



Rail Freight Corridor
North Sea – Baltic



CID Harmonization

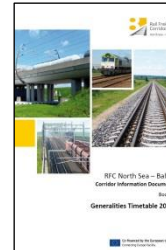
15.09.2016 RAG/TAG meeting in Prague



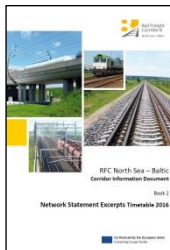
Co-financed by the European Union
Connecting Europe Facility

Corridor Information Document

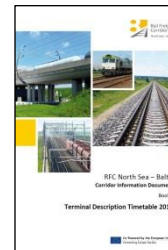
CID consists of 5 books with information for customers and comprehensive description of the Corridor.



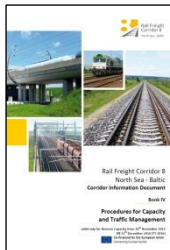
In Book 1 an introductory information, inter alia brief description of content of all Books, general description of the Corridor and contact details are presented.



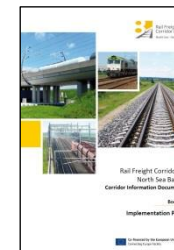
In Book 2 links to relevant parts of Networks Statements of the Corridor IMs are delivered. These documents have harmonized structure.



In Book 3 information on the characteristics and access conditions of the terminals and marshalling yards along the Corridor is provided.



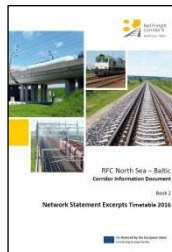
In Book 4 descriptions of the procedures for capacity allocation by the C-OSS, traffic management and coordination of works are described. All definitions concerning applicants, the usage of the C-OSS and its products and how to order them are explained.



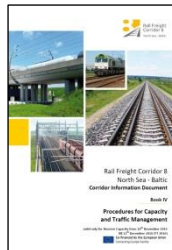
In Book 5 description of the characteristics of the Corridor, essential elements of the TMS, objectives of the Corridor, indicative investment plan, measures to implement art. 12-19 of the Regulation are included.

Harmonization of CID

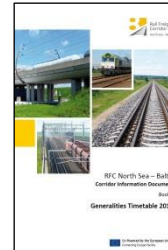
We are moving forward and CID must be harmonized to become a single document for all RFC corridors.



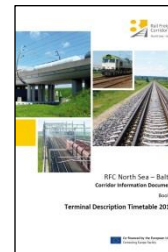
Book 2 will be one excel list for all corridors providing links to the relevant chapters of the network statements for TT2018



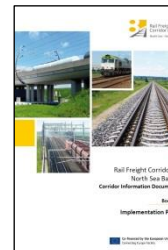
Book 4 one common text for corridors indicating parts specific to the respective corridors.



In Book 1 : RFC8 initiates process of harmonization in RFC Talks.

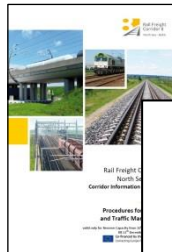


In Book 3: RFC8 initiates process of harmonization in RFC Talks.



Book 5 will remain specific for each corridor.

Harmonization of CID BOOK 4 – Explanation of the structure



1 Introduction

This CID Book 4 describes the procedures for capacity allocation by the Corridor One-Stop-Shop (C-OSS established by the Management Board (MB) of Corridor [Corridor name] consisting of IMs / ABs as they are [name of the IMs/ABs]). Planned Temporary Capacity Restrictions (TCRs) and Traffic Management.

All rules concerning applicants, the usage of the C-OSS and its products - Pre-Arranged Paths (PaP) and Reserve Capacity (RC), - and how to order them are explained here. The processes, provisions and steps related to PaPs and RC refer to the Regulation (EU) 913/2010 and are valid for all applicants. For all other issues, the relevant conditions presented in the Network Statements of the Infrastructure managers concerned (IMs) / Allocation bodies (ABs) are applicable.

This document undergoes a yearly revision and is updated before the start of the yearly allocation process for PaPs. Changes in the legal base of this document (e.g. changes in EU regulations, Framework for Capacity Allocation or national regulations) will be implemented with each revision. Any changes during the running allocation process will be communicated directly to the applicants by publication on the RFC's website.

For a better understanding and to respect particularities of one or some Rail Freight Corridors (RFCs), the common procedures are always written at the beginning of a chapter. The particularities of RFC X are placed under the common texts and marked as shown below.

Logo of the corridor

The RFC-specific parts are displayed in this frame with the RFC logo on the top. The frame shall have an RFC-specific colour for better visibility.

Each RFC has still his own CID Book 4 with their individual layout **BUT** for all Book 4 the text which is not displayed in a “box” is the same for each RFC.

RFC specific parts are displayed in a “box” with the RFC logo on the top