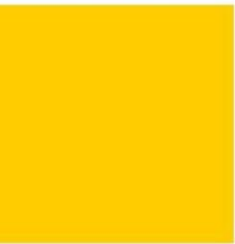




Rail Freight Corridor
North Sea – Baltic



Rail Freight Corridor North Sea - Baltic Corridor Information Document

Book 1

Generalities Timetable 2018



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Version Control

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Abbreviations

AA – Authorized Applicants

AB – Allocation Body

AG – Advisory Group

CID – Corridor Information Document

CIS – Charging Information System

CIP – Customer Information Platform

C-OSS – Corridor One-Stop-Shop

ExBo – Executive Board

EEIG – European Economic Interest Grouping

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

RC – Reserve Capacity

RFC – Rail Freight Corridor

RFC NS-B - Rail Freight Corridor North Sea - Baltic

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

SLI – Subgroup Legal Issues

STCR – Subgroup Temporary Capacity Restrictions

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 to 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 originally went 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 1316/2013 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 infrastructure 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 (C-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;
 - measures to implement the provisions for coordination of works, capacity allocation (C-OSS), traffic management etc.

This CID applies the RNE CID Common Structure so that all Applicants can access similar documents along different corridors and in principle, as is the case with national Network Statements, find the same information at the same place in each one.

The CID consists of five Books:

Book 1: 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 2: Network Statement Excerpts

In this Book links to relevant parts of the Network Statement of the Corridor IMs are provided. For Timetable 2018 a common template has been elaborated.

Book 3: Terminal Description

In this Book information is given 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 Rhine - Alpine and RFC North Sea - Mediterranean.

Book 4: Procedures for Capacity and Traffic Management

This Book describes the procedures for capacity allocation by the Corridor One-Stop-Shop, planned Temporary Capacity Restrictions (TCRs), Traffic Management and Train Performance Management on the Rail Freight Corridors.

All rules concerning Applicants, the use of the C-OSS and its products — Pre-arranged Paths (PaPs) and Reserve Capacity (RC) — and how to order them are explained there. The processes, provisions and steps related to PaPs and RC refer to the Regulation (EU) No 913/2010 and are valid for all Applicants. For all other issues, the relevant conditions presented in the Network Statements of the IMs/ABs concerned are applicable.

For Timetable 2018 harmonized texts have been delivered for all corridors. Corridor-specific parts are described in separate text boxes in order to distinguish them from the harmonized parts.

Book 5: Implementation Plan

In this Book following requirements of Regulation (EU) No 913/2010 are included:

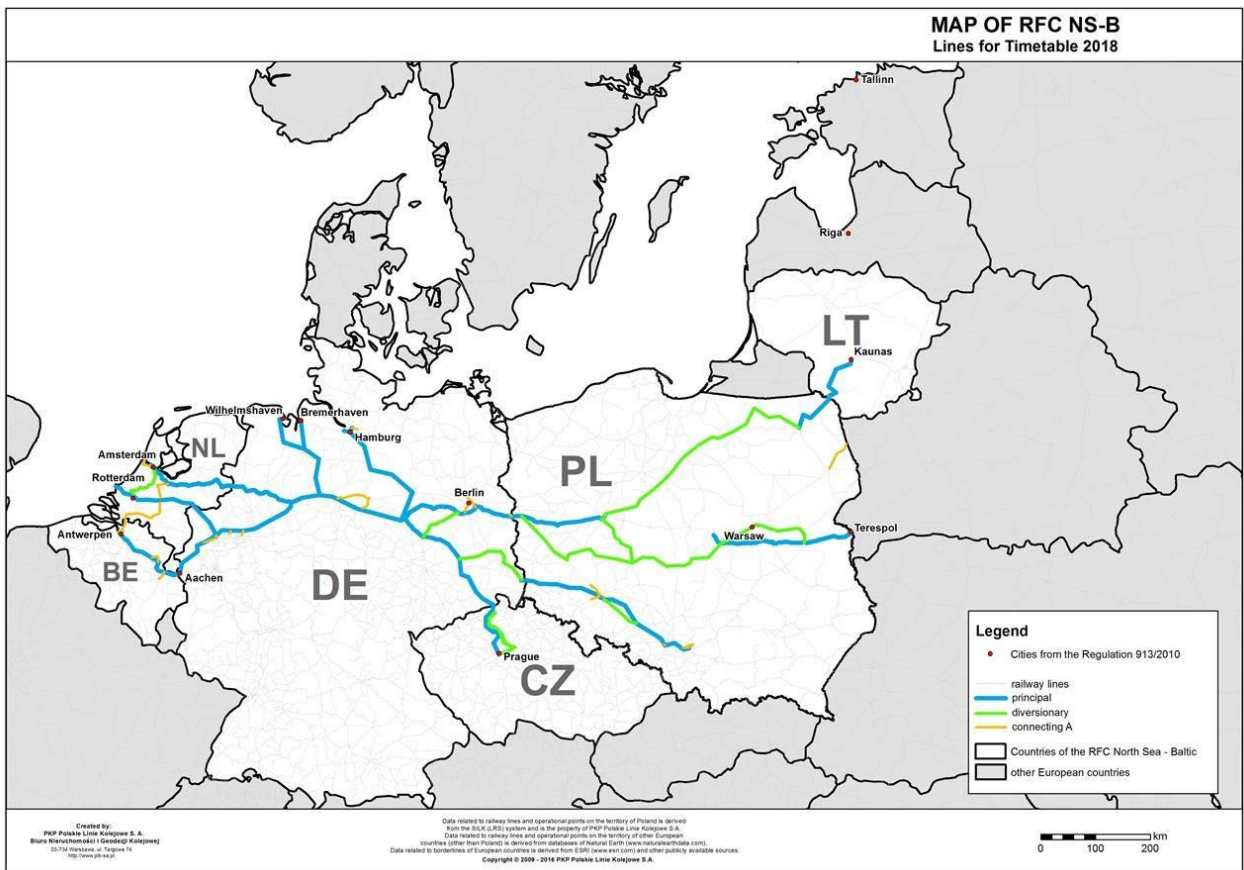
- Description of the characteristics of the Corridor;
- Essential elements of the TMS;
- Objectives of the Corridor;
- Indicative investment plan;
- Measures to implement art. 12-19 of the Regulation.

For Timetable 2018 no full update of Book 5 was done. The changes made are published in the ExBo Decision.



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.





4. Corridor Organisation

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 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 Office with its permanent staff and Managing Director.

In order to facilitate the work regarding the RFC North Sea - Baltic 5 WG and 2 Subgroups are operating. 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 demand analysis and projections.

- **WG Timetable/C-OSS**
 - Corridor One Stop Shop (C-OSS);
 - capacity;
 - Book 4.



- **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 NS-B.

- **WG Infrastructure**

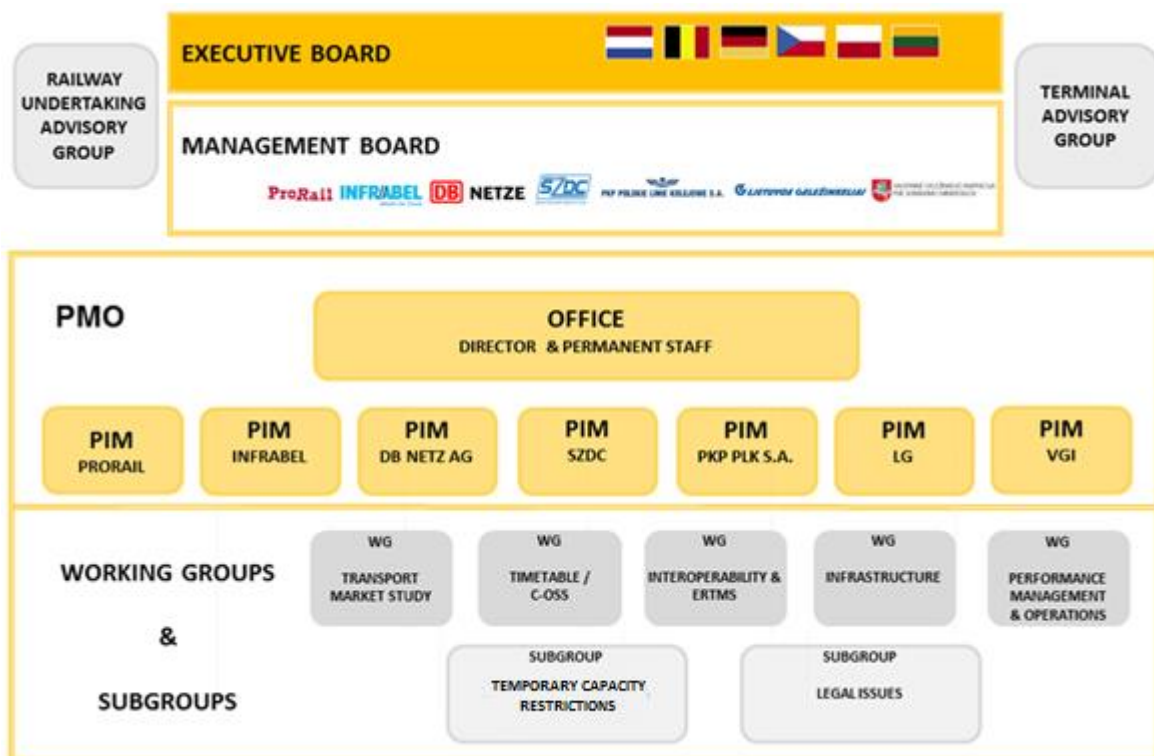
 - Capacity Improvement Study;
 - infrastructure bottlenecks;
 - indicative investment plan.

- **Subgroup Temporary Capacity Restrictions**

 - coordinating information on temporary capacity restrictions on the corridor level;
 - coordinating publication of temporary capacity restrictions on the corridor level.

- **Subgroup Legal Issues**

 - support for the MB in legal matters.



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:



A more detailed description of the C-OSS is provided in Book 4 – Procedures for Capacity and Traffic Management.





5. Contacts

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TAG Spokesperson:

Mr. Jörg Schulz

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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 the North Sea – Baltic Rail Freight Corridor of 15 December 2016 adopting the framework for capacity allocation on the North Sea – Baltic Rail Freight Corridor.

7. Legal Status

National Network Statements are produced in different legal contexts and this needs to be considered while analyzing the nature of CIDs. Given the definitions provided in the Regulation, the likely indications concerning the legal character of the CID, depending on the end solution determined by the corridor organizations, are presented in the table below.

| <u>Book</u> | <u>Legal character</u> |
|------------------------------|---|
| Book 1 | Binding, depending on the quality of the information given in the following books |
| Book 2 | Depending on the national legislation governing the NS |
| Book 3 | Depending on the national legislation governing Terminals |
| Book 4 | Binding if defined exclusively by the Corridor according to Reg. 913/2010 Art. 14.1. If not, it will depend on the character of the NS Excerpt (Book 2) |
| Book 5 - Implementation Plan | Binding |

In this context “legally binding” means information that is complete, valid and subject to legal responsibility.

8. Validity and Updating Process

The validity and updating is different for every of the 5 books. In general, the CID is published each year in January together with the publication of the PaP catalogue. 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.



9. Publishing

The CID is available in electronic version on the Corridor website: <http://www.rfc8.eu/customer/corridor-information-document> and as a link in the Customer Information Platform.

10. IT Tools

Path Coordination System

The **Path Coordination System** (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** (TIS) 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** (CIS) is an infrastructure charge information system for Applicants 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/>

Customer Information Platform

The **Customer Information Platform** (CIP) is an interactive, Internet-based information tool. By means of a Graphical User Interface (GUI), CIP provides precise information on the routing, terminals, infrastructure investment projects and maintenance works as well as basic track properties of the participating Rail Freight Corridors (RFCs). At the moment CIP displays information on railway infrastructure in 18 European countries covering the network of 6 out of 9 RFCs: Rhine-Alpine (RFC 1), North Sea – Mediterranean (RFC 2), Scandinavian – Mediterranean (RFC 3), Atlantic (RFC 4), Baltic – Adriatic (RFC 5) and North Sea – Baltic (RFC 8). The remaining RFCs are invited to join the CIP CCB as observers and to become CIP users at a later point in time.

- More information about CIP is available on: <http://info-cip.rne.eu/>

11. Corridor Language

The language of the CID and the language used on the corridor is English.

