- information on Terminals;
- information on capacity allocation (OSS operation);
- traffic management, also in the event of disturbance;
- the implementation plan that contains:
 - the characteristics of the Corridor;
 - the essential elements of the TMS that should be carried out on a regular basis;
 - the objectives for the Corridor;
 - the indicative investment plan described in Regulation (EU) No 913/2010;
 - measures to implement the provisions for coordination of work, capacity allocation (OSS), traffic management etc.

The Management Board decided to deliver CID in the common structure as proposed in the RNE guidelines: *the RNE Corridor Information Document Common Structure*. The advantage of following the RNE common structure is to elaborate the document in a structure similar to the one of the other corridors. In such case the Applicants will get access to similar documents along different corridors and in principle, as in the case of the national Network Statements, to find the same information at the same place in each one.

The CID consists of five Books:

Book I: Generalities

In this Book an introductory information is presented, inter alia brief description of content of all Books, general description of the Corridor and contact details.

Book II: Network Statement Excerpts

In this Book links to relevant parts of Networks Statements of the Corridor IMs are provided. These documents have harmonized structure.

Book III: Terminal Description

In this Book information on the characteristics and access conditions of the terminals and marshalling yards along the Corridor. Terminals and marshalling yards were invited to fill in and publish on their websites templates harmonized with templates of RFC 1 and 2.

Book IV: Procedures for Capacity and Traffic Management

In this Book descriptions of the procedures for capacity allocation by the C-OSS, traffic management and coordination of works are provided. All definitions concerning applicants, the usage of the C-OSS and its products (reserve Capacity and Pre-arranged Paths) and how to order them are explained. Major changes in the legal base of this document (e.g. changes in EU regulations, Framework of capacity allocation or national regulations) will be implemented within yearly revisions of this document. All changes within the actual allocation process will be communicated separately to the known Applicants directly.

Book V: Implementation Plan

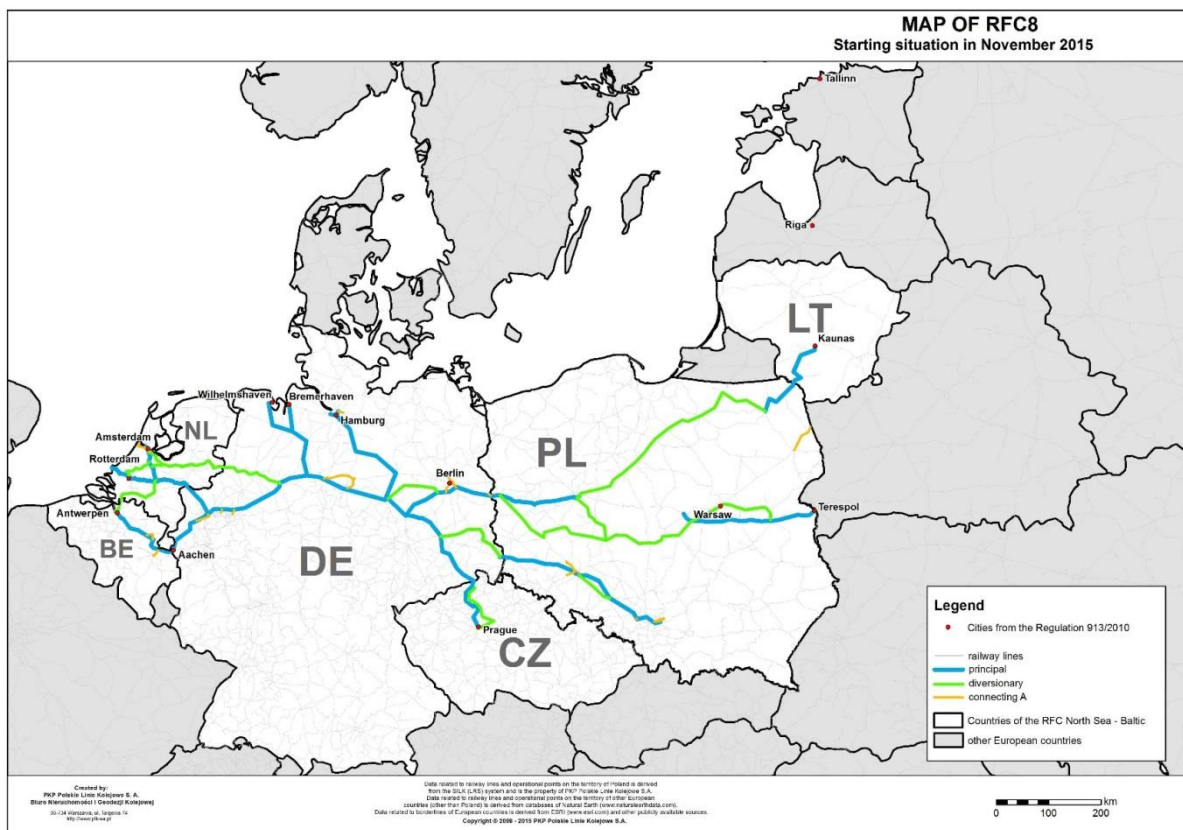
In this Book following requirements of Regulation (EU) No 913/2010 shall contain:

- Description of the characteristics of the Corridor;
- Essential elements of the TMS;
- Objectives of the Corridor;
- Indicative investment plan;
- Measures to implement art. 12-19 of the Regulation.

The Implementation Plan was consulted with stakeholders and approved by the Executive Board.

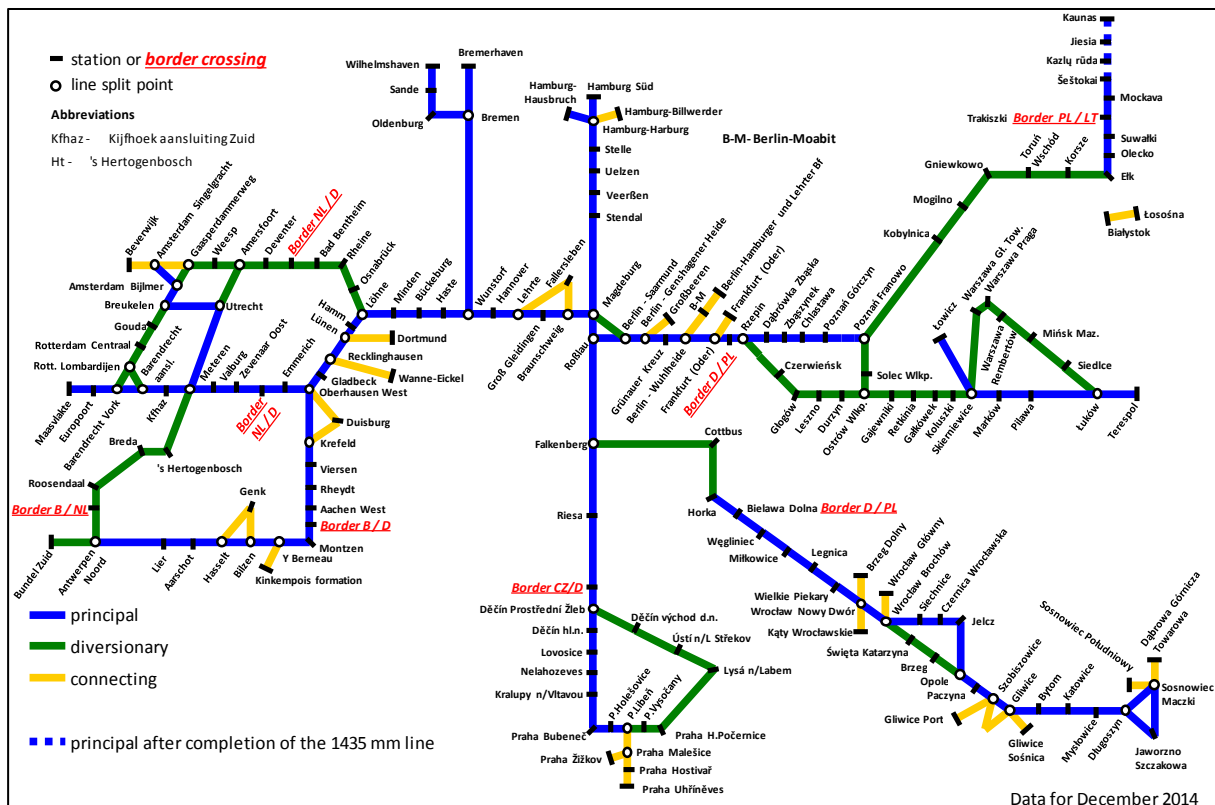
3. Corridor Description

RFC North Sea – Baltic goes through 6 EU Member States, starting in North Sea ports in Belgium, the Netherlands and Germany, spreading through central Germany, the Czech Republic and Poland and ending in Lithuania. It passes through major European transport nodes such as Antwerp in Belgium, Amsterdam and Rotterdam in the Netherlands, Hamburg, Wilhelmshaven, Bremerhaven, Aachen, Hamm, Hannover, Berlin, Falkenberg in Germany, Prague in the Czech Republic, Legnica, Katowice, Poznań and Warsaw in Poland and Kaunas in Lithuania.



The railway lines of RFC North Sea - Baltic were divided into:

- **Principal line** (on which Pre-arranged Paths (PaPs) will be offered);
- **Diversions line** (on which PaPs may temporarily be considered in case of disturbances, e.g. long lasting major construction works on the principal lines);
- **Connecting line A**, i.e. lines connecting principal lines to a terminal (on which PaPs may be offered but without obligation to do so);
- **Connecting line B**, i.e. line, siding or track system of private or local infrastructure (on which a priori no PaPs will be offered);
- **Expected line**, i.e. any of above-mentioned which either are planned in future or under construction but not yet completely in service. Expected line can also be an existing line which shall be part of the RFC in the future.



More detail description is provided in Book 5 – Implementation Plan.

4. Corridor Organisation

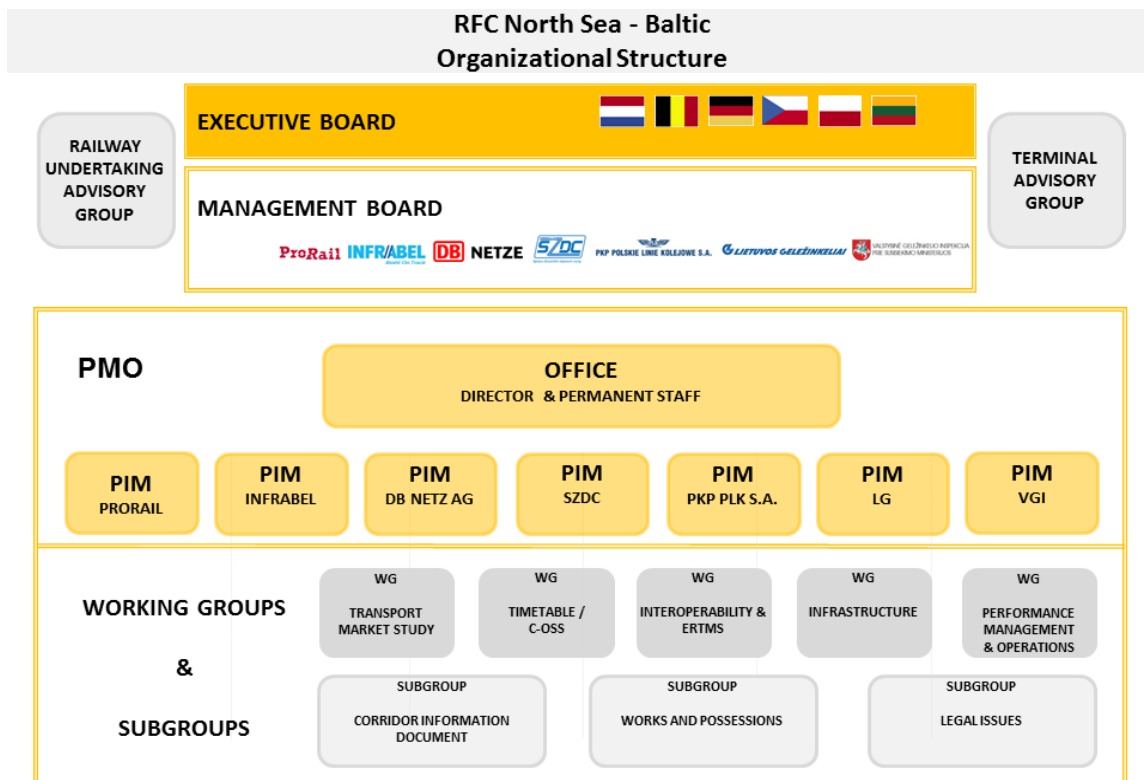
In accordance with the Regulation (EU) No 913/2010 the governance structure of RFC North Sea – Baltic is divided into following levels:

- **The Executive Board**
 - established in March 2012 and consisting of representatives of Ministries of Transport of the cooperating Countries.
- **The Management Board**
 - established in May 2012 and consisting of representatives of cooperating Infrastructure Managers and Allocation Body. The Management Board is the decision making body of the Corridor. The Management Board decided to take the legal form of an EEIG (European Economic Interest Grouping) with a seat in Warsaw.
- **The Advisory Groups**
 - established in November 2012 and consist of Railway Undertakings and Terminal owners/operators.
- **The Project Management Office**
 - consists of Project Implementation Managers, the RFC 8 Office with its permanent staff and Director.

In order to facilitate the work regarding the RFC North Sea - Baltic implementation, 5 Working Groups and 3 Subgroups were formed. They consist of experts on specific fields delegated from the cooperating Infrastructure Managers and Allocation Body:

- **WG Transport Market Study**
 - coordination of Transport Market Study;
 - traffic demands analysis and projections.
- **WG Timetable/C-OSS**
 - Corridor One Stop Shop (C-OSS);
 - capacity;
 - Authorized Applicants.
- **WG Performance Management and Operations**
 - operational rules at border crossings;
 - operational rules for cross-border information;
 - operational rules in case of disturbances;
 - operational bottlenecks;
 - punctuality.
- **WG Interoperability and ERTMS**
 - deployment Plan for ERTMS on RFC 8.
- **WG Infrastructure**
 - Study on the Corridor's Infrastructure Characteristics;
 - TMS long-term part;
 - infrastructure parameters analysis;
 - infrastructure bottlenecks.
- **Subgroup Corridor Information Document**
 - elaboration of the Book 2 of the CID.
- **Subgroup Works and Possessions**
 - coordinating information on works and possessions on the corridor level;
 - coordinating publishing of works and possessions on the corridor level.
- **Subgroup Legal Issues**
 - support for the MB in legal matters.

More detail description of the Corridor's organization is provided in Book V – Implementation Plan.



The **Corridor One-Stop Shop** is hosted by DB Netz AG in Frankfurt. The C-OSS is a unique body, where applicants request and get answers for dedicated infrastructure capacity for international freight trains on the RFC North Sea - Baltic. The tasks of the C-OSS are the coordination of construction, publication and path request management of PaPs and reserve capacity along the RFC North Sea - Baltic.

In the C-OSS the following IMs and AB are working together:



More detail description of the C-OSS is provided in Book IV – Procedures for Capacity and Traffic Management.

5. Contacts

C-OSS Manager:

Mr. Florian Müller
Mainzer Landstraße 201-203
60326 Frankfurt am Main
Germany
Phone: +49 69 265-26778
Mobile: +49 160 97429893
Fax: +49 69 265-30503
E-Mail: coss@rfc8.eu

Managing Director:

- **Mr. Jakub Kapturzak**
74 Targowa St.
03-734 Warsaw
Poland
Phone: +48 22 473 35 17
Mobile: +48 797 305 679
E-Mail: jakub.kapturzak@rfc8.eu
<http://www.rfc8.eu/contact>

RAG Spokesperson:

- **Mr. Andreas Pietsch**
E-Mail: andreas.pietsch@captrain.de

TAG Spokesperson:

- **Mr. Jorg Schultz**
E-Mail: joerg.schulz@eurogate.eu

6. Legal Framework

- 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 Text with EEA relevance;
- Commission Implementing Decision (EU) 2015/1111 of 7 July 2015 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea-Baltic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight.
- Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU;
- Regulation (EU) No 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) No 67/2010 Text with EEA relevance CEF Regulation;
- Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (recast);

- Decision of the Executive Board of Rail Freight Corridor North Sea – Baltic of 12 January 2015 establishing the Framework for capacity allocation on the Rail Freight Corridor.

7. Legal Status

This CID has only the character of information.

8. Validity and Updating Process

The CID will be published normally in January together with the publication of the PaP catalogue, but it will be published for the first time exceptionally in November 2015.

9. Publishing

The CID is available in electronic version on the Corridor website:
<http://www.rfc8.eu/customer/corridor-information-document>

10. IT Tools

Path Coordination System

In order to facilitate cooperation the Management Board of RFC North Sea – Baltic took a decision to use the Path Coordination System.

The PCS is an international path request coordination system for path applicants, e.g. RUs, IMs/ABs. The internet-based application optimizes international path coordination by ensuring that path requests and offers are harmonized between all involved parties. Input for international path requests needs to be placed only once into one system - either into the domestic application or directly into PCS.

From IM's point of view PCS is a tool for publishing the offer of PaPs and reserve capacity and from the RUs point of view it is a tool to placing requests. The path catalogue in PCS gives a consistent overview of all available PaPs the C-OSS offers on the whole Corridor. PCS gives the possibility to order directly the capacity for the annual timetable. Also path requests over more than one corridor and feeder- outflow paths connected to a PaP are done in PCS. In PCS the current status of all path requests ordered via the C-OSS is always visible. All communication about conflicts in paths, possible solutions, draft and final offer is done by PCS. PCS makes it possible to harmonize the paths on the different sections.

- More information about PCS is available on: <http://pcs.rne.eu/>

Train Information System

The **Train Information System** is a web-based application that supports international train management by delivering real-time train data concerning international passenger and freight trains. The relevant data is processed directly from the Infrastructure Managers' systems.

- More information about TIS is available on: <http://tis.rne.eu/>

Charging Information System

The **Charging Information System** is an infrastructure charge information system for Railway Undertakings (RUs) provided by Infrastructure Managers (IMs) and Allocation Bodies (ABs). The web-based application provides fast information on charges related to the use of European rail infrastructure and estimates the price for the use of international train paths within minutes. It is an umbrella application for the various national rail infrastructure charging systems.

- More information about CIS is available on: <http://cis.rne.eu/>

11. Corridor Language

Official version of the CID is elaborated in English.