Corridor Information Document (CID)
RFC Rhine-Alpine

2023 timetable year

Version control

Version	Chapter changed	Changes compared to the previously published version	X marks which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
10.01.2022	New version			
11.01.2022	1.4	Name of German ministry		X

Table of contents

Glossary

A general glossary which is harmonised over all Corridors is available under the following link:

https://rne.eu/wp-content/uploads/NS_CID_Glossary_2021.xlsx.

1 General Information

1.1 Introduction

Rail Freight Corridors were established according to the Regulation (EU) 913/2010 of 22 September 2010 concerning a European rail network for competitive freight (hereinafter: Regulation), which entered into force on 9 November 2010. The purpose of the Regulation is to create a competitive European rail network composed of international freight corridors with a high level of performance. It addresses topics such as governance, investment planning, capacity allocation, traffic management and quality of service and introduces the concept of Corridor One-Stop-Shops.

In total, eleven corridors are now implemented and subsequent Commission Decisions determined several corridor extensions. The map of the corridors is displayed in the Customer Information Platform (CIP).

The role of the corridors is to increase the competitiveness of international rail freight in terms of performance, capacity allocation, harmonisation of procedures and reliability with the aim to support the shift from road to rail and to promote the railway as a sustainable transport system.

1.2 Purpose of the CID

The Corridor Information Document (CID) is set up to provide all corridor-related information and to guide all applicants and other interested parties easily through the workings of the Corridor in line with Article 18 of the Regulation.

This CID applies the RNE CID Common Texts and Structure so that applicants can access similar documents for different corridors and in principle, as in the case of the national Network Statements (NS), find the same information in the same place in each one.

For ease of understanding and in order to respect the particularities of some corridors, common procedures are always written at the beginning of a chapter. The particularities of the Corridor are placed below the common text and marked as follows:


The corridor-specific parts are displayed in this frame.

The CID is divided into four Sections:

- Section 1: General Information,
- Section 2: Network Statement Excerpts,
- Section 3: Terminal Description,
- Section 4: Procedures for Capacity, Traffic and Train Performance Management.

According to the Regulation, the Corridor shall also publish an Implementation Plan, which covers the following topics:

- Description of the characteristics of the Corridor,
- Essential elements of the Transport Market Study (TMS),
- Objectives and performance of the Corridor,

- Indicative investment plan,
- Measures to implement Articles 12 to 19 of the Regulation.

During the drafting of the Implementation Plan, the input of the stakeholders is taken into account following a consultation phase. The Implementation Plan is approved by the Executive Board of the Corridor before publication.

The Implementation Plan of the Corridor can be found under the following link: https://cip.rne.eu/apex/download_my_file?in_document_id=10585

1.3 Corridor Description

The railway lines of the Corridor are divided into:

- **Principal lines:** on which PaPs are offered,
- **Diversionary lines:** on which PaPs may be considered temporarily in case of disturbances, e.g. long-lasting major construction works on the principal lines,
- **Connecting lines:** lines connecting the corridor lines to a terminal (on which PaPs may be offered but without an obligation to do so),
- **Expected lines:** any of above-mentioned which are either planned for the future or under construction but not yet completely in service. An expected line can also be an existing line which shall be part of the RFC in the future.

For further details on the geographical alignment of the Corridor please refer to the CIP under: https://cip-online.rne.eu/.

1.4 Corridor Organisation

In accordance with Article 8 of the Regulation, the governance structure of the Corridor assembles the following entities:

- Executive Board (ExBo): composed of the representatives of the Ministries of Transport along the Corridor.

Members of the ExBo of the Corridor are as follows: The Netherlands: Ministry of Infrastructure and Water Management Belgium: Federal Public Service Mobility and Transport Germany: Federal Ministry for Digital and Transport Switzerland: Federal Office of Transport Italy: Ministry of Infrastructures and Transport

- Management Board (MB): composed of representatives of the IMs and (where applicable) ABs along the Corridor, responsible for the development of the Corridor. The MB is the decision-making body of the respective Corridor.

Members of the MB of the Corridor are as follows:

The Netherlands: ProRail

Belgium: Infrabel

Germany: DB Netz

Switzerland: SBB Infrastruktur, BLS Netz and Schweizerische Trassenvergabestelle

Italy: Rete Ferroviaria Italiana RFI

- Railway Undertaking Advisory Group (RAG): composed of RUs interested in the use of the Corridor.

Any interested RU and non-RU applicants are kindly invited to participate in the RAG meetings. Please contact the Office to be included in the member list (see Chapter 1.5).

- Terminal Advisory Group (TAG): composed of managers and owners of the terminals of the Corridor, including, where necessary, sea and inland waterway ports.

The organigram of the Corridor can be found below.

https://www.corridor-rhine-alpine.eu/files/downloads/others/20200109-RFC-Rhine-Alpine-Organigramm.jpeg

The Corridor organisation is based on a contractual agreement between the IMs and (where applicable) ABs along the Corridor.

For the execution of the common tasks the MB has decided to build up the following structure:

Organisation of RFC Rhine-Alpine: https://www.corridor-rhine-alpine.eu/organisation.html

To fulfil the tasks described in Article 13 of the Regulation, a Corridor One-Stop-Shop (C-OSS) was established as a single point of contact for requesting and receiving answers regarding infrastructure capacity for freight trains crossing at least one border along the Corridor. For contact details see 1.5 and 4.2.2.

1.5 Contacts

Applicants and any other interested parties wishing to obtain further information can contact the following persons:

C-OSS RFC Rhine-Alpine

Stephanie Bscheid
Adam-Riese-Strasse 11-13
D-60327 Frankfurt am Main

Phone: +49 69 265 267 71

Mobile: +49 160 974 675 34
e-mail: coss@corridor-rhine-alpine.eu

EEIG Corridor Rhine-Alpine EWIV
Programme Management Office
Adam-Riese-Strasse 11-13
D-60327 Frankfurt am Main

Phone: + 49 69 265 48654
e-mail: EEIG@deutschebahn.com

Further contacts are published on the website under the following link:

https://www.corridor-rhine-alpine.eu/contact.html

1.6 Legal status

This CID is drawn up, regularly updated and published in accordance with Article 18 of the Regulation regarding information on the conditions of use of the freight corridor. By applying for capacity on the Corridor, the applicants accept the provisions of Section 4 of this CID. Parts of this CID may be incorporated into contractual documents.

Every effort has been made to ensure that the information is complete, correct and valid. The involved IMs/ABs accept no liability for direct or indirect damages suffered as a result of obvious defects or misprints in this CID or other documents. Moreover, all responsibility for the content of the national NSs or any external sites referred to in this publication (links) is declined.

1.7 Validity Period, Updating and Publishing

This CID is valid for timetable year 2023 and all associated capacity allocation processes related to this timetable year.

The CID is published for each timetable year on the 2nd Monday of January of the previous timetable year.

The CID can be updated when necessary according to:

- changes in the rules and deadlines of the capacity allocation process,
- changes in the railway infrastructure of the member states,
- changes in services provided by the involved IMs/ABs,
- changes in charges set by the member states,
- etc.

The CID is also available free of charge in the Network and Corridor Information (NCI) portal as described in 1.8.5. In the portal, several corridors can be selected to create a common CID in order to optimise efforts of applicants interested in using more than one corridor to find all relevant information about all of the corridors concerned.

1.8 IT tools

The Corridor uses the following common IT tools provided by RNE in order to facilitate fast and easy access to the corridor infrastructure / capacity and corridor-related information for the applicants.

1.8.1 Path Coordination System (PCS)

PCS is the single tool for publishing the binding PaP and RC offer of the Corridor and for placing and managing international path requests on the Corridor. Access to the tool is free of charge and granted to all applicants who have a valid, signed PCS User Agreement with RNE. To receive access to the tool, applicants have to send their request to RNE via support.pcs@rne.eu.

More information can be found in 4.2.5 of this CID and via http://pcs.rne.eu.

1.8.2 Train Information System (TIS)

TIS is a web-based application that supports international train management by delivering real-time train data concerning international trains. The relevant data are obtained directly from the IMs' systems. The IMs send data to TIS, where all the information from the different IMs is combined into one train run from departure or origin to final destination. In this manner, a train can be monitored from start to end across borders. TIS also provides support to the Corridor Train Performance Management by providing information for punctuality, delay and quality analysis.

CORRIDOR RHINE-ALPINE
All IMs on the Corridor participate in TIS.

RUs and terminal operators may also be granted access to TIS by signing the TIS User Agreement with RNE. By signing this Agreement, the TIS User agrees to RNE sharing train information with cooperating TIS Users. The TIS User shall have access to the data relating to its own trains and to the trains of other TIS Users if they cooperate in the same train run (i.e. data sharing by default).

Access to TIS is free of charge. A user account can be requested via the RNE TIS Support: support.tis@rne.eu. For more information please visit the RNE TIS website: http://tis.rne.eu.

1.8.3 Charging Information System (CIS)

CIS is an infrastructure charging information system for applicants provided by IMs and ABs. The web-based application provides fast information on indicative charges related to the use of European rail infrastructure and estimates the price for the use of international train paths. It is an umbrella application for the various national rail infrastructure charging systems. CIS also enables an RFC routing-based calculation of infrastructure charge estimates. It means that the users can now define on which RFC(s) and which of their path segments they would like to make a query for a charge estimate.

Access to CIS is free of charge without user registration. For more information please visit the RNE CIS website http://cis.rne.eu or contact the RNE CIS Support: support.cis@rne.eu.

CORRIDOR RHINE-ALPINE
All IMs on the Corridor participate in CIS.

1.8.4 Customer Information Platform (CIP)

CIP is an interactive, internet-based information tool.

Access to the CIP is free of charge and without user registration.

For accessing the application, as well as for further information, use the following link:

http://info-cip.rne.eu/

By means of a Graphical User Interface (GUI), CIP provides precise information on the routing, terminals, specific track properties and infrastructure investment projects, as well as ICM lines and their re-routing options of the participating corridors. All essential corridor-related information documents, such as this CID, capacity offer and temporary capacity restrictions (TCRs) are also accessible in CIP.

1.8.5 Network and Corridor Information (NCI) portal

The NCI is a common web portal where NSs and CIDs are made available in a digitalised and user-friendly way.

Access to the NCI portal is free of charge and without user registration. For accessing the application, as well as for further information, use the following link: http://nci.rne.eu/.

1.9 Corridor Language

The common working language on the Corridor, as well as the original version of the CID, is English.

In case of inconsistencies between the English and the translated version, if existent, the English version of the CID always prevails.

The language used in operations is determined by national law.

2 Network Statement Excerpts

Each IM and – if applicable – AB of the Corridor publishes its Network Statement (NS) for each timetable year on its website, as well as in a digitalised way in the NCI portal at http://nci.rne.eu/ with the aim to give an easy and user-friendly access to network and corridor-related information to all the interested parties in line with Article 18 of the Regulation (see also 1.8.5).

The users can search in the contents of the various NS documents and easily compare them.

3 Terminal Description

Article 18 of the Regulation obliges the MB of the Corridor to publish a list of terminals belonging to the Corridor and their characteristics in the CID.

In accordance with Article 2.2c of the Regulation, 'terminal' means '*the installation provided along the freight corridor which has been specially arranged to allow either the loading and/or the unloading of goods onto/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*'.

According to Implementing Regulation (EU) 2177/2017, operators of service facilities, hence also terminal operators, are obliged to make available detailed information about their facilities to the IMs.

The purpose of this section of the CID is to give an overview of the terminal landscape along the Corridor while also including relevant information on the description of the terminals via links, if available.

The terminals along the Corridor are also displayed in a map in the CIP: www.cip.rne.eu.

The information provided in this section of the CID and in the CIP are for information purposes only. The Corridor cannot guarantee that the terminals in the CIP are exhaustively displayed and that the information is correct and up-to-date.

Annex 3A provides a list of the terminals along the Corridor, together with a link to a detailed terminal description in the NSs, if provided by the terminal.

4 Procedures for Capacity, Traffic and Train Performance Management

4.1 Introduction

This Section of the CID describes the procedures for capacity allocation by the C-OSS, planned Temporary Capacity Restrictions (TCRs), Traffic Management and Train Performance Management on the Corridor.

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 here. The processes, provisions and steps related to PaPs and RC refer to 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.

Pilots are being conducted on parts of some RFCs to test the results of the RNE-FTE project Redesign of the International Timetabling Process: 'TTR for Smart Capacity Management' (TTR). The lines concerned are the following:

- RFC Rhine-Alpine: Basel – Mannheim – Aachen,
- RFC North Sea-Mediterranean: Amsterdam – Paris.
- RFC Atlantic: Mannheim – Miranda de Ebro.
- RFC Baltic-Adriatic: Břeclav – Tarvisio-B./Jesenice/Spielfeld (except for the line Villach-Jesenice, which is not part of RFC Baltic-Adriatic).

Specific rules and terms for capacity allocation are applicable on these parts of the Corridors, which the MB of the particular Corridors decide upon.

CORRIDOR RHINE-ALPINE
RFC Rhine-Alpine does not participate in a TTR pilot project.

Some of these pilots follow the rules and terms described and defined in Annex 4 of the Framework for Capacity Allocation. For all other lines of the above Corridors, the rules described in this Section 4 apply.

This document is revised and updated every year before the start of the yearly allocation process for PaPs. Changes in the legal basis 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 through publication on the Corridor's website.

4.2 Corridor OSS

According to Article 13 of the Regulation, the MB of the Corridor has established a C-OSS. The tasks of the C-OSS are carried out in a non-discriminatory way and it maintains confidentiality regarding applicants.

4.2.1 Function

The C-OSS is the only body where applicants may request and receive dedicated infrastructure capacity for international freight trains on the Corridor. The handling of the requests takes place in a single place and a single operation. The C-OSS is exclusively responsible for performing all the activities related to the publication and allocation decision with regard to requests for PaPs and RC on behalf of the IMs / ABs concerned.

4.2.2 Contact

CORRIDOR RHINE-ALPINE	
Address	C-OSS Corridor Rhine-Alpine c/o Stephanie Bscheid Adam-Riese-Strasse 11-13 D-60327 Frankfurt am Main Germany
Phone	+49 69 265 267 71 +49 160 974 675 34
Email	coss@corridor-rhine-alpine.eu

4.2.3 Language of the C-OSS

The official language of the C-OSS for correspondence is English.

4.2.4 Tasks of the C-OSS

The C-OSS executes the tasks below during the following processes:

- Collection of international capacity wishes:
  - Consult all interested applicants in order to collect international capacity wishes and needs for the annual timetable by having them fill in a survey. This survey is sent by the C-OSS to the applicants and/or published on the Corridor's website. The results of the survey will be one part of the inputs for the predesign of the PaP offer. It is important to stress that under no circumstances the Corridor can guarantee the fulfilment of all expressed capacity wishes, nor will there be any priority in allocation linked to the provision of similar capacity.

- Predesign of PaP offer:
  - Give advice on the capacity offer, based on input received from the applicants, and the experience of the C-OSS and IMs/ABs, based on previous years and the results of the Transport Market Study

- Construction phase:
  - Monitor the PaP/RC construction to ensure harmonised border crossing times, calendar days and train parameters

- Publication phase:
  - Publish the PaP catalogue at X-11 in the Path Coordination System (PCS)
  - Inspect the PaP catalogue in cooperation with IMs/ABs, perform all needed corrections of errors detected by any of the involved parties until X-10.5
  - Publish offer for the late path request phase (where late path offer is applicable) in PCS
  - Publish the RC at X-2 in PCS

- Allocation phase: annual timetable (annual timetable process)
  - Collect, check and review all requests for PaPs including error fixing when possible
  - Create a register of the applications and keep it up-to-date (see 4.2.4.1)
  - Manage the resolution of conflicting requests through consultation where applicable
  - In case of conflicting requests, take a decision on the basis of priority rules adopted by the Executive Board along the Corridor (see Framework for Capacity Allocation (FCA) in Annex 4.A)
  - Propose alternative PaPs, if available, to the applicants whose applications have a lower priority value (K value) due to a conflict between several path requests
  - Transmit path requests that cannot be treated to the IM/AB concerned, in order for them to elaborate tailor-made offers
  - Pre-book capacity and inform applicants about the results at X-7.5
  - Allocate capacity (PaPs) in conformity with the relevant international timetabling deadlines and processes as defined by RailNetEurope (RNE) and according to the allocation rules described in the FCA
  - Monitor the construction of feeder and/or outflow paths by sending these requests to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonised border times), ask for correction
  - Send the responses/offers (draft offer and final offer including feeder and outflow) to the applicants on behalf of the IMs/ABs concerned
  - Keep the PaP catalogue updated

- Allocation phase: late path requests (annual timetable process)
  - Collect, check and review all requests for the late path request phase including error fixing when possible
  - Allocate capacity for the late path request phase where applicable
  - Monitor the construction of feeder and/or outflow paths by sending these requests to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonised border times), ask for correction
  - Send the responses/offers to the applicants on behalf of the IMs/ABs concerned
  - Keep the catalogue concerned updated

- Allocation phase: ad-hoc requests (RC) (running timetable process)
  - Collect, check and review all requests for RC including error fixing when possible
  - Create a register of the applications and keep it up-to-date
  - Allocate capacity for RC
  - Monitor the construction of feeder and/or outflow paths by sending these requests to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonised border times), ask for correction
  - Send the responses/offers to the applicants on behalf of the IMs/ABs concerned
  - Keep the RC catalogue updated

4.2.4.1 Path register

The C-OSS manages and keeps a path register up-to-date for all incoming requests, containing the dates of the requests, the names of the applicants, details of the documentation supplied and of incidents that have occurred. A path register shall be made freely available to all applicants concerned without disclosing the identity of other applicants, unless the applicants concerned have agreed to such a disclosure. The contents of the register will only be communicated to them on request.

4.2.5 Tool

PCS is the single tool for publishing the binding PaP and RC offer of the Corridor and for placing and managing international path requests on the Corridor (see also 1.8.1). Access to the tool is free of charge and granted to all applicants who have a valid, signed PCS User Agreement with RNE. To receive access to the tool, applicants have to send their request to RNE via support.pcs@rne.eu.

Applications for PaPs/RC can only be made via PCS to the involved C-OSS. If the application is made directly to the IMs/ABs concerned, they inform the applicant that they have to place a correct PaP request in PCS via the C-OSS according to the applicable deadlines. PaP capacity requested only through national tools will not be allocated.

In other words, PaP/RC applications cannot be placed through any other tool than PCS.

4.3 Capacity allocation

The decision on the allocation of PaPs and RC on the Corridor is taken by the C-OSS on behalf of the IMs/ABs concerned. As regards feeder and/or outflow paths, the allocation decision is made by the relevant IMs/ABs and communicated to the applicant by the C-OSS. Consistent path construction containing the feeder and/or outflow sections and the corridor-related path section has to be ensured.

All necessary contractual relations regarding network access have to be dealt with bilaterally between the applicant and each individual IM/AB.

4.3.1 Framework for Capacity Allocation

Referring to Article 14.1 of the Regulation, the Executive Boards of the Rail Freight Corridors agreed upon a common Framework for Capacity Allocation. The document is available in Annex 4.A. and below.

CORRIDOR RHINE-ALPINE
The Framework for Capacity Allocation can be found under the following link: FCA

The FCA constitutes the legal basis for capacity allocation by the C-OSS.

4.3.2 Applicants

In the context of a Corridor, an applicant means a railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities under Regulation (EC) No. 1370/2007 and shippers, freight forwarders and combined transport operators, with a commercial interest in procuring infrastructure capacity for rail freight.

Applicants shall accept the general terms and conditions of the Corridor in PCS before placing their requests.

Without accepting the general terms and conditions, the applicant will not be able to send the request. In case a request is placed by several applicants, every applicant requesting PaP

sections has to accept the general terms and conditions for each corridor on which the applicant is requesting a PaP section. In case one of the applicants only requests a feeder or outflow section, the acceptance of the general terms and conditions is not needed.

The acceptance shall be done only once per applicant and per corridor and is valid for one timetable period.

With the acceptance the applicant declares that it:

- has read, understood and accepted the Corridor's CID and, in particular, this Section 4,
- complies with all conditions set by applicable legislation and by the IMs/ABs involved in the paths it has requested, including all administrative and financial requirements,
- shall provide all data required for the path requests,
- accepts the provisions of the national Network Statements applicable to the path(s) requested.

In case of a non-RU applicant, it shall appoint the RU that will be responsible for train operation and inform the C-OSS and IMs/ABs about this RU as early as possible, but at the latest 30 days before the running day. If the appointment is not provided by this date, the PaP/RC is considered as cancelled, and national rules for path cancellation are applicable.

In case the applicant is a non-RU applicant, and applies for feeder / outflow paths, the national rules for nomination of the executing RU will be applied. In the table below the national deadlines for nomination of the executing RU for feeder / outflow paths can be found.

IM	Deadline
ProRail; Netherlands	Within 30 days before the traffic day
Infrabel; Belgium	7 days before the running day
DB Netz AG, Germany	30 days before first running day *Depending on RB, final approval expected beginning of 2022*
SBB / BLS / TVS Switzerland	30 days before first running day
RFI; Italy	30 days before running day

4.3.3 Requirements for requesting capacity

The Corridor applies the international timetabling deadlines defined by RNE for placing path requests as well as for allocating paths (for the Corridor calendar, see http://www.rne.eu/sales-timetabling/timetabling-calender/ or Annex 4.B).

All applications have to be submitted via PCS, which is the single tool for requesting and managing capacity on all corridors. The C-OSS is not entitled to create PCS dossiers on behalf of the applicant. If requested, the C-OSS can support applicants in creating the dossiers in order to prevent inconsistencies and guide the applicants' expectations (maximum 1 week prior to the request deadline). The IMs/ABs may support applicants by providing a technical check of the requests.

A request for international freight capacity via the C-OSS has to fulfil the following requirements:

- it must be submitted to a C-OSS by using PCS, including at least one PaP/RC section (for access to PCS, see1.8.1 and 4.2.5). Details are explained in the PCS User Manual http://cms.rne.eu/pcs/pcs-documentation/pcs-basics),
- it must cross at least one border on a corridor,
- it must comprise a train run from origin to destination, including PaP/RC sections on one or more corridors as well as, where applicable, feeder and/or outflow paths, on all of its running days. In certain cases, which are due to technical limitations of PCS, a request may have to be submitted in the form of more than one dossier. These specific cases are the following:
  - Different origin and/or destination depending on running day (But using identical PaP/RC capacity for at least one of the IMs for which capacity was requested).
  - Transshipment from one train onto different trains (or vice versa) because of infrastructure restrictions.
  - The IM/AB specifically asks the applicant to split the request into two or more dossiers.

  To be able for the C-OSS to identify such dossiers as one request, and to allow a correct calculation of the priority value (K value) in case a request has to be submitted in more than one dossier, the applicant should indicate the link among these dossiers in PCS. Furthermore, the applicant should mention the reason for using more than one dossier in the comment field.
- the technical parameters of the path request have to be within the range of the parameters – as originally published – of the requested PaP sections (exceptions are possible if allowed by the IM/AB concerned, e.g. when the timetable of the PaP can be respected)
- as regards sections with flexible times, the applicant may adjust/insert times, stops and parameters according to its individual needs within the given range.

CORRIDOR RHINE-ALPINE
No corridor specific requirements for additional cases on RFC Rhine-Alpine.

4.3.4 Annual timetable phase

4.3.4.1 PaPs

PaPs are a joint offer of coordinated cross-border paths for the annual timetable produced by IMs/ABs involved in the Corridor. The C-OSS acts as a single point of contact for the publication and allocation of PaPs.

PaPs constitute an off-the-shelf capacity product for international rail freight services. In order to meet the applicants' need for flexibility and the market demand on the Corridor, PaPs are split up in several sections, instead of being supplied as entire PaPs, as for example from Rotterdam, Vlissingen, Antwerp and Zeebrugge to Genoa. Therefore, the offer might also include some purely national PaP sections – to be requested from the C-OSS for freight trains crossing at least one border on a corridor in the context of international path applications.

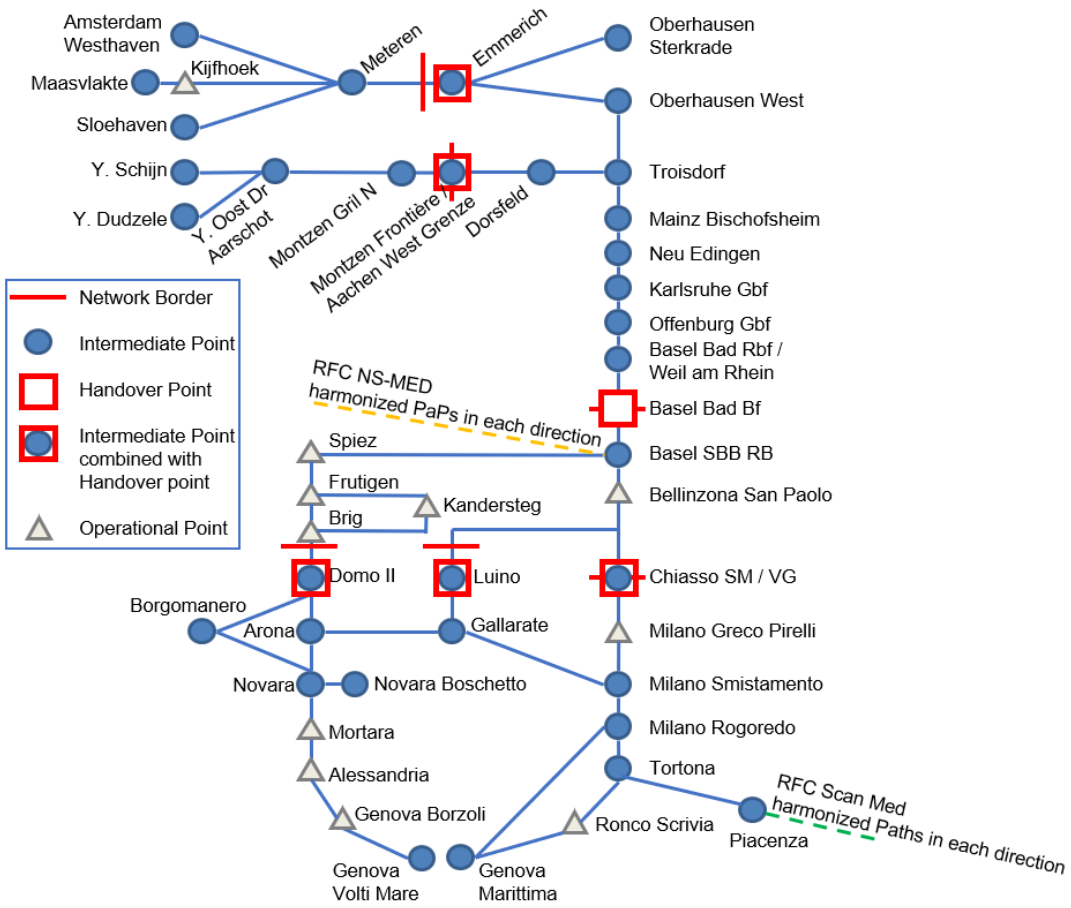
A catalogue of PaPs is published by the C-OSS in preparation of each timetable period. It is published in PCS and on the Corridor's website.

CORRIDOR RHINE-ALPINE

The PaP catalogue can be found under the following link:
https://www.corridor-rhine-alpine.eu/c-oss.html and CIP

PaPs are published in PCS at X-11. Between X-11 and X-10.5 the C-OSS is allowed to perform, in PCS, all needed corrections of errors regarding the published PaPs detected by any of the involved parties. In this phase, the published PaPs have 'read only' status for applicants, who may also provide input to the C-OSS regarding the correction of errors.

4.3.4.2 Schematic corridor map



Symbols in schematic corridor map:

Nodes along the Corridor, shown on the schematic map, are divided into the following types:

- Handover Point

  Point where planning responsibility is handed over from one IM to another. Published times cannot be changed. In case there are two consecutive Handover Points, only the departure time from the first Handover Point and the arrival time at the second Handover Point cannot be changed.

  On the maps, this is shown as:

  Handover Point

- Intermediate Point

  Feeder and outflow connections are possible. If the path request ends at an Intermediate Point without indication of a further path, feeder/outflow or additional PaP section, the destination terminal / parking facility of the train can be mentioned. Intermediate Points also allow stops for train handling, e.g. loco change, driver change, etc. An Intermediate Point can be combined with a Handover Point.

  On the maps, this is shown as:

   Intermediate Point

   Intermediate Point combined with Handover Point

- Operational Point

  Train handling (e.g. loco change, driver change) are possible as defined in the PaP section. No feeder or outflow connections are possible.

  On the maps, this is shown as:

   Operational Point

A schematic map of the Corridor can be found in Annex 4C.

4.3.4.3 Features of PaPs

A PaP timetable is published containing one of the following features:

- Sections with fixed times (data cannot be modified in the path request by an applicant).
  - Capacity with fixed origin, intermediate and destination times within one IM/AB.
  - Intermediate Points and Operational Points (as defined in 4.3.4.2) with fixed times. Requests for changes to the published PaP have to be examined by the IMs/ABs concerned and can only be accepted if they are feasible and if this does not change the calculation of the priority rule in case of conflicting requests at X-8.
- Sections with flexible times (data may be modified in the path request by an applicant according to individual needs, but without exceeding the given range of standard running times, stopping times and train parameters. Where applicable, the maximum number of stops and total stopping time per section have to be respected).
  - Applicants are free to include their own requirements in their PaP request within the parameters mentioned in the PaP catalogue.
  - Where applicable, the indication of standard journey times for each corridor section has to be respected.
  - Optional: Intermediate Points (as defined in 4.3.4.2) without fixed times. Other points on the Corridor may be requested.
  - Optional: Operational Points (as defined in 4.3.4.2) without fixed times.

Requests for changes outside of the above-mentioned flexibility have to be examined by the IMs/ABs concerned if they accept the requests. The changes can only be accepted if they are feasible.

The C-OSS promotes the PaPs by presenting them to existing and potential applicants.

CORRIDOR RHINE-ALPINE
Due to infrastructure specificities, Corridor Rhine-Alpine knows the following two additional type of sections

- Sections with standard common parameters
    - the parameters display the maximal value and cannot be exceeded
    - standard common parameters to fit in the major part of the path requests
    - Applicants have the freedom to include their own requirements in their PaP request within the parameters mentioned in the PaP catalogue
- Exception: Sections with minimum parameters (Basel SBB RB – Brig – Domodossola) (concerned PaP defined in annex 4.D-5)
    - Within those sections the request must exceed the profile of PC 45/364.
    - Requests which do not exceed the minimum parameter will be handed over directly to the responsible IM to be planned within the national allocation process.

The following PaP combinations on the Corridor Rhine-Alpine are possible

- Sections with fixed times and standard common parameter
- Sections with fixed times and minimum parameter
- Sections with flexible times and standard common parameter

On Corridor Rhine – Alpine there are further national specificities known in Germany and Switzerland, please see Annex 4.D.

4.3.4.4 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor. A PaP offer harmonised by different corridors may be published and indicated as such. The applicant may request PaP sections on different corridors within one request. Each C-OSS remains responsible for allocating its own PaP sections, but the applicant may address its questions to only one of the involved C-OSSs, who will coordinate with the other concerned C-OSSs whenever needed.

CORRIDOR RHINE-ALPINE		
Corridor Rhine-Alpine is connected to	at / between	offer
Corridor North Sea – Mediterranean	Basel SBB RB	Harmonised PaP offer
Corridor Scan Med	Piacenza	Harmonised path offer

4.3.4.5 PaPs on overlapping sections

The layout of the corridor lines leads to situations where some corridor lines overlap with others. The aim of the corridors, in this case, is to prepare the best possible offer, taking into account the different traffic flows and to show the possible solutions to link the overlapping sections concerned with the rest of the corridors in question.

In case of overlapping sections, corridors may develop a common offer, visible via all corridors concerned. These involved corridors will decide which C-OSS is responsible for the final allocation decision on the published capacity. In case of conflict, the responsible C-OSS will deal with the process of deciding which request should have priority together with the other C-OSSs. In any case, the applicant will be consulted by the responsible C-OSS.


Corridor Rhine-Alpine has no common offer on overlapping sections.

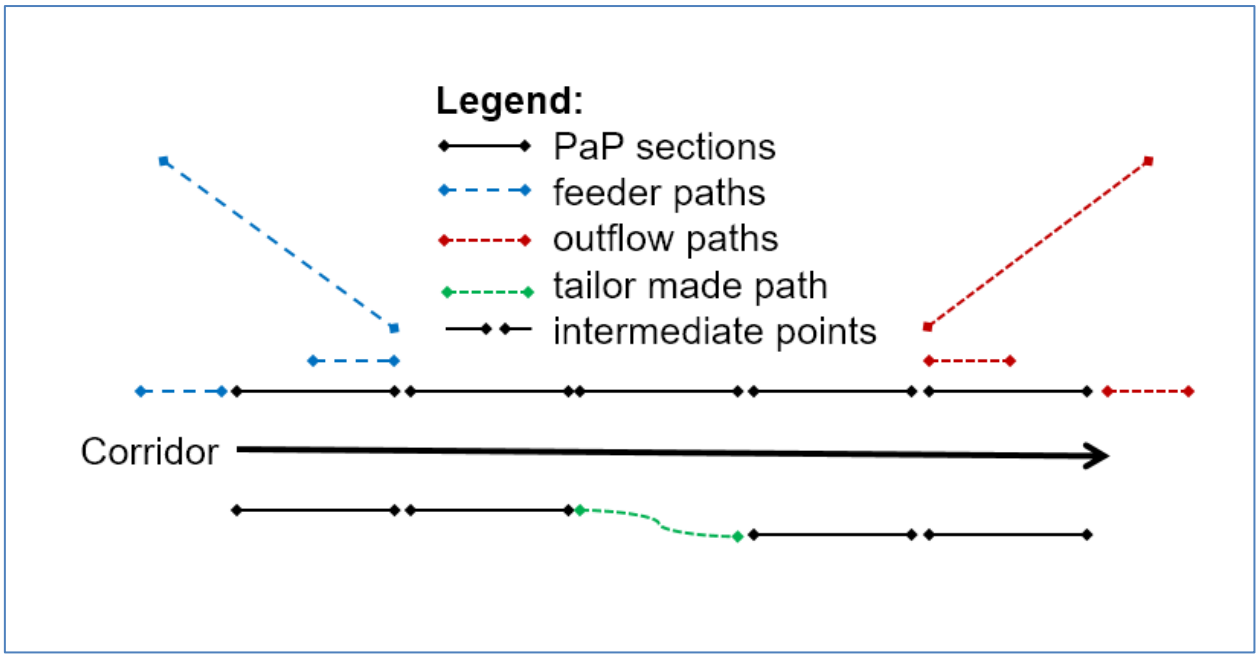
4.3.4.6 Feeder, outflow and tailor-made paths

In case available PaPs do not cover the entire requested path, the applicant may include a feeder and/or outflow path to the PaP section(s) in the international request addressed to the C-OSS via PCS in a single request.

A feeder/outflow path refers to any path section prior to reaching an Intermediate Point on a corridor (feeder path) or any path section after leaving a corridor at an Intermediate Point (outflow path).

Feeder / outflow paths will be constructed on request in the PCS dossiers concerned by following the national path allocation rules. The offer is communicated to the applicant by the C-OSS within the same time frame available for the communication of the requested PaPs. Requesting a tailor-made path between two PaP sections is possible, but because of the difficulty for IMs/ABs to link two PaP sections, a suitable offer might be less likely (for further explanation see 4.3.4.16).

Graph with possible scenarios for feeder/outflow paths in connection with a request for one or more PaP section(s):



4.3.4.7 Handling of requests

The C-OSS publishes the PaP catalogue at X-11 in PCS, inspects it in cooperation with IMs/ABs, and performs all needed corrections of errors detected by any of the involved parties until X-10.5. Applicants can submit their requests until X-8. The C-OSS offers a single point of contact to applicants, allowing them to submit requests and receive answers regarding corridor capacity for international freight trains crossing at least one border on a corridor in one single operation. If requested, the C-OSS can support applicants in creating the dossiers in order to prevent inconsistencies and guide the applicants' expectations. The IMs/ABs may support the applicants by providing a technical check of the requests.

4.3.4.8 Leading tool for the handling of capacity requests

Applicants sending requests to the C-OSS shall use PCS. Within the construction process of feeder and/or outflow paths and tailor-made paths, the national tool may show additional information to the applicant.

The following matrix shows for each step of the process which tool is considered as the leading tool.

Phase	Application (till X-8)	Withdrawal (X-8)	Pre-booking (X-7.5)	Draft offer (X-5)	Observation (X-5 till X-4)	Final offer (X-3.5)	Acceptance (until X-3)	Modification (after X-4)	Cancellation (after X-4)
Leading tool	PCS	PCS	PCS	PCS	PCS	PCS	PCS	National tool/PCS	National tool/PCS
Additional tool			Email (for pre-booking information)						

CORRIDOR RHINE-ALPINE

All requests for modification and/or cancellation must be placed in IM's national tool only.

4.3.4.9 Check of the applications

The C-OSS assumes that the applicant has accepted the published PaP characteristics by requesting the selected PaP. However, for all incoming capacity requests it will perform the following plausibility checks:

- Request for freight train using PaP and crossing at least one border on a corridor
- Request without major change of parameters

If there are plausibility flaws, the C-OSS may check with the applicant whether these can be resolved:

- if the issue can be solved, the request will be corrected by the C-OSS (after the approval of the applicants concerned) and processed like all other requests. The applicant has to accept or reject the corrections within 5 calendar days. In case the applicant does not answer or reject the corrections, the C-OSS forwards the original request to the IM/AB concerned.
- if the issue cannot be resolved, the request will be rejected.

All requests not respecting the published offer are immediately forwarded by the C-OSS to the IM/AB concerned for further treatment. In those cases, answers are provided by the involved IM/AB. The IMs/ABs will accept them as placed in time (i.e. until X-8).

CORRIDOR RHINE-ALPINE

Checks of the C-OSS additional steps:

- Legitimation Applicants (includes the acceptance of terms and conditions)
- Plausibility of PaP request due to the timetable
- Routing, start/final point (terminal) and feeder/ outflow of request
- Identical Running Days for whole PaP request
- Flex-PaP due to the range of flexibility
- PaP requests with special cases
- Doubling of train numbers
- Parameter of PaP request
- Parameter national specialities

In case of missing or inconsistent data the C-OSS directly contacts the leading applicant and asks for the relevant data update/changes to be delivered within 5 calendar days.

In general: in case a request contains PaPs on several corridors, the C-OSSs concerned check the capacity request in cooperation with the other involved C-OSS(s) to ensure their cooperation in treating multiple corridor requests. This way, the cumulated length of PaPs requested on each corridor is used to calculate the priority value (K value) of possible conflicting requests (see more details in 4.3.4.11). The different corridors can thus be seen as part of one combined network.

4.3.4.10 Pre-booking phase

In the event of conflicting requests for PaPs placed until X-8, a priority rule is applied. The priority rules are stated in the FCA (Annex 4.A) and in 4.3.4.11.

On behalf of the IMs/ABs concerned and according to the result of the application of the priority rules - as detailed in 4.3.4.11 - the C-OSS pre-books the PaPs.

The C-OSS also forwards the requested feeder/outflow path and/or adjustment to the IMs/ABs concerned for elaboration of a timetable offer fitting to the PaP already reserved (pre-booked), just as might be the case with requests with a lower priority value (priority rule process below). The latter will be handled in the following order:

- consultation may be applied
- alternatives may be offered (if available)
- if none of the above steps were applied or successful, the requested timetable will be forwarded to the IMs/ABs concerned to elaborate a tailor-made offer as close as possible to the initial request.

4.3.4.11 Priority rules in capacity allocation

Conflicts are solved with the following steps, which are in line with the FCA:

A) A resolution through consultation may be promoted and performed between applicants and the C-OSS, if the following criteria are met:
   - The conflict is only on a single corridor.
   - Suitable alternative PaPs are available.

B) Applying the priority rule as described in Annex 1 of the FCA (see Annex 4.A) and in 4.3.4.13 and 4.3.4.14.
   a. Cases where no Network PaP is involved (see 4.3.4.13)
   b. Cases where Network PaP is involved in at least one of the requests (see 4.3.4.14)

   The Table of Distances in Annex 4.E shows the distances taken into account in the priority calculation.

C) Random selection (see 4.3.4.15).

In the case that more than one PaP is available for the published reference PaP, the C-OSS pre-books the PaPs with the highest priority until the published threshold is reached. When this threshold is reached, the C-OSS will apply the procedure for handling requests with a lower priority as listed above.

CORRIDOR RHINE-ALPINE
Corridor Rhine-Alpine does not apply conflict-solving through consultation.

4.3.4.12 Network PaP

A Network PaP is not a path product. However, certain PaPs may be designated by corridors as ‘Network PaPs’, in most cases for capacity requests involving more than one corridor. Network PaPs are designed to be taken into account for the definition of the priority of a request, for example on PaP sections with scarce capacity. The aim is to make the best use of available capacity and provide a better match with traffic demand.

CORRIDOR RHINE-ALPINE
Corridor Rhine-Alpine does not designate any Network PaPs.

4.3.4.13 Priority rule in case no Network PaP is involved

The priority is calculated according to this formula:

$$K = (L^{PAP} + L^{F/O}) \times Y^{RD}$$

L^{PAP} = Total requested length of all PaP sections on all involved RFCs included in one request. The definition of a request can be found in Chapter 4.3.3.

$L^{F/O}$ = Total requested length of the feeder/outflow path(s) included in one request; for the sake of practicality, is assumed to be the distance as the crow flies.

Y^{RD} = Number of requested running days for the timetable period. A running day will only be taken into account for the priority calculation if it refers to a date with a published PaP offer for the given section.

K = The rate for priority

All lengths are counted in kilometres.

The method of applying this formula is:

- in a first step the priority value (K) is calculated using only the total requested length of pre-arranged path (L^{PAP}) multiplied by the Number of requested running days (Y^{RD});
- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of the complete paths ($L^{PAP} + L^{F/O}$) multiplied by the number of requested running days (Y^{RD}) in order to separate the requests;
- if the requests cannot be separated in this way, a random selection is used to separate the requests. This random selection is described in 4.3.4.15.

4.3.4.14 Priority rule if a Network PaP is involved in at least one of the conflicting requests

CORRIDOR RHINE-ALPINE
Corridor Rhine-Alpine does not offer any Network PaPs.

4.3.4.15 Random selection

If the requests cannot be separated by the above-mentioned priority rules, a random selection is used to separate the requests.

- The respective applicants will be acknowledged of the undecided conflict before X-7.5 and invited to attend a drawing of lots.
- The actual drawing will be prepared and executed by the C-OSS, with complete transparency.
- The result of the drawing will be communicated to all involved parties, present or not, via PCS and e-mail, before X-7.5.

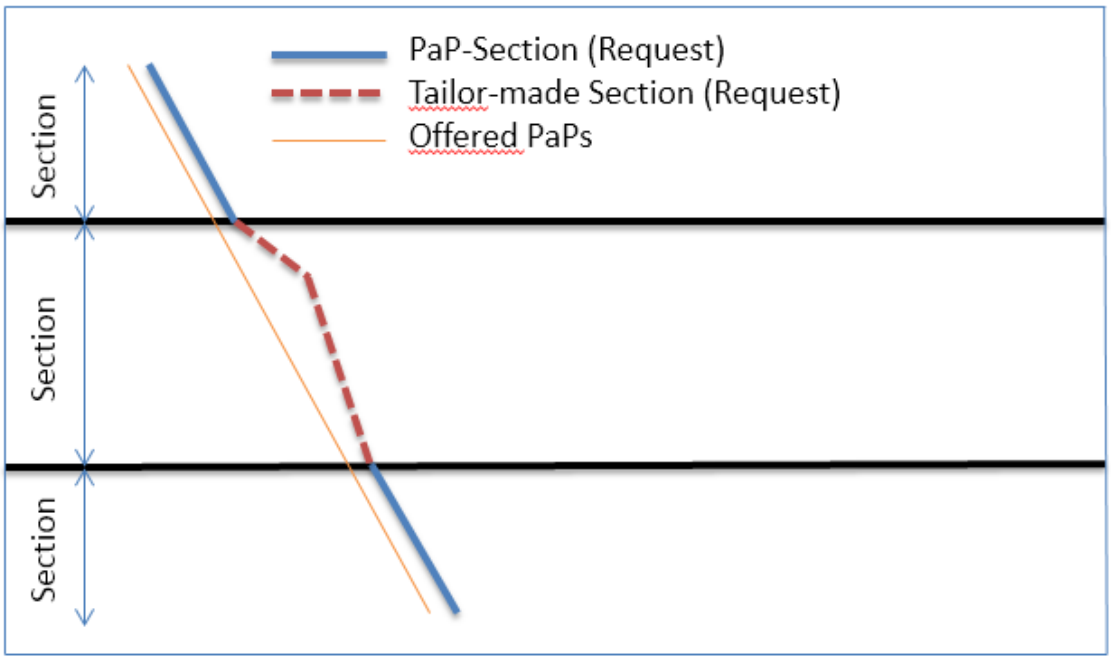
CORRIDOR RHINE-ALPINE
Corridor Rhine-Alpine uses the above described random selection.

4.3.4.16 Special cases of requests and their treatment

The following special use of PaPs is known out of the allocation within the past timetables: Division of continuous offer in shares identified by the PaP ID (PaPs / non-PaPs). This refers to

the situation when applicants request corridor capacity (on one or more corridors) in the following order:

1) PaP section
2) Tailor-made section
3) PaP section



These requests will be taken into consideration, depending on the construction starting point in the request, as follows:

- Construction starting point at the beginning: The C-OSS pre-books the PaP sections from origin until the end of the first continuous PaP section. No section after the interruption of PaP sections will be pre-booked; they will be treated as tailor-made.
- Construction starting point at the end: The C-OSS pre-books the PaP sections from the destination of the request until the beginning of the last continuous PaP section. No sections between the origin and the interruption of the PaP sections will be pre-booked; they will be treated as tailor-made.
- Construction starting point in the middle: The C-OSS pre-books the longest of the requested PaP sections either before or after the interruption. No other sections will be pre-booked; they will be treated as tailor-made.

However, in each of the above cases, the requested PaP capacity that becomes tailor-made might be allocated at a later stage if the IMs/ABs can deliver the tailor-made share as requested. In case of allocation, the PaP share that can become tailor-made retains full protection. This type of request doesn't influence the application of the priority rule.

4.3.4.17 Result of the pre-booking

The C-OSS provides interim information to applicants regarding the status of their application no later than X-7.5.

In the case that consultation was applied, the applicants concerned are informed about the outcome.

In the case that no consultation was applied, the interim notification informs applicants with a higher priority value (K value) about pre-booking decisions in their favour.

In case of conflicting requests with a lower priority value, the C-OSS shall offer an alternative PaP, if available. The applicant concerned has to accept or reject the offered alternative within 5 calendar days. In case the applicant does not answer, or rejects the alternative, or no alternative is available, the C-OSS forwards the original request to the IM/AB concerned. The C-OSS informs the applicants with a lower priority value (K value) by X-7.5 that their path request has been forwarded to the IM/AB concerned for further treatment within the regular process for the annual timetable construction, and that the C-OSS will provide the draft path offer on behalf of the IM/AB concerned at X-5 via PCS. These applications are handled by the IM/AB concerned as on-time applications for the annual timetable and are therefore included in the regular national construction process of the annual timetable.

4.3.4.18 Handling of non-requested PaPs

There are two ways of handling non-requested PaPs at X-7.5, based on the decision of the MB.

A) After pre-booking, all non-requested PaPs are handed over to the IM/AB.

B) The MB takes a decision regarding the capacity to be republished after X-7.5. This decision depends on the "booking situation" at that moment. More precisely, at least the following three criteria must be fulfilled in the following order of importance):
   1. There must be enough capacity for late requests, if applicable, and RC.
   2. Take into account the demand for international paths for freight trains placed by other means than PCS.
   3. Take into account the need for modification of the capacity offer due to possible changes in the planning of TCRs.

CORRIDOR RHINE-ALPINE
Corridor Rhine-Alpine handles non-requested PaPs according to A above.

4.3.4.19 Draft offer

After receiving the pre-booking decision by the C-OSS, the IMs/ABs concerned will elaborate the flexible parts of the requests:

- Feeder, outflow or intermediate sections
- Pre-booked sections for which the published timetable is not available anymore due to external influences, e.g. temporary capacity restrictions
- In case of modifications to the published timetable requested by the applicant
- In case of an alternative offer that was rejected by the applicant or is not available

In case IMs/ABs cannot create the draft offer due to specific wishes of the applicant not being feasible, the C-OSS has to reject the request.

The C-OSSs shall be informed about the progress, especially regarding the parts of the requests that cannot be fulfilled, as well as conflicts and problems in harmonising the path offers.

At the RNE draft timetable deadline (X-5) the C-OSS communicates the draft timetable offer for every handled request concerning pre-booked PaPs including feeder and/or outflow, tailor-made sections and tailor-made offers in case of conflicting requests to the applicant via PCS on behalf of the IM/AB concerned.

CORRIDOR RHINE-ALPINE

The draft offer of the Corridor Rhine-Alpine is planned to the minute and therefore no flexibility is scheduled.

4.3.4.20 Observations

Applicants can place observations on the draft timetable offer in PCS one month from the date stated in Annex 4B, which are monitored by the C-OSS. The C-OSS can support the applicants regarding their observations. This procedure only concerns observations related to the original path request — whereas modifications to the original path requests are treated as described in 4.3.7.1 (without further involvement of the C-OSS).

4.3.4.21 Post-processing

Based on the above-mentioned observations the IMs/ABs have the opportunity to revise offers between X-4 and X-3.5. The updated offer is provided to the C-OSS, which – after a consistency check – submits the final offer to the applicant in PCS.

4.3.4.22 Final offer

At the final offer deadline (X-3.5), the C-OSS communicates the final timetable offer for every valid PaP request including feeder and/or outflow, tailor-made sections and tailor-made offers in case of conflicting requests to the applicants via PCS on behalf of the IM/AB concerned. If, for operational reasons, publication via national tools is still necessary (e.g. to produce documents for train drivers), the IMs/ABs have to ensure that there are no discrepancies between PCS and the national tool.

The final offer of the Corridor Rhine-Alpine is planned to the minute and therefore no flexibility is scheduled.

The applicants involved shall accept or reject the final offer within 5 calendar days in PCS.

- Acceptance > leads to allocation
- Rejection > leads to withdrawal and closing of the request
- No answer > The C-OSS will actively try to get an answer. In case there is no answer from the applicants, the C-OSS will end the process (no allocation).

If not all applicants agree on the final offer, the request will be considered as unanswered.

4.3.5 Late path request phase

Late path requests refer to capacity requests concerning the annual timetable sent to the C-OSS within the timeframe from X-7.5 until X-2.

Corridor Rhine-Alpine offers the possibility to place late path requests.

4.3.5.1 Product

Capacity for late path requests can be offered in the following ways:

A) In the same way, as for PaPs, either specially constructed paths for late path requests or PaPs which were not used for the annual timetable.

B) On the basis of capacity slots. Slots are displayed per corridor section and the standard running time is indicated. To order capacity for late path requests, corridor sections without

any time indications are available in PCS. The applicant may indicate his individually required departure and/or arrival times, and feeder and outflow path(s), as well as construction starting point. The indications should respect the indicated standard running times.

Capacity for late path request has to be requested via PCS either in the same way as for PaPs or by using capacity slots in PCS.


Corridor Rhine-Alpine offers the possibility to place late path requests by using the variant B. The capacity slot can be requested by using the empty dossiers which are available in PCS.

4.3.5.2 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor if capacity is offered. See 4.3.4.4.

4.3.5.3 Late paths on overlapping sections

See 4.3.4.5.


There are no common late path offers on overlapping sections on Corridor Rhine-Alpine.

4.3.5.4 Handling of requests

The C-OSS receives and collects all path requests that are placed via PCS.

4.3.5.5 Leading tool for late path requests

Applicants sending late path requests to the C-OSS shall use PCS. Within the construction process, the national tool may show additional information to the applicant.

The following matrix shows for each step of the process which tool is considered as the leading tool.

Phase	Application (X-7.5 till X-2)	Withdrawal (X-8 till X-2)	Offer (X-1)	Acceptance (until X-0.75)	Modification	Cancellation
Leading tool	PCS	PCS	PCS	PCS	National tool/PCS	National tool/PCS


All requests for modification and/or cancellation must be placed in IM’s national tool only.

4.3.5.6 Check of the applications

The C-OSS checks all requests as described in 4.3.4.9.

4.3.5.7 Pre-booking

The C-OSS coordinates the offer with the IMs/ABs concerned or other C-OSS if needed by following the rule of “first come – first served”.

4.3.5.8 Path elaboration

During the path elaboration phase, the IMs/ABs concerned will prepare the Late Path offer under coordination of the C-OSS.

4.3.5.9 Late request offer

All applicants involved shall accept, ask for adaptations or reject the late request offer within 5 calendar days in PCS. By triggering the ‘ask for adaptation’ function, applicants can place comments on the late request offer, which will be monitored by the C-OSS. This procedure only concerns comments related to the original path request – whereas modifications to the original path requests are treated as described in 4.3.7.1 (without further involvement of the C-OSS).

- Acceptance > leads to allocation
- Ask for adaptations > late offer can be returned to path elaboration with comments; IM/AB will make an alternative proposal; however, if no alternatives are possible, the applicant will have to prepare a new request
- Rejection > leads to withdrawal and closing of the request
- No answer > The C-OSS will actively try to get an answer. In case there is still no answer from the applicants, the C-OSS will end the process (no allocation)

If not all applicants agree on the final offer, the request will be considered as unanswered.

4.3.6 Ad-hoc path request phase

4.3.6.1 Reserve capacity (RC)

During the ad-hoc path request phase, the C-OSS offers RC based on PaPs or capacity slots to allow for a quick and optimal answer to ad-hoc path requests:

A. RC based on PaPs will be a collection of several sections along the Corridor, either of non-requested PaPs and/or PaPs constructed out of remaining capacity by the IMs/ABs after the allocation of overall capacity for the annual timetable as well as in the late path request phase.

B. In case RC is offered on the basis of capacity slots, slots are displayed per corridor section and the standard running time is indicated. The involved IMs/ABs jointly determine the amount of RC for the next timetable year between X-3 and X-2. The determined slots may not be decreased by the IMs/ABs during the last three months before real time.

   To order reserve capacity slots, corridor sections without any time indication are available in PCS. The applicant may indicate his individually required departure and/or arrival times, feeder and outflow path(s) as well as construction starting point. The indications should respect the indicated standard running times as far as possible.

CORRIDOR RHINE-ALPINE
Corridor Rhine-Alpine offers RC through variant B. The timeframe for RC requests is +/- 3 hours from the start or endpoint the applicant indicates.

RC is published by the C-OSS at X-2 in PCS and on the website of the Corridor under the following link:

https://www.corridor-rhine-alpine.eu/c-oss.html

Reserve capacity for timetable 2023 will be available from October 2022.

On all RFC sections the number of guaranteed timeslots is one per day. The offer is not valid in case of unavailable infrastructure capacity.

The IMs can modify or withdraw RC for a certain period in case of unavailability of capacity due to force majeure. Applicants can book RC via the C-OSS until 30 days before the running day. To make ad-hoc requests less than 30 days before the running day, they have to contact the IMs/ABs directly.

4.3.6.2 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor. See 4.3.4.4.

4.3.6.3 Reserve capacity on overlapping sections

See 4.3.4.5.

Corridor Rhine-Alpine does not offer common offers on overlapping sections.

4.3.6.4 Feeder, outflow and tailor-made paths

See 4.3.4.6. For RC the same concept applies as for PaPs in the annual timetable.

4.3.6.5 Handling of requests

The C-OSS receives and collects all path requests for RC placed via PCS until 30 days before the running day. If requested, the C-OSS can support applicants in creating the dossiers to prevent inconsistencies and guide the applicants' expectations. The IMs/ABs may support the applicants by providing a technical check of the requests.

4.3.6.6 Leading tool for ad-hoc requests

Applicants sending requests for RC to the C-OSS shall use PCS. Within the construction process, the national tool may show additional information to the applicant.

The following matrix shows for each step of the process which tool is considered as the leading tool.

Phase	Application and allocation (X-2 till X+12)	Withdrawal	Offer (10 calendar days before train run)	Answer (within 5 calendar days after offer)	Modification	Cancellation
Leading tool	PCS	PCS	PCS	PCS	National tool/PCS	National tool/PCS

All requests for modification and/or cancellation must be placed in IM's national tool only.

4.3.6.7 Check of the applications

The C-OSS checks all requests as described in 4.3.4.9.

4.3.6.8 Pre-booking

The C-OSS applies the 'first come – first served' rule.

4.3.6.9 Path elaboration

During the path elaboration phase, the IMs/ABs concerned will prepare the offer under coordination of the C-OSS.

4.3.6.10 Ad-hoc request offer

Applicants shall receive the ad-hoc offer no later than 10 calendar days before the train run. All applicants involved shall accept, ask for adaptations or reject the ad-hoc offer within 5 calendar days in PCS. By triggering the 'ask for adaptation' function, applicants can place comments on the ad-hoc request offer, which will be monitored by the C-OSS. This procedure only concerns comments related to the original path request – whereas modifications to the original path requests are treated as described in 4.3.7.1 (without further involvement of the C-OSS).

- Acceptance > leads to allocation
- Ask for adaptations > ad-hoc offer can be returned to path elaboration with comments; IM/AB will make an alternative proposal; however, if no alternatives are possible, the applicant will have to prepare a new request
- Rejection > leads to withdrawal of the offer and closing of the request
- No answer > The C-OSS will actively try to get an answer. In case there is still no answer from the applicants, the C-OSS will end the process (no allocation)

If not all applicants agree on the final offer, the request will be considered as unanswered.

4.3.7 Request for changes by the applicant

4.3.7.1 Modification

The Sector Handbook for the communication between Railway Undertakings and Infrastructure Managers (RU/IM Telematics Sector Handbook) is the specification of the TAF-TSI (EC) No. 1305/2014 Regulation. According to its Annex 12.2 UML Model of the yearly timetable path request, it is not possible to place change requests for paths (even including PaPs) by the applicant between X-8 and X-5. The only option in this period is the deletion, meaning the withdrawal, of the path request.

4.3.7.2 Withdrawal

Withdrawing a request is only possible

- After submitting the request (until X-8) until the final offer
- before allocation during the late path request phase (where applicable) and ad-hoc path request phase.

Resubmitting the withdrawn dossier will be considered as annual request only until X-8.

CORRIDOR RHINE-ALPINE	
An overview of withdrawal fees and deadlines of the IMs/AB on the Corridor (extract from the different Network Statements) is listed below.	
IM	**Withdrawal fees and deadlines**

ProRail; Netherlands	No fees
Infrabel; Belgium	No fees
DB Netz AG, Germany	Withdrawal between X-8 – X-4: Prior to receiving a path offer from DB Netz AG, applicants may withdraw a request at any time. They will not be charged by DB Netz AG for withdrawing a request as long as they have not received a path offer. RUs will be charged after having received the final offer at X-4. Please note, a charge for issuing an offer is getting effective - clause 4.3.10. *Depending on RB, final approval expected beginning of 2022*.
SBB / BLS / TVS; Switzerland	No fees Exception ➢ On congested lines, the cancellation payment (table under 4.3.7.4) becomes active if the following points are given: ○ a provisionally allocated train path if the allocation had been in place for at least five working days; an ordered train path if the order leads to conflicts among users and the infrastructure managers informed the users concerned about the conflict more than five working days before.
RFI; Italy	between X-8 – X-4: no fees ➢ - after final offer: ○ of trains on limited infrastructure capacity = 75% ○ of trains on not-limited infrastructure capacity = 50%

4.3.7.3 Transfer of capacity

Once capacity is pre-booked or allocated to an applicant, it shall not be transferred by the recipient to another applicant. The use of capacity by an RU that carries out business on behalf of a non-RU applicant is not considered a transfer.

4.3.7.4 Cancellation

Cancellation refers to the phase between final allocation and the train run. Cancellation can refer to one, several or all running days and to one, several or all sections of the allocated path.

In case a path has to be cancelled, for whatever reason, the cancellation has to be done according to national processes.

An overview of cancellation fees and deadlines of the IMs/AB on Corridor Rhine-Alpine (extract from the different network statements) is listed below.

deadlines	**Cancellation fees and deadlines**					
	ProRail	Infrabel [1]	DB Netz *Depending on RB, final approval expected beginning of 2022*	SBB / BLS TVS [3]	RFI	
					Not limited capacity	Limited capacity
< 24h before train run	free	75%	[2]	100%	30%	60%
Between 24h and 4 days	free	40%	[2]	80%	30%	60%
Between 5 days and 30 days	free	25%	[2]	80%	0%	50%
Between 31 days and 60 days	free	15%	[2]	50%	0%	50%
> 60 days	free	0%	[2]	20%	0%	50%

[1] Non use without cancellation and cancellation after train planned departure leads to 100% of the charge to be invoiced.

[2]

Until 30 calendar days before the running day, a minimum cancellation fee has to be paid:

- In case of cancellations, a minimum cancellation fee is generally charged for each day of service cancelled, depending on the expense associated therewith.
- No minimum cancellation fee accrues for days of service for which an increased cancellation fee is charged
- The minimum cancellation fee is calculated by multiplying the timetable costs according to the working timetable by the number of train-path kilometers affected by the amendment, multiplied by the number of amended days of service. The minimum cancellation fee is limited by a maximum of € 811.

Calculation: 0,03 * number of train-path kilometers * number of amended days of service.

An increased cancellation fee is charged in case of cancellations within 30 days before departure:

Between 30 days and 5 days (included) before the running day	15 % of calculation basis * number of train-path kilometers * number of amended days of service.
Between 4 days and 24h hours before the running day	30 % of calculation basis * number of train-path kilometers * number of amended days of service.
24h hours or less before the running day	80 % of calculation basis * number of train-path kilometers * number of amended days of service.

Calculation basis:

the saved direct costs of train operation for maintenance and depreciation are deducted from the charge for the cancelled train path. This results in the calculation basis for the cancellation fee.

If the Applicant cancels several days of service, the relevant increased cancellation fee is determined for each day of service and added up for the affected days of service. If a train path is cancelled and/or amended on different days of service, the relevant increased cancellation fee per day of service and the relevant minimum cancellation charge per day of service are added up. No minimum cancellation fee accrues for days of service for which an increased cancellation fee is charged.

[3] Exception:
On congested lines, the cancellation payment (table above) becomes active if the following are given:

- a provisionally allocated train path if the allocation had been in place for at least five working days;
- an ordered train path if the order leads to conflicts among users and the infrastructure managers informed the users concerned about the conflict more than five working days before.

4.3.7.5 Unused paths

If an applicant or designated RU does not use the allocated path, the case is treated as follows.

CORRIDOR RHINE-ALPINE

An overview of fees for unused paths for the IMs/AB on Corridor Rhine-Alpine (extract from the different Network Statements) is listed below.

IM	**Explanations**
ProRail; The Netherlands	Free
Infrabel; Belgium	Non use without cancellation leads to 100% of the charge to be invoiced.
DB Netz AG, Germany	100% of the path charge *Depending on RB, final approval expected beginning of 2022.*

SBB / BLS / TVS; Switzerland	If a path is not cancelled by the RU, the train is charged in accordance with the standard rates set out in the “List of infrastructure service (section 4.3.2.)”.
RFI; Italy	100% of the charge

4.3.8 Exceptional transport and dangerous goods

4.3.8.1 Exceptional transport

PaPs and RC do not include the possibility to manage exceptional consignments (e.g. out-of-gauge loads). The parameters of the PaPs and RC offered have to be respected, including the published combined transport profiles.

Requests for exceptional consignments are forwarded by the C-OSS directly to the IMs/ABs concerned for further treatment.

4.3.8.2 Dangerous goods

Dangerous goods may be loaded on trains using PaPs or RC if both international and national rules concerning the movement of hazardous material are respected (e.g. according to RID – Regulation governing the international transport of dangerous goods by rail).

Dangerous goods have to be declared, when making a path request, to all IMs/ABs on the Corridor.

4.3.9 Rail related services

Rail related services are specific services, the allocation of which follows national rules and partially other deadlines than those stipulated in the process of path allocation. Therefore, the request has to be sent to the IMs/ABs concerned directly.

If questions regarding rail related services are sent to the C-OSS, he/she contacts the IMs/ABs concerned, who provide an answer within a reasonable time frame.

4.3.10 Contracting and invoicing

Network access contracts are concluded between IMs/ABs and the applicant on the basis of national network access conditions.

The C-OSS does not issue any invoices for the use of allocated paths. All costs (charges for using a path, administration fees, etc.) are invoiced by the relevant IMs/ABs.

Currently, differences between various countries exist regarding invoicing for the path charge. In some countries, if a non-RU applicant is involved, it receives the invoice, whereas in other countries the invoice is issued to the RU that has used the path.

CORRIDOR RHINE-ALPINE	
An overview of who must pay the path charge when a non-RU applicant uses the path on Corridor Rhine-Alpine per IM/AB (extract from the different Network Statements) is listed below.	
IM	**Explanations**
ProRail; The Netherlands	Path charge will be invoiced to the RU that used the path.

Infrabel; Belgium	Path charge will be invoiced to the applicant
DB Netz AG, Germany	Path charge will be invoiced to the party of the infrastructure user contract. Charge for issuing an offer: The costs involved in processing requests for the allocation of train path are contained in the train-path charge. Therefore, failure to take up a train path once an application has been submitted will result in a processing charge being levied for issuing the offer. The charge for issuing an offer is calculated by the timetable costs multiplied by the train path kilometres multiplied by the number of changed running days. Charge for issuing an offer per running day = timetable costs * train path kilometres (up to a maximum of € 811). In the case of a new train path allocation due to DB Netz Network Statements Section 6.3.3.4.2 the Applicant pays the charge for the train path newly assigned by DB Netz AG. In the event of the train path not being used due to the provision in DB Netz Network Statements Section 6.3.3.4.2, DB Netz AG shall bill the Applicant, in addition to the train path charge to be paid in accordance with the above sentence 1, the charge for the originally ordered and unused train path amounting to the charge for cancelling this train path less than 24 hours before departure (pursuant to DB Netz Network Statements Section 5.6.4.2), unless DB Netz AG was responsible for the delay of 20 hours or more. The provisions of DB Netz Network Statements Section 5.7 shall remain unaffected. *Depending on RB, final approval expected beginning of 2022.*
SBB / BLS / TVS; Switzerland	Path charge will be invoiced to the RU that used the path.
RFI; Italy	Path charge will be invoiced to the RU that used the path.

4.3.11 Appeal procedure

Based on Article 20 of the Regulation: in case of complaints regarding the allocation of PaPs (e.g. due to a decision based on the priority rules for allocation), the applicants may address the relevant Regulatory Body (RB) as stated in the Cooperation Agreement signed between RBs on the Corridor.


The Cooperation Agreement can be found under: http://www.bundesnetzagentur.de/SharedDocs/Downloads/DE/Sachgebiete/Eisenbahn/Unternehmen_Institutionen/Korridore/Cooperation%20agreement.pdf?__blob=publicationFile&v=2

4.4 Coordination and Publication of planned Temporary Capacity Restrictions

4.4.1 Goals

In line with Article 12 of the Regulation, the Management Board of the freight corridor shall coordinate and ensure in one place the publication of planned Temporary Capacity Restrictions (TCRs) that could impact the capacity on the Corridor. TCRs are necessary to keep the infrastructure and its equipment in operational condition and to allow changes to the infrastructure necessary to cover market needs. According to the current legal framework (see 4.4.2), in case of international traffic, these capacity restrictions have to be coordinated by IMs among neighboring countries.

Notwithstanding the above coordination requirements, the process and criteria for the involvement of the Corridor in the coordination of the TCRs on the Corridor are regulated in 4.4.3. The RFC TCR Coordinator appointed by the Management Board is responsible for ensuring that the needs of international freight traffic along the corridors are adequately respected.

Additionally, the Corridor's aim is to regularly update the information and present all known TCRs in an easily accessible way.

4.4.2 Legal background

The legal background to this chapter can be found in:

- Article 53(2) of and Annex VII to Directive 2012/34/EU as amended by Commission Delegated Decision (EU) 2017/2075 - hereafter “Annex VII”
- Article 12 of the Regulation (“Coordination of works”).

A framework has been developed by RNE in the "Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions for the European Railway Network” and it is reflected in the Corridor’s specific procedures.

4.4.3 Coordination process of corridor-relevant TCRs

Coordination is the continuous process of planning TCRs with the aim to reduce their impact on traffic. If this impact of a TCR is not limited to one network, cross-border coordination between IMs is necessary. It results in optimising the common planning of several TCRs, and in offering alternative capacity for deviations on relevant lines to keep international freight traffic running.

4.4.3.1 Timeline for coordination

Different types of TCR (see 4.4.5.1) require a different deadline for final coordination:

- Major impact: 18 months before the start of the annual timetable
- High and medium impact: 13,5 months before the start of the annual timetable
- Minor impact: 5 months before the start of the annual timetable

Coordination of corridor-relevant TCRs is carried out according to the following procedure.

4.4.3.2 Coordination between neighbouring IMs (first level of coordination)

Coordination will be performed during regular coordination processes between neighbouring IMs on the Corridor during coordination meetings. The result of coordination is:

a. common agreement between the involved IMs about coordinated TCRs linked to the timing of the TCR and describing the impact on capacity as far as it is known and
b. a common understanding of open issues, which have to be resolved, and a timeline for how to continue with the unresolved issues.

Criteria for coordination between IMs are set up in Annex VII, but additional criteria are taken into account, if according to IMs’ expertise they are relevant for international traffic.

Due to IMs' experience and expertise, additional TCRs may have to be considered.

Coordination meetings are organized by the respective IMs. The RFC TCR Coordinator will be informed about the results and open issues concerning TCRs on Corridor lines. The RFC TCR Coordinator monitors the results of the coordination and if required, proposes additional actions to find solutions for open issues.

4.4.3.3 Coordination at Corridor level (second level of coordination)

Coordination at Corridor level is necessary if the impact of the TCR is not limited to the second network and a third or a fourth network is involved or the aggregated impact of several TCRs exceeds the criteria agreed.

Corridor Rhine-Alpine has no specific criteria for initiating coordination on Corridor level.

4.4.3.4 Conflict resolution process

Unresolved conflicts on Corridor lines shall be reported by the RFC TCR Coordinator to the Corridor's Management Board directly when it becomes clear that the coordination has not lead to sufficient results.

IMs involved in the conflict will initiate the conflict resolution process (e.g. by initiating specific bi/multi-lateral meetings). The specific Corridor's process is described in the box below.

Conflict resolution process on Corridor Rhine-Alpine.

Experts with relevant knowledge of planning TCRs and timetables will work on proposals for alternatives to find solutions. The management of the IM(s) where the works take place is responsible for a final decision. The results will be reported to the management of the affected IMs and MB of the involved corridor.

4.4.4 Involvement of applicants

Each IM has its own national agreements, processes and platforms to consult and inform their applicants about TCRs during the various phases. These processes are described in the network statement of each IM.

At Corridor level, the involvement of applicants is organised in the following way:

1) The results of the TCR's coordination that are known for principal and diversionary lines of Corridor Rhine-Alpine are published on Corridor Rhine-Alpine's website and in CIP. Applicants may send their comments on the planned TCRs to the involved IMs. The comments of applicants have an advisory and supportive character and shall be taken into consideration as far as possible.

2) Regular meetings of the Railway Undertaking Advisory Group (RAG) and Terminal Advisory Group (TAG) are used to discuss issues related with TCRs.

3) Additional meetings with applicants, to discuss and resolve open issues, will be treated on a case by case basis.

4.4.5 Publication of TCRs

4.4.5.1 Criteria for publication

	Consecutive days	Impact on traffic (estimated traffic cancelled, re-routed or replaced by other modes of transport)
Major impact TCR[1]	More than 30 consecutive days	More than 50% of the estimated traffic volume on a railway line per day
High impact TCR[1]	More than 7 consecutive days	More than 30% of the estimated traffic volume on a railway line per day
Medium impact TCR[1]	7 consecutive days or less	More than 50% of the estimated traffic volume on a railway line per day
Minor impact TCR[2]	unspecified[3]	More than 10% of the estimated traffic volume on a railway line per day

1) Annex VII of Directive 2012/34/EU, article (11);

2) Annex VII of Directive 2012/34/EU, article (12).

3) according to Annex VII of Directive 2012/34/EU, article (12) “7 consecutive days or less”, modified here.

CORRIDOR RHINE-ALPINE
Corridor Rhine-Alpine also publishes in CIP impact sheets for TCRs with high impact for traffic on which the TCRs and the impacts are indicated.

After initial publication of TCRs, further details may be added as soon as they are available.

4.4.5.2 Dates of publication

IMs have to publish their major, high and medium impact TCRs at X-12. The Corridor publishes the relevant TCRs for TT 2023 – 2025 on the following dates:

	January 2022 (X-11)	January 2022 (X-23)	August 2022 (X-3.5)	January 2023 (X-11)	January 2023 (X-23)
Major	X (second publication)	X (first publication)		X (second publication)	X (first publication)
High	X (second publication)	X (first publication)		X (second publication)	X (first publication)

Medium	X (international impact)			X (international impact)	
Minor			X		
Applicable timetable	**TT 2023**	**TT 2024**	**TT 2023**	**TT 2024**	**TT 2025**

4.4.5.3 Tool for publication

After coordination between all IMs involved on the Corridor the results are published in the harmonised Excel overview which is available on the Corridor's website and/or in the CIP.

CORRIDOR RHINE-ALPINE
Corridor Rhine-Alpine publishes the overview in Excel in CIP Corridor Rhine-Alpine also publishes in CIP impact sheets for TCRs with high impact for traffic on which the TCRs and the impacts are indicated.

4.4.6 Legal disclaimer

By publishing the overview of the corridor relevant TCRs, the IMs concerned present the planning status for TCRs to infrastructure availability along the Corridor. The published TCRs are a snapshot of the situation at the date of publication and may be subject to further changes. The information provided can be used for orientation purposes only and may not constitute the basis for any legal claim. Therefore, any liability of the Corridor organisation regarding damages caused using the TCR parameters (e.g. day, time, section, etc.) shall be excluded.

The publication of TCRs at Corridor level does not substitute the publication of TCRs in accordance with the relevant provisions of national and European law. It lies within the IMs' responsibility to publish and communicate TCRs in accordance with the process described in their network statements and/or defined in law.

4.5 Traffic management

In line with Article 16 of the Regulation, the Management Board of the freight corridor 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. Daily traffic shall operate as close as possible to the planning.

National IMs coordinate international traffic with neighbouring countries on a bilateral level. In this manner, they ensure that all traffic on the network is managed in the most optimal way.

CORRIDOR RHINE-ALPINE
No additional Traffic Management rules have been developed on Corridor Rhine-Alpine.

4.5.1 Cross-border section information

In the table below, all cross-border sections covered by the Corridor are listed:

Cross-border section	IM 1	IM 2
Zevenaar Oost – Emmerich	ProRail	DB Netz AG
Venlo – Kaldenkirchen	ProRail	DB Netz AG
Montzen – Aachen West	Infrabel	DB Netz AG
Zelzate – Sas van Gent	Infrabel	ProRail
Basel Bad Bf – Basel SBB PB/RB	DB Netz AG	SBB
Brig – Domodossola	SBB / BLS	RFI
Cadenazzo – Luino	SBB	RFI
Chiasso	SBB	RFI

4.5.1.1 Technical features and operational rules

For all corridor-related cross-border sections, the following information is available:

- Technical features
  - Maximum train weight and train length
  - Railway line parameters (number of tracks, electrification, profile, loading and vehicle gauge, speed limit, axle load, etc.)
- Operational rules
  - Languages used
  - Requirements concerning running through the border (administrative and technical preconditions)
  - Special rules in case of system breakdown (communication system failure, safety system failure).

For Corridor Rhine-Alpine the above-mentioned information can be found:

- Railway line parameters are displayed on the overview map in the Corridor Information Platform (CIP): https://cip.rne.eu/apex/f?p=212:65::::::
- In the Network Statements of the involved IMs, to be found in the NCI portal as mentioned in section 2:
- On the RNE website – Traffic Management Information – Border agreements Level 1 and Level 2 sheets within the Excel table (http://www.rne.eu/tm-tpm/other-activities-2/)

4.5.1.2 Cross-border agreements

Cooperation between the IMs on a corridor can be described in different types of agreements: in bilateral agreements between states (at ministerial level) and/or between IMs and in the detailed border section procedures.

Agreements applicable on the Corridor can be found in the overview below and contain the following information:

- Title and description of border agreement
- Validity
- Languages in which the agreement is available
- Relevant contact person within IM.


On Corridor Rhine-Alpine the above-mentioned overview information can be found: ➢ On the RNE website – Traffic Management Information – Border agreements Level 1 and Level 2 sheets within the Excel table (http://www.rne.eu/tm-tpm/other-activities-2/)

4.5.2 Priority rules in traffic management

In accordance with the Regulation, IMs involved in the Corridor commit themselves to treating international freight trains on the Corridor or feeder / outflow lines that run punctually according to the timetable in such a way that a high quality and punctuality level of this traffic is ensured, but always within the current possibilities and within the framework of national operational rules.


No additional corridor-specific rules have been agreed.

To see the overview of national IM priority rules in traffic management, please visit: http://www.rne.eu/tm-tpm/other-activities-2/

4.5.3 Traffic management in the event of disturbance

The goal of traffic management in case of disturbance is to ensure the safety of train traffic, while aiming to quickly restore the normal situation and/or minimise the impact of the disruption. The overall aim should be to minimise the overall network recovery time.

In order to reach the above-mentioned goals, traffic management in case of disturbance needs an efficient communication flow between all involved parties and a good degree of predictability, obtained by applying predefined operational scenarios at the border.

In case of disturbances, IMs work together with the concerned RUs and neighbouring IMs in order to limit the impact as far as possible and to reduce the overall recovery time of the network.

In case of disruptions of international traffic longer than 3 days with a high impact on international traffic, (if 50% of the trains on the affected section need an operational treatment), the initiating IM shall declare a case of International Contingency Management (ICM).

To allow continuation of freight and passenger traffic flows at the highest possible level despite an international disruption and to ensure non-discriminatory treatment of the RUs, transparency of the status of the disruption and its impact on traffic flows for all relevant stakeholders across Europe, the IMs should apply the rules and procedures defined in the 'Handbook for International Contingency Management' (ICM Handbook) approved by the RNE General Assembly.

According to the ICM Handbook, the Corridors act as facilitators with respect to the disruption management and the communication process.

Apart from the mandatory processes defined in the ICM Handbook, RFC-specific decisions on the following matters were taken: 1. Need to have a back-up organisation: This responsibility is shifted to a back-up organisation (SBB Infrastruktur) during night, at weekends and during public holidays. 2. Need to organise a communication telco during an ICM case in order to coordinate the public communication: The communication telco will always be organised. 3. List of stakeholders to be additionally informed during an ICM case (e.g. sector associations, etc.) taking into account the suggestions defined in the ICM Handbook: a. RNE (President, Secretary General).

4.5.3.1 Communication procedure

The main principle on which the communication procedure in case of disturbance is based is that the IM concerned is responsible for communication; it must deliver the information as soon as possible through standard channels to the RUs on its own network and to the neighbouring IMs.

In case of international disruptions longer than 3 days with a high impact on international traffic, the international contingency management communication procedures as described in the ICM Handbook will be applied.

For Corridor Rhine-Alpine no specific procedures are applied. Operation centers do have a regular contact across the borders. Processes are reviewed and improved; experiences are shared in order to optimise the traffic management.

4.5.3.2 Operational scenarios on the Corridor in the event of disturbance

For international disruptions longer than 3 days with a high impact on international traffic, the Corridor with its member IMs and related corridors developed an international corridor re-routing overview combining national re-routing plans across borders along the Corridor, according to the ICM Handbook.

Corridor Rhine-Alpine publishes re-routing scenarios in CIP.

4.5.3.3 Allocation rules in the event of disturbance

In case of international disruptions longer than 3 days with a high impact on international traffic, the international contingency management allocation principles as described in the ICM Handbook will be applied.

No additional corridor-specific rules have been agreed.

4.5.4 Traffic restrictions

Information about planned restrictions can be found in 4.4, Coordination and Publication of Planned Temporary Capacity Restrictions (TCRs).

On Corridor Rhine-Alpine the information about unplanned restrictions can be found:

- On the internal channels / tools of the involved IM's
- Within the respective sections of the IM's Websites

4.5.5 Dangerous goods

Detailed information about conditions for the transport of dangerous goods can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal (see Section 2).

4.5.6 Exceptional transport

Detailed information about conditions for the carriage of exceptional consignments can be found in the Network Statements of the IMs involved in the Corridor in the NCI portal (Section 2).

4.6 Train Performance Management

The aim of the Corridor Train Performance Management (TPM) is to measure the performance on the Corridor, analyse weak points and recommend corrective measures, thus managing and improving the train performance of international services. RNE has developed guidelines for train performance management on corridors (http://www.rne.eu/wp-content/uploads/RNE_Guidelines_for_Train_Performance_Management_on_RFCs.pdf) as a recommendation for processes and structures. However, the implementation of the TPM is subject to particular Corridor decision.

A necessary precondition for analysis of TPM is the implementation and use of the RNE Train Information System (as described in 1.8.2) by all involved IMs.

Corridors publish in the CIP or on their websites a management summary of the Corridor's monthly punctuality report, harmonised among the corridors.

Several different reports have been developed by RNE for the needs of corridors. Interested parties (applicants, terminals and others) are welcome to contact the Corridor TPM WG leader in case of need for further, specific, detailed analyses. The list of Corridor TPM WG leaders can be found on the RNE website: http://www.rne.eu/tm-tpm/tpm-on-rfcs/. In addition, direct access to the reporting tool can be requested by applicants via the RNE Joint Office.

The practical application of the main principles described in the "RNE Guidelines for Freight Corridor Punctuality Monitoring" can be found in the TPM Reference Manual of Corridor Rhine-Alpine. It is not dealt with in detail in this document.

Corridor Rhine-Alpine has set up a working group "Train Performance Management" within the framework of its organisational structure that is responsible for the train performance management of the corridor. Only IMs representatives are in the working group, cooperation between IMs, RUs and third parties is ensured on a case by case basis to make the railway business more attractive and competitive.

Annexes:

Annex 3.A List of the terminals along the Corridor

Mentioned in Section 3

Legend	Blue: terminals	Green: Marshalling yards

Country	**Terminal Name**	**Handover Point**	**Link to Terminal Description**
NL	APMT-2	Maasvlakte West	https://www.apmterminals.com/en/maasvlakte/about/our-terminal
NL	ECT Oostelijke Rail Terminal	Maasvlakte West	
NL	Euromax-ECT	Maasvlakte West	
NL	RTW-ECT Rail Terminal West	Maasvlakte West	
NL	RWG (Rotterdam World Gateway)	Maasvlakte West	https://rwgservices.rwg.nl/Information/OperationalInformation
NL	LyondellBasell	Maasvlakte West	
NL	Rhenus Logistics	Maasvlakte West	https://www.rhenus.com/en/nl/our-solutions/port-logistics/logistics-solutions/terminals/
NL	EMO	Maasvlakte (Oost)	
NL	Rotterdam Container Terminal (Kramer Group)	Maasvlakte (Oost)	
NL	Steinweg Hartel Terminal	Maasvlakte (Oost)	https://netherlands.steinweg.com/en/
NL	Alco Energy	Europoort	
NL	ADM	Europoort	

NL	Broekman Logistics Europoort	Europoort	
NL	EVOS	Europoort	
NL	EECV	Europoort	
NL	Euro Tank Terminal	Europoort	
NL	European Bulk Services	Europoort	
NL	Kemira Chemicals	Europoort	
NL	P&O Ferries	Europoort	
NL	OCI Nitrogen	Europoort	
NL	Steinweg	Europoort	https://netherlands.steinweg.com/en/
NL	Bertschi	Botlek	
NL	Borax	Botlek	
NL	Botlek Tank Terminal (BTT)	Botlek	
NL	C.RO Ports	Botlek	
NL	Broekman Distriport	Botlek	
NL	EBS St. Laurenshaven	Botlek	
NL	Kemira Water Solutions	Botlek	
NL	LBC	Botlek	
NL	LyondellBasell	Botlek	
NL	Koole Tankstorage Botlek (KTB)	Botlek	
NL	Rubis terminal	Botlek	

NL	Steinweg Botlekterminal	Botlek	https://netherlands.steinweg.com/en/
NL	Vopak Chemiehaven	Botlek	
NL	Vopak TTR	Botlek	
NL	Vopak Terminal Botlek	Botlek	
NL	Arkema	Pernis	
NL	Matrans Rotterdam Terminal	Pernis	Formerly SCA Logistics
NL	Koole Tankstorage Pernis	Pernis	
NL	Koole Tankstorage Minerals	Pernis	
NL	CTT Rotterdam	Pernis	
NL	Shell	Pernis	
NL	Metaal Transport Heijplaat	Waalhaven Zuid	
NL	Openbare Laad- en losplaats	Waalhaven Zuid	
NL	Rail Service Center Rotterdam BV	Waalhaven Zuid	https://www.rscrotterdam.nl/
NL	Rhenus Logistics	Waalhaven Zuid	https://www.rhenus.com/en/nl/our-solutions/port-logistics/logistics-solutions/terminals/
NL	Rotterdams Havenbedrijf	Waalhaven Zuid	
NL	Steinweg Beatrixhaven	Waalhaven Zuid	https://netherlands.steinweg.com/en/

NL	Steinweg Dodewaardstaart	Waalhaven Zuid	https://netherlands.steinweg.com/en/
NL	Tata-Steel	Beverwijk	
NL	AEB Amsterdam	Amsterdam Houtrakpolder	
NL	De Rietlanden (Afrikahaven)	Amsterdam Houtrakpolder	
NL	De Rietlanden/EMR (Amerikahaven)	Amsterdam Houtrakpolder	
NL	GPS Amsterdam Terminal	Amsterdam Houtrakpolder	
NL	TMA-HCT	Amsterdam Houtrakpolder	
NL	USA-Ter Haak	Amsterdam Houtrakpolder	
NL	CTVrede-Steinweg	Amsterdam Westhaven	
NL	Elementis Minerals B.V	Amsterdam Westhaven	
NL	Eurotank Amsterdam	Amsterdam Westhaven	
NL	Koopman Car Terminal	Amsterdam Westhaven	
NL	Noord-Europees Wijnopslag Bedrijf (NWB)	Amsterdam Westhaven	
NL	Openbare Laad- en losplaats	Amsterdam Westhaven	
NL	Overslagbedrijf Amsterdam (OBA)	Amsterdam Westhaven	
NL	Rotim	Amsterdam Westhaven	

NL	VCK Scandia Terminal	Amsterdam Westhaven	
NL	VCK Waterland Terminal	Amsterdam Westhaven	
NL	Arkema	Sloehaven	
NL	Covra	Sloehaven	
NL	C.RO Ports Nederlands BV	Sloehaven	
NL	Kloosterboer	Sloehaven	
NL	Openbare Laad- en losplaats – bundel Sloe	Sloehaven	
NL	OVET	Sloehaven	
NL	Verbrugge Scaldia Terminals	Sloehaven	
NL	Verbrugge Zeeland Terminals	Sloehaven	
NL	Vopak Terminal Vlissingen	Sloehaven	
NL	Losplaats ASA	Lage Zwaluwe (Moer dijk)	
NL	Coatex	Lage Zwaluwe (Moer dijk)	
NL	Combined Cargo Terminals	Lage Zwaluwe (Moer dijk)	
NL	Cronimet	Lage Zwaluwe (Moer dijk)	
NL	GCA	Lage Zwaluwe (Moer dijk)	

NL	Kolb	Lage Zwaluwe (Moerdijk)	
NL	OBM	Lage Zwaluwe (Moerdijk)	
NL	OMYA	Lage Zwaluwe (Moerdijk)	
NL	Openbare Laad- en losplaats	Lage Zwaluwe (Moerdijk)	
NL	Shell	Lage Zwaluwe (Moerdijk)	
NL	Solines	Lage Zwaluwe (Moerdijk)	
NL	Stolt-Nielsen Stolthaven	Lage Zwaluwe (Moerdijk)	
NL	Van der Vlist	Lage Zwaluwe (Moerdijk)	
NL	Wupperman	Lage Zwaluwe (Moerdijk)	
NL	De Graaf Logistics	Lage Zwaluwe (Oosterhout Weststad)	
NL	GEFCO	Lage Zwaluwe (Oosterhout Weststad)	
NL	Openbare Laad- en losplaats	Lage Zwaluwe (Oosterhout Weststad)	
NL	TCT Venlo	Blerick	
NL	WestRock	Blerick	

NL	Cabooter	Blerick	
NL	Railterminal Greenport Venlo	Gekkengraaf (Venlo)	
NL	Bertschi Rail Terminal	Gent Zeehaven	
NL	Calcit Zeeland B.V	Gent Zeehaven	
NL	Cargill	Gent Zeehaven	
NL	Dow Benelux BV	Gent Zeehaven	
NL	ICL-IP Terneuzen	Gent Zeehaven	
NL	Oiltanking Terneuzen	Gent Zeehaven	
NL	Outokumpu Stainless B.V.	Gent Zeehaven	
NL	Ovet B.V.	Gent Zeehaven	
NL	Trinseo Netherlands BV	Gent Zeehaven	
NL	Kijfhoek		
BE	DP World Antwerp Gateway	Antwerpen Bundel Zuid	https://www.dpworld.com/en/antwerp/connectivity/rail
BE	MSC/PSA European Terminal (MPET)	Antwerpen Bundel Zuid	https://www.psa-antwerp.be/nl/mpet/spoortoegang
BE	Shipit	Antwerpen Bundel Zuid	
BE	Lineas Intermodal Main Hub Antwerp	Antwerpen Haven – Bundel A1	
BE	Hupac Terminal Antwerpen	Antwerpen Haven – Bundel Oorderen	

BE	ATO (Associated Terminal Operators)	Antwerpen Haven – Bundel Angola	
BE	Antwerpen Cirkeldyck	Antwerpen Haven – Bundel Berendrecht	
BE	Antwerp Zomerweg Terminal (AZT)	Antwerpen Haven – Bundel Angola	
BE	Combinant	Antwerpen Haven – Bundel B3	Rail Facilities Portal (a direct link is not possible – search for the terminal in the portal)
BE	PSA Europa Terminal	Antwerpen Haven – Bundel Ouderdijk 1	
BE	PSA Noordzee Terminal	Antwerpen Haven – bundel Buitenschoor	
BE	Antwerpen Schijnpoort	Antwerpen Schijnpoort	https://infrabel.be/en/networkstatement (see chapter 7 of the NS)
BE	Euroterminal Genk	Genk Goederen	https://www.essers.com/en/our-services/railport-services/
BE	Haven Genk	Genk Goederen	
BE	Mercatordok Multimodal Terminal (MMT)	Bundel Mercator	
BE	Interface Terminal Gent - ITG	Bundel Zandeken	
BE	Ambrogio	Muizen Goederen	
BE	Liège Logistics Intermodal	Kinkempois réception	https://infrabel.be/sites/default/files/generated/files/paragraph/20200506_Description_IdS_LLI.pdf
BE	Liège Container Terminal	Kinkempois réception	

BE	Trilogiport	Bressoux	
BE	CSP Zeebrugge Terminal	Zeebrugge Voorhaven West	
BE	Container Handling Zeebrugge (CHZ)	Zeebrugge Vorming	
BE	Terminal P&O Ferries	Zeebrugge Voorhaven West	
BE	2XL	Zeebrugge Vorming	
BE	Zeebrugge International Port	Zeebrugge Voorhaven West	
BE	Antwerpen Noord MY		https://infrabel.be/en/networkstatement (see annexe E.5 of the NS)
DE	DeCeTe	Duisburg-Ruhrort Hafen	https://www.ect.nl/en/terminals/hutchison-ports-duisburg
DE	Megahub Duisburg	Duisburg-Ruhrort Hafen	https://www1.deutschebahn.com/ecm2-duss/terminals_uebersicht/terminal_duisburg_kv-hub_rhein-ruhr-714324?contentId=713986
DE	Duisburg Ruhrort Hafen	Duisburg-Ruhrort Hafen	https://www1.deutschebahn.com/ecm2-duss/terminals_uebersicht/terminal_duisburg-714056?contentId=713986
DE	Rhein Ruhr Terminal	Duisburg Hafen	http://www.rrt.container-terminal.de/cms/front_content.php
DE	Gateway West Terminal	Duisburg-Hochfeld Süd	http://www.rrt.container-terminal.de/cms/front_content.php
DE	Contargo DIT Duisburg Intermodal Terminal	Rheinhausen	https://www.contargo.net/de/terminals/duisburg/
DE	D3T Terminal	Rheinhausen	http://www.d3t-duisburg.de/
DE	Duisburg Kombiterminal	Rheinhausen	https://www.dktduisburg.de/

DE	Neuss Intermodal Terminal	Neuss Hessentor	https://www.contargo.net/de/terminals/neuss_ost/
DE	Neuss Trimodal	Neuss Hessentor	http://www.neuss-trimodal.de/index.php/de/
DE	Umschlag Container Terminal GmbH	Neuss Hessentor	https://uct-terminal.com/de/standorte/neuss.html
DE	Köln Eifeltor Ubf (DUSS)	Köln-Eifeltor	https://www1.deutschebahn.com/ecm2-duss/terminals_uebersicht/terminal_koeln-714216
DE	Köln Niehl Hafen CTS	Köln-Niehl Hafen (HKG)	http://www.cts.container-terminal.de/cms/front_content.php
DE	Frankenbach Terminal	Mainz-Bischofsheim	http://www.frankenbach.com/
DE	Contargo Mannheim	Mannheim Rbf	https://www.contargo.net/de/terminals/mannheim/
DE	Mannheim Handelshafen (DUSS)	Mannheim Rbf	https://www1.deutschebahn.com/ecm2-duss/terminals_uebersicht/terminal_mannheim-714144?contentId=713986
DE	Mannheim MCT	Mannheim Rbf	https://www.dpworldlogistics.eu/de/unsere-standorte/Mannheim
DE	Ludwigshafen KTL (BASF)	Ludwigshafen BASF	https://www.ktl-lu.de/
DE	Triport Contargo Ludwigshafen	Ludwigshafen Gbf	https://www.contargo.net/de/terminals/ludwigshafen/
DE	DP Wolrd Germersheim	Germersheim	https://www.dpworldlogistics.eu/our-businesses/germersheim
DE	Karlsruhe Ubf (DUSS)	Karlsruhe Gbf	https://www1.deutschebahn.com/ecm2-duss/terminals_uebersicht/terminal_karlsruhe-714192
DE	Karlsruhe Contargo	Karlsruhe Hafen	https://www.contargo.net/de/terminals/karlsruhe/
DE	RALPIN Terminal Freibug	Freiburg Gbf	https://www.ralpin.com

DE	Basel/Weil am Rhein Ubf (DUSS)	Basel Bad. Rbf	https://www1.deutschebahn.com/ecm2-duss/terminals_uebersicht/terminal_basel-714044?contentId=713986
DE	Köln-Kalk Nord		
DE	Gremberg		
DE	Mannheim Rbf		
CH	Swissterminal Basel AG	Kleinhüningen	https://www.swissterminal.com/standorte/#basel
CH	Contargo	Kleinhüningen	https://www.contargo.net/de/terminals/basel/#about
CH	Ultra-Brag AG	Kleinhüningen	https://www.ultra-brag.ch/
CH	Swissterminal Birsfelden AG	Birsfelden Hafen	https://www.swissterminal.com/standorte/#birsfelden
CH	Basel CT	Basel SBB RB	https://www.camiontransport.ch/de/unternehmen/standorte/#10
CH	Swissterminal AG Frenkendorf	Basel SBB RB	https://www.swissterminal.com/standorte/#frenkendorf
CH	Hupac Terminal Aarau	Aarau GB	https://www.hupac.ch/DE/Terminal-Aarau-037d8900
CH	Hochrheinterminal AG	Rekingen	https://www.hochrheinterminal.ch/
CH	Hupac Terminal Chiasso	Chiasso Smistamento	https://www.hupac.ch/DE/Hupac-AG-Chiasso-2906be00
CH	Hupac Terminal Basel Wolf	Basel SBB GB	https://www.hupac.com/DE/Terminal-Basel-Wolf-5b288100
CH	Punto Franco Terminal Stabio	Stabio	http://puntofranco.com/dove-siamo/
CH	Bertschi Terminal	Visp	https://www.bertschi.com/en/locations
CH	Bertschi Terminal	Lupfig	https://www.bertschi.com/en/locations

CH	SBB Cargo Terminal	Cadenazzo	https://www.sbbcargo.com/de/kundencenter/tools/bedienpunktesuche/bedienpunktesuche-detail.54049.html
CH	SBB Cargo Terminal	Lugano-Vedeggio	https://www.sbbcargo.com/de/angebot/transportleistungen/kombinierter-verkehr/umschlagterminals.html
CH	Container Terminal Rothrist	Rothrist	http://www.giezendanner-rothrist.ch/dienstleistungen/kombinierter-verkehr/
CH	Basel SBB RB		
CH	Zürich Limmattal		
CH	Chiasso Smistamento		
IT	Crossrail DOMO (Terminal)	Domo II	
IT	DBS Hangartner	Domo II	
IT	HUPAC	Busto Arsizio	https://www.hupac.ch/EN/Terminal-Busto-Arsizio-Gallarate-582f9700 (1)
IT	Ambrogio Intermodal	Gallarate	
IT	CIM Interporto di Novara	Novara Boschetto	http://www.eurogateway.it/en/index.php (1)
IT	Hupac (Ro-La)	Novara Boschetto	http://www.eurogateway.it/en/index.php (1)
IT	Eurogateway	Novara Boschetto	http://www.eurogateway.it/en/index.php (1)
IT	Terminal Intermodale di Mortara (TIMO)	Mortara	**http://www.terminalmortara.it (1)**
IT	Terminalitalia Intermodal Milano-Smistamento	Milano Smistamento	www.mercitaliashuntingandterminal.it (1)
IT	Sogemar	Melzo	**http://www.contshipitalia.com (1)**

IT	Terminal Intermodal Milano Segrate	Milano Smistamento	WWW.TERMINALIITALIA.IT **(1)**
IT	Piacenza Intermodale	Piacenza	https://www.hupac.ch/EN/Terminal-Piacenza-b242df00 (1)
IT	Voltri Terminal EU	Genova Voltri Mare	https://www.globalpsa.com/factsheet/italy.html (1)
IT	Terminal Ignazio Messina	Genova Marittima Bacino	https://www.portsofgenoa.com/it/porti/porti-genova/porti-messina-ge.html (2)
IT	Terminal SECH	San Benigno - Bettolo	www.sech.it (2)
IT	ArcelorMittal	Genova Sestri Ponente	www.italia.arcelormittal.com (2)
IT	RIVALTA TERM EUROPA SPA	RIVALTA	
IT	Alessandria Smistamento		http://www.mercitalialogistics.it/mil/Mercitalia-Logistics/Normativa-Regolatoria-Servizi-d%E2%80%99impianto
IT	Genova Sampierdarena		

(1) Source of information: Rail Facilities Portal
(2) Source of information: Website Port Authority

Annex 4.A Framework for Capacity Allocation

Mentioned in 4.3.1, 4.2.4, 4.3.4.10 and 4.3.4.11

Brussels, 20 November 2018

Decision of the Executive Board of Rail Freight Corridor Rhine Alpine

adopting the Framework for capacity allocation
on the Rail Freight Corridor

Having regard to

- Regulation (EU) No 913/2010 of the European Parliament and of the Council and in particular Article 14 thereof;
- Directive 2012/34/EU of the European Parliament and of the Council and in particular Chapter IV (Section 3) thereof and modified Annex VII as included in delegated decision (EU)2017/2075;
- Recommendation of the Network of Executive Boards number 3 from 19 November 2018 on an harmonised model for framework of capacity allocation applicable for all railway freight corridors' to be applied for the timetable starting 14 December 2019;

Whereas:

- Directive 2012/34/EU provides the general conditions and objectives of infrastructure capacity allocation;
- Article 14 of Regulation (EU) No 913/2010 provides the particular conditions applicable in the context of rail freight corridors;
- Article 14(1) of Regulation (EU) No 913/2010 requires the Executive Board to define the framework for the allocation of infrastructure capacity on the rail freight corridor;
- Articles 14(2) to (10) of Regulation (EU) No 913/2010 establish the procedures to be followed by the Management Board, Infrastructure Managers and Allocation Bodies, with reference to the general rules contained in Directive 2012/34/EU;
- Switzerland is in the process of integrating provisions in its legislation which will be equivalent to Regulation (EU) 913/2010. As member of the Executive Board, Switzerland accepts all provisions of this decision but the decision is based on European law which cannot create any obligations of a legally binding character for Switzerland. Therefore, Switzerland provides an assurance that all relevant legal provisions will be amended and will be in line with this decision to come into force for the forthcoming timetable period;
- The Executive Board welcomes the continuation of the cooperation of the Management Board with the other Management Boards in order to harmonise as far as possible the time limit mentioned in Article 14(5) of Regulation (EU) No 913/2010;

Acting in accordance with its internal rules of procedure,

HAS ADOPTED THIS DECISION:

Having regard to

- Regulation (EU) No 913/2010 of the European Parliament and of the Council and in particular Article 14 thereof;
- Directive 2012/34/EU of the European Parliament and of the Council and in particular Chapter IV (Section 3) thereof;

Whereas:

- Directive 2012/34/EU provides the general conditions and objectives of infrastructure capacity allocation;
- Article 14 of Regulation (EU) No 913/2010 provides the particular conditions applicable in the context of rail freight corridors;
- Article 14(1) of Regulation (EU) No 913/2010 requires the Executive Board to define the framework for the allocation of infrastructure capacity on the rail freight corridor;
- Articles 14(2) to (10) of Regulation (EU) No 913/2010 establish the procedures to be followed by the Management Board, Infrastructure Managers and Allocation Bodies, with reference to the general rules contained in Directive 2012/34/EU;
- The Executive Board invites the Management Board to cooperate with the other Management Boards in order to harmonise as far as possible the time limit mentioned in Article 14(5) of Regulation (EU) No 913/2010;
- The Executive Board invites the Management Board to cooperate with the relevant stakeholders in order to harmonise the conditions for capacity allocated but ultimately not used, taking into account Article 14(7) of Regulation (EU) No 913/2010.

Acting in accordance with its internal rules of procedure,

THE EXECUTIVE BOARD HAS ADOPTED THIS DECISION:

Chapter I

PURPOSE, SCOPE AND CHARACTER OF THE FRAMEWORK

Article 1

1. This framework for the allocation of infrastructure capacity on the rail freight corridor ("Corridor Framework") concerns the allocation of pre-arranged paths as defined according to Article 14(3) of Regulation (EU) No 913/2010 ("the Regulation"), and of reserve capacity as defined according to Article 14(5) of the Regulation, displayed by the Corridor One-Stop-Shop ("C-OSS") for freight trains crossing at least one border on a rail freight corridor. It describes the key activities of the C-OSS and Management Board in this respect, and also identifies the responsibilities of the Regulatory Bodies in accordance with Article 20 of the Regulation.
2. The scope of application of the Corridor Framework is the railway network defined in the rail freight corridor implementation plan where principal, diversionary and connecting lines are designated.
3. The Executive Board may decide to allow specific rules within this Corridor Framework for networks which are applying the provisions permitted in accordance with Article 2(6) of Directive 2012/34/EU.
4. In addition, specific rules and terms on capacity allocation may be applicable on parts of the rail freight corridor for the timetable periods 2020 to 2024. These rules and terms are described and defined in Annex 4.

Article 2

The document to be published by the Management Board in accordance with Article 18 of the Regulation – hereinafter referred to as the Corridor Information Document ("CID") – shall reflect the processes in this Corridor Framework.

Chapter II

PRINCIPLES FOR THE OFFER OF PRE-ARRANGED PATHS AND RESERVE CAPACITY

Article 3

1. The offer displayed by the C-OSS contains pre-arranged paths and reserve capacity. The pre-arranged paths and reserve capacity are jointly defined and organised by the IMs/ABs in accordance with Article 14 of the Regulation. In addition, they shall take into account as appropriate:
   - recommendations from the C-OSS based on its experience;
   - customer feedback concerning previous years (e.g. received from the Railway Undertaking Advisory Group);
   - customer expectations and forecast (e.g. received from the Railway Undertaking Advisory Group);
   - results from the annual users satisfaction survey of the rail freight corridor;
   - findings of any investigation conducted by the Regulatory Body in the previous year;

2. The infrastructure managers and allocation bodies (IMs/ABs shall ensure that the pre-arranged path catalogue and reserve capacity are appropriately published. Before publication of the pre-arranged path catalogue and reserve capacity, the Management Board shall inform the Executive Board about the offer and its preparation.

3. Upon request of the Regulatory Bodies and in accordance with Articles 20(3) and 20(6) of the Regulation, IMs/ABs shall provide all relevant information allowing Regulatory Bodies to assess the non-discriminatory designation and offer of pre-arranged paths and reserve capacity and the rules applying to them.

Article 4

1. The pre-arranged paths shall be handed over to the C-OSS for exclusive management at the latest by X-11[1], and reserve capacity at the latest by X-2. The Management Board is required to decide whether, and if so to what extent, unused pre-arranged paths are to be returned by the C-OSS to the relevant IMs/ABs at X-7.5 or kept by the C-OSS after X-7.5 in order to accept late requests, taking into account the need for sufficient reserve capacity. The Management Board shall publish in the CID the principles on which it will base its decision.

Article 5

1. The pre-arranged paths managed by the C-OSS for allocation in the annual timetable and the reserve capacity are dedicated solely to the rail freight corridor. Therefore, it is essential that the displayed dedicated capacity is protected between its publication in the pre-arranged path catalogue and the allocation decision by the C-OSS at X-7.5 against unilateral modification by the IMs/ABs.

2. Following the allocation decision by the C-OSS at X-7.5, an IM/AB and an applicant may agree to minor modifications of the allocated capacity that do not impact the results of the allocation decision. In that case, the modified capacity shall have the same level of protection as that applied to the original capacity.

Article 6

1. Certain pre-arranged paths may be designated by the Management Board for the application of the network pre-arranged path priority rule "Network PaP rule" (defined in Annex 1) aimed at better matching traffic demand and best use of available capacity, especially for capacity requests involving more than one rail freight corridor. The Network PaP rule may apply to pre-arranged path sections linked together within one single or across several rail freight corridors. These sections are designated to promote the optimal use of infrastructure capacity available on rail freight corridors. A pre-arranged path on which the Network PaP rule applies is called "Network PaP".

2. The designation of Network PaPs, in terms of origin and destination and quantity should take into account the following as appropriate:

   - scarcity of capacity;
   - the number and characteristics of conflicting requests as observed in previous years;
   - number of requests involving more than one rail freight corridor as observed in previous years;
   - number of requests not satisfied, etc. as observed in previous years.

[1] X indicates the date of the timetable change; figures refer to months. Therefore X-11 is 11 months before the timetable change etc.

3. Explanations for the designation of Network PaPs, the rail freight corridor sections to be covered by Network PaPs and an indicative share of Network PaPs as a proportion of all pre-arranged paths offered on the rail freight corridor shall be published in the CID.

4. Where Network PaPs relate to more than one rail freight corridor, the Management Board shall cooperate with the Management Board(s) of the other relevant rail freight corridor(s) to engage the IMs/ABs in the designation process. If one rail freight corridor identifies a need for Network PaPs on several rail freight corridors, the other rail freight corridor(s) involved should if possible meet the request. These Network PaPs can only be designated if the Management Boards of all relevant rail freight corridors agree.

Chapter III

PRINCIPLES OF ALLOCATION OF PRE-ARRANGED PATHS AND RESERVE CAPACITY

Article 7

1. The decision on the allocation of pre-arranged paths and reserve capacity on the rail freight corridor shall be taken by the C-OSS, in accordance with Article 13 of the Regulation.

The activities under the timetabling processes concerning pre-arranged paths and reserve capacity are set out in Annex 2.

III-A GENERAL PRINCIPLES RELATED TO THE FUNCTIONING OF THE C-OSS

Article 8

1. The CID to be published by the Management Board shall describe at least the competences, the form of organisation, the responsibilities vis-à-vis applicants and the mode of functioning of the C-OSS and its conditions of use.

2. The corridor capacity shall be published and allocated via an international path request coordination system, which is as far as possible harmonised with the other rail freight corridors.

III-B PRINCIPLES OF ALLOCATION

Article 9

1. The C-OSS is responsible for the allocation of pre-arranged paths and reserve capacity on its own rail freight corridor.

2. An applicant requesting pre-arranged paths or reserve capacity covering more than one rail freight corridor may select one C-OSS to act as a single point of contact to co-ordinate its request, but that C-OSS remains responsible for the allocation of capacity on its own rail freight corridor only.

3. Where the same pre-arranged paths are jointly offered by more than one rail freight corridor, the Management Board shall coordinate with the other Management Board(s) concerned to designate the C-OSS responsible for allocating those paths and publish this in the CID.

Article 10

1. After receipt of all path requests for pre-arranged paths at X-8 (standard deadline for submitting path requests for the annual timetable) the C-OSS shall decide on the -allocation of pre-arranged paths by X-7.5 and indicate the allocation in the path register accordingly.
2. Requests for pre-arranged paths that cannot be met pursuant to Article 13(3) of the Regulation and that are forwarded to the competent IMs / ABs in accordance with Article 13(4) are to be considered by IMs/ABs as having been submitted before the X-8 deadline. The IMs/ABs shall take their decision and inform the C-OSS within the timescales set out in Annex VII of Directive 2012/34/EU and described in Annex 2 of this Corridor Framework. The C-OSS shall complete the processing of the request and inform the applicant of the decision as soon as possible after receiving the decision from the competent IMs/ABs.
3. The Management Board is invited to decide the deadline for submitting requests for reserve capacity to the C-OSS in a harmonised way at 30 days before the running date.
4. Without prejudice to Article 48(1) of Directive 2012/34/EU, the C-OSS shall endeavour to provide a first response to requests for reserve capacity within five calendar days of receiving the path request.

III-C PRINCIPLES OF FAIRNESS AND INDEPENDENCE

Article 11

1. The C-OSS shall respect the commercial confidentiality of information provided to it.
2. In the context of the rail freight corridor, and consequently from the point of view of international cooperation, C-OSS staff shall, within their mandate, work independently of their IMs/ABs in taking allocation decisions for pre-arranged paths and reserve capacity on a rail freight corridor. However, the C-OSS staff should work with the IMs/ABs for the purpose of coordinating the allocation of pre-arranged paths and reserve capacity with the allocation of feeder/outflow national paths.

III-D PRIORITIES TO BE APPLIED BY THE C-OSS IN CASE OF CONFLICTING REQUESTS

Article 12

1. In the event of conflicting requests, the C-OSS may seek resolution through consultation as a first step, if the following criteria are met:
   - The conflict is only on a single rail freight corridor;
   - Suitable alternative pre-arranged paths are available.
2. Where consultation is undertaken, the C-OSS shall address the applicants and propose a solution. If the applicants agree to the proposed solution, the consultation process ends.
3. If for any reason the consultation process does not lead to an agreement between all parties by X-7.5 the priority rules described in Annex 1 apply.

Article 13

1. Where consultation under Article 12 is not undertaken, the C-OSS shall apply the priority rules and the process described in Annex 1 immediately.

2. The priority rules concern only pre-arranged paths and are applied only between X-8 and X-7.5 in the event of conflicting applications.

3. Once the allocation decision is made for requests received by X-8, the C-OSS shall propose suitable alternative pre-arranged paths, if available, to the applicant(s) with the lower priority ratings or, in the absence of suitable alternative pre-arranged paths, shall without any delay forward the requests to the competent IMs/ABs in accordance with Article 13(4) of the Regulation. These path requests are to be considered by IMs/ABs as having been submitted before the X-8 deadline.

4. Experience of the conflict resolution process should be assessed by the Management Board and taken into consideration for the pre-arranged path planning process in following timetable periods, in order to reduce the number of conflicts in following years.

Article 14

With regard to requests placed after X-8, the principle "first come, first served" shall apply.

Chapter IV

APPLICANTS

Article 15

1. An applicant may apply directly to the C-OSS for the allocation of pre-arranged paths or reserve capacity.

2. Applicants shall accept the rail freight corridor's general terms and conditions as laid down in the CID in order to place requests for pre-arranged path and reserve capacity. A copy of these general terms and conditions shall be provided free of charge upon request. The applicant shall confirm that:

   – it accepts the conditions relating to the procedures of allocation as described in the CID,

   – it is able to place path requests via the system referred to in Article 8,

   – it is able to provide all data required for the path requests.

   The conditions shall be non-discriminatory and transparent.

3. The allocation of pre-arranged paths and reserve capacity by the C-OSS to an applicant is without prejudice to the national administrative provisions for the use of capacity.

4. Once the pre-arranged path/reserve capacity is allocated by the C-OSS, the applicant shall appoint the railway undertaking(s) which will use the train path/reserve capacity on its behalf and shall inform the C-OSS and the IMs / ABs accordingly. If this appointment is not provided by the applicant by 30 days before the running day at the latest, regardless of whether it is a prearranged path or reserve capacity, the allocated path shall be considered as cancelled.

5. The CID shall describe the rights and obligations of applicants vis-à-vis the C-OSS, in particular where no undertaking has yet been appointed.

Chapter V

REGULATORY CONTROL

Article 16

1. The application of this Corridor Framework on the annual allocation of capacity shall be subject to the control of the Regulatory Bodies.
2. Article 20 of the Regulation requires the relevant Regulatory Body in each rail freight corridor to collaborate with other relevant Regulatory Bodies. The Executive Board invites the Regulatory Bodies involved on the corridor to set out the way in which they intend to cooperate on regulatory control of the C-OSS, by developing and publishing a cooperation agreement defining how complaints regarding the allocation process of the C-OSS are to be filed and how decisions following a complaint are to be taken. The Executive Board also invites the Regulatory Bodies to set out the procedures they envisage for co-operation across rail freight corridors.
3. Where a cooperation agreement has been developed and published, the CID should provide a link to it.

Chapter VI

FINAL PROVISIONS

Article 17

The Management Board shall inform the Executive Board on an annual basis, using the indicators identified in Annex 3, of the quantitative and qualitative development of pre-arranged paths and reserve capacity, in accordance with Article 9(1)c and 19(2) of the Regulation. On this basis, the Executive Board shall evaluate the functioning of the Corridor Framework annually and exchange the findings with the other rail freight corridors applying this Corridor Framework. The Regulatory Bodies may inform the Executive Board of their own observations on the monitoring of the relevant freight corridor.

Article 18

1. The Executive Board has taken this Decision on the basis of mutual consent of the representatives of the authorities of all its participating States, in accordance with the provisions of Article 14(1) of the Regulation. This Decision is legally binding on its addressees and shall be published.
2. This Corridor Framework replaces any previous Corridor Framework. It shall come into force on 14 December 2019 for the timetable period 2020.
3. Changes to this Corridor Framework can be made but only after consultation with the Management Board and with all rail freight corridors' Executive Boards and Regulatory Bodies.

Article 19

1. The priority rule and the process described in Annex 1, which are based on frequency and distance criteria, shall be evaluated by the rail freight corridor at the latest in the second half of 2021. This evaluation shall be based on a general assessment undertaken by the rail freight corridor taking into account its experience in terms of allocation. The evaluation shall also take into account the experiences from the specific rules and terms as referred to in Article 1(4).
2. In accordance with the results of the evaluation of the priority rule, as described above, any potential modification would take effect for the timetable period 2023 and onwards.

Signed in Brussels , on 20 November 2018, in English

The present decision takes effect the day following the date of its signing.

Pierre Bodiaux

Alternate Member of the Executive board Rail Freight Corridor Rhine-Alpine for Belgium

Stefan Nagel

Alternate Member of the Executive board Rail Freight Corridor Rhine-Alpine for Germany

Paola Mellone

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ANNEXES

1. Description of the priority rule at X-8 in the event of conflicting requests for pre-arranged paths

2. Activities within the timetabling processes concerning pre-arranged paths and reserve capacity

3. Evaluation of the allocation process.

4. Specific rules and terms on capacity allocation applicable on parts of the rail freight corridor according to Art. 1(4)

ANNEX 1

Description of the priority rule at X-8 in the event of conflicting requests for pre-arranged paths.

For the purpose of this Annex, a request comprises a train run from origin to destination, including sections on one or more rail freight corridors as well as feeder and/or outflow paths, on all of its running days. In certain cases, which are due to technical limitations of the IT system used, a request may have to be submitted in the form of more than one dossier. These cases must be described in the CID.

If no "Network PaP" is involved in the conflicting requests

The priority is calculated according to this formula:

$$K = (L^{PAP} + L^{F/O}) \times Y^{RD}$$

L^{PAP} = Total requested length of all PaP sections on all involved RFCs included in one request.

$L^{F/O}$ = Total requested length of the feeder/outflow path(s) included in one request; for the sake of practicality, is assumed to be the distance as the crow flies.

Y^{RD} = Number of requested running days for the timetable period. A running day will only be taken into account for the priority calculation if it refers to a date with a published PaP offer for the given section.

K = The rate for priority

All lengths are counted in kilometres.

The method of applying this formula is:

in a first step the priority value (K) is calculated using only the total requested length of pre-arranged path (L^{PAP}) multiplied by the Number of requested running days (Y^{RD});

- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of the complete paths ($L^{PAP} + L^{F/O}$) multiplied by the number of requested running days (Y^{RD}) in order to separate the requests;
- if the requests cannot be separated in this way, a random selection is used to separate the requests. This random selection shall be defined in the CID.

If a "Network PaP" is involved in at least one of the conflicting requests:

- If the conflict is not on a "Network PaP", the priority rule described above applies
- If the conflict is on a "Network PaP", the priority is calculated according to the following formula:

$$K = (L^{NetPAP} + L^{Other\ PAP} + L^{F/O}) \times Y^{RD}$$

K = Priority value

L^{NetPAP} = Total requested length (in kilometres) of the PaP defined as "Network PaP" on either RFC included in one request.

$L^{Other\ PAP}$ = Total requested length (in kilometres) of the PaP (not defined as "Network PaP") on either RFC included in one request.

$L^{F/O}$ = Total requested length of the feeder/outflow path(s) included in one request; for the sake of practicality, is assumed to be the distance as the crow flies.

Y^{RD} = Number of requested running days for the timetable period. A running day will only be taken into account for the priority calculation if it refers to a date with a published PaP offer for the given section.

The method of applying this formula is:

- in a first step the priority value (K) is calculated using only the total requested length of the "Network PaP" (L^{NetPAP}) multiplied by the Number of requested running days (Y^{RD})
- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of all requested "Network PaP" sections and other PaP sections ($L^{NetPAP} + L^{Other\ PAP}$) multiplied by the Number of requested running days (Y^{RD}) in order to separate the requests
- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of the complete paths ($L^{NetPAP} + L^{Other\ PAP} + L^{F/O}$) multiplied by the Number of requested running days (Y^{RD}) in order to separate the requests

If the requests cannot be separated in this way, a random selection is used to separate the requests. This random selection shall be defined in the CID.

ANNEX 2

Activities under the timetabling processes concerning pre-arranged paths and reserve capacity.

Date/period	Activity
X-19 – X-16	Preparation phase
X-16 – X-12	Construction phase
X-12 – X-11	Approval and publication
X-11	Publication of pre-arranged paths provided by the IMs/ABs and identification among them of the designated Network PaPs
X-11 – X-8	Application for the Annual Timetable
X-8	Deadline for submitting path requests
X-8 – X-7.5	Pre-booking phase
X-7.5	Forwarding requests with "flexible approaches" (e.g. Feeder/Outflow) "special treatments" and requests where the applicant has neither received the requested pre-arranged path nor accepted – if applicable – an appropriate alternative pre-arranged path to IMs/ABs
X-7.5	Possible return of some remaining (unused) pre-arranged paths to the competent IMs/ABs – based on the decision of the rail freight corridor Management Board – for use during the elaboration of the annual timetable by the IMs/ABs
X-7.5 – X-5.5	Path construction phase for the "flexible approaches"
X-5.5	Finalisation of path construction for requested "flexible approaches" by the IMs/ABs and delivering of the results to C-OSS for information and development of the draft timetable
X-5	Publication of the draft timetable for pre-arranged paths – including sections provided by the IMs/ABs for requested "flexible approaches" by the C-OSS - and for tailor-made alternatives in case the applicant has neither received the requested pre-arranged path nor accepted – if applicable – an appropriate alternative pre-arranged path
X-5 – X-4	Observations from applicants
X-4 – X-3.5	Post-processing and final allocation
X-7,5 – X-2	Late path request application phase
X-4 – X-1	Late path request allocation phase
X-4 – X-2	Planning (production) reserve capacity for ad-hoc traffic
X-2	Publication reserve capacity for ad-hoc traffic
X-2 – X+12	Application and allocation phase for ad hoc path requests
X+12 – X+15	Evaluation phase

ANNEX 3

Evaluation of the allocation process

The process of capacity allocation on the rail freight corridor shall be evaluated throughout the allocation process, with a focus on continuous improvement of the working of the C-OSS. The evaluation shall take place after the major deadlines:

X-11: Publication of PaPs

X-8: Deadline for submitting path requests in the annual timetabling process

X-7.5: Deadline for treatment of PaP requests for the annual timetable by the C-OSS

X-2: Publication of reserve capacity for ad-hoc traffic

The evaluation shall be undertaken by the Management Board. Furthermore, the Management Board shall compile an annual evaluation report which includes recommendations for improvements of the capacity allocation process. The Annual report shall be addressed to the Executive Board.

The results of the monitoring shall be published by the Management Board, and to be included in the reporting as referred to in Article 19 of the Regulation.

The following basic indicators shall at least be evaluated using the methodology outlined below:

Indicator	Calculation formula	Timing
Volume of offered capacity	Km*days offered	At X-11 and X-2
Volume of requested capacity	Km*days requested	At X-8
Volume of requests	Number of requests	At X-8
Volume of capacity (pre-booking phase)	Km*days -(pre-booking phase)	At X-7.5
Number of conflicts	Number of requests submitted to the C-OSS which are in conflict with at least one other request	At X-8

ANNEX 4

Specific rules and terms on capacity allocation applicable on parts of the rail freight corridor according to Art. 1(4)

This Annex will apply on the following parts of the rail freight corridor:

- Rotterdam-Antwerp, on the RFC "North Sea-Mediterranean"
- Mannheim-Miranda de Ebro, on the RFC "Atlantic"
- Munich-Verona, on the RFC "Scandinavian-Mediterranean"

For additional routes, the Management Board shall make a proposal to the Executive Board for approval.

The decision shall be published by the Management Board in accordance with Article 18 of the Regulation.

The timeline of Annex 2 shall be adapted as follows for the reserve capacity provided in accordance to Article 1(4):

- [X-4 – X-2: Planning (production) reserve capacity for ad-hoc traffic] shall be replaced by [Until X-11: Planning (production) reserve capacity]
- [X-2: Publication reserve capacity for ad-hoc traffic" shall be replaced by [X-11: Publication of reserve capacity]
- [X-2 – X+12: Application and allocation phase for ad hoc path requests] shall be replaced by [M-4 – M-1: Application for reserve capacity and start of allocation phase]

In its request, the applicant has to indicate the timetable period of the request. If one or several operation days (following the first day of operation) are part of subsequent timetable periods, the applicant may announce this in its request. The request may not exceed a period of 36 months.

The C-OSS must consider the request in all timetable periods concerned:

- For the first timetable period, the C-OSS has to allocate a path, if available;
- For subsequent timetable periods, the concerned IMs may conclude a framework agreement in compliance with Article 42 of Directive 2012/34/EU and Commission

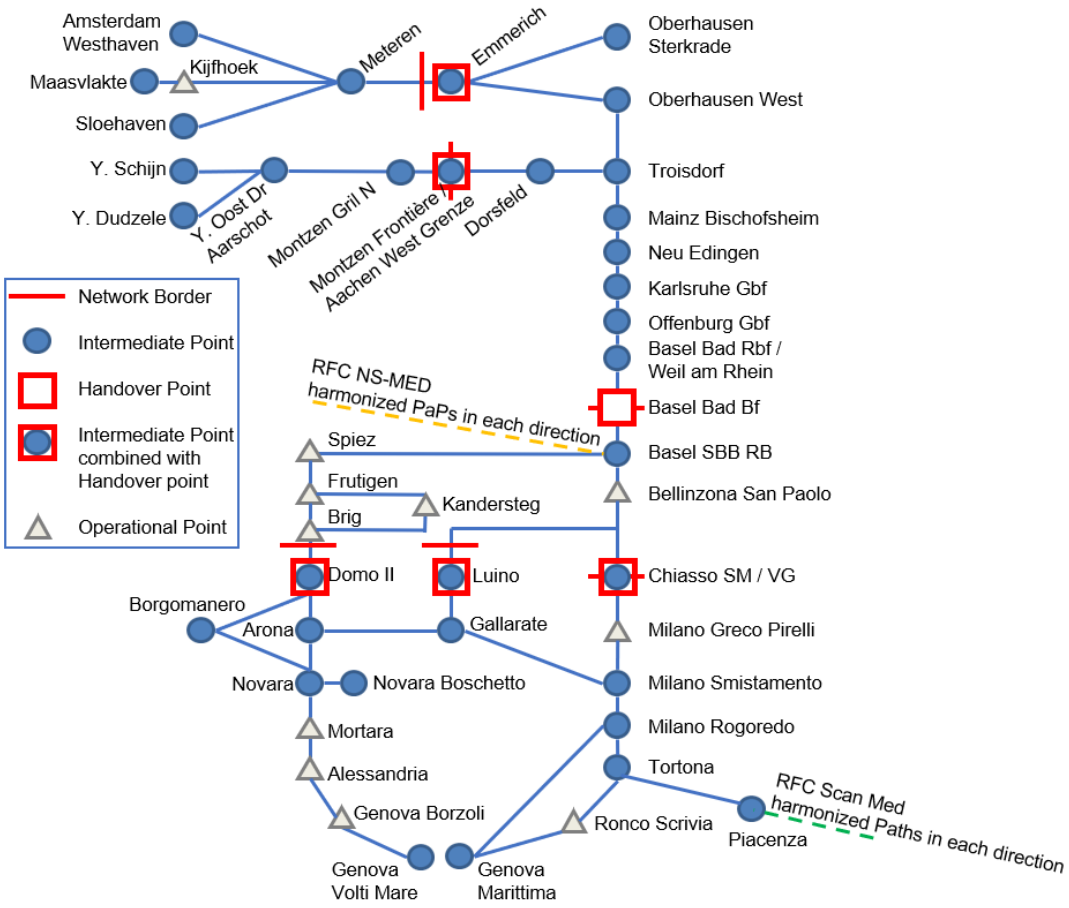
Implementing Regulation (EU) 2016/545 where possible.

Annex 4.B Table of deadlines

Date / Deadline	Date in X-System	Description of Activities
10 January 2022	X-11	Publication of PaP Catalogue
10 January 2022 – 24 January 2022	X-11 – X-10.5	Correction phase (corrections of errors to published PaPs)
11 April 2022	X-8	Last day to request a PaP
18 April 2022		Last day to inform applicants about the alternative PaP offer
25 April 2022	X-7.5	Last day for C-OSS to send PaP pre-booking information to applicants
4 July 2022	X-5	Publication of draft timetable
5 July 2022 – 5 August 2022	X-5 – X-4	Observations and comments from applicants
26 April 2022 – 17 October 2022	X-7.5 – X-2	Late path request application phase via the C-OSS
23 August 2022 – 14 November 2022	X-3.5 – X-1	Late path request allocation phase
22 August 2022	X-3.5	Publication of final offer
27 August 2022	X-3	Acceptance of final offer
10 October 2022	X-2	Publication of RC
12 December 2022	X	Timetable change
18 October 2022 – 8 December 2022	X-2 - X+12	Application and allocation phase for RC

Annex 4.C Maps of the Corridor

Mentioned in 4.3.4.2, 4.3.4.4, 4.3.4.5



Annex 4.D Specificities on specific PaP sections on the Corridor

Mentioned in 4.3.4.3

Annex 4.D-1 Netherlands / ProRail

Void

Annex 4.D-2 Belgium / Infrabel

Void

Annex 4.D-3 Germany / DB Netz

Basel Bad Rbf	For PaPs (including Feeder/Outflow and/or tailor-made constructions) ending or changing loco in Basel Bad Rbf there is a maximum train length of 620 meter applicable. This rule does not apply for Weil am Rhein.

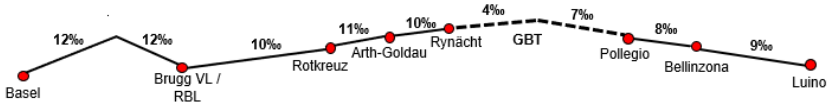
Annex 4.D-4 Border Area Basel / DB Netz and SBB

Within the PaP offer 2023 all loco and system changes in the border area Basel are planned in Basel SBB RB. Those applicants who plan to change loco and/or system on the German side of the border mark it in the comment fields of the path request.

In the planning phase the changes stay in Basel SBB RB. The draft and final offer you will receive with a loco and/or system change in Basel SBB RB. The offer will be adapted as requested at the border harmonization in September.

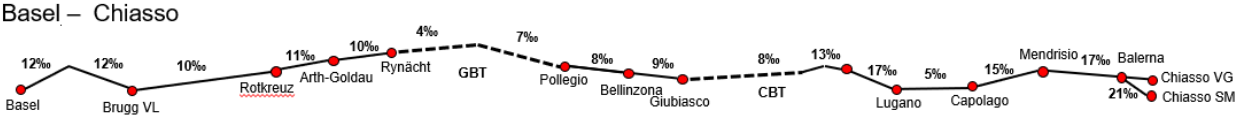
Annex 4.D-5 Switzerland / SBB, BLS, TVS

Basel – Luino



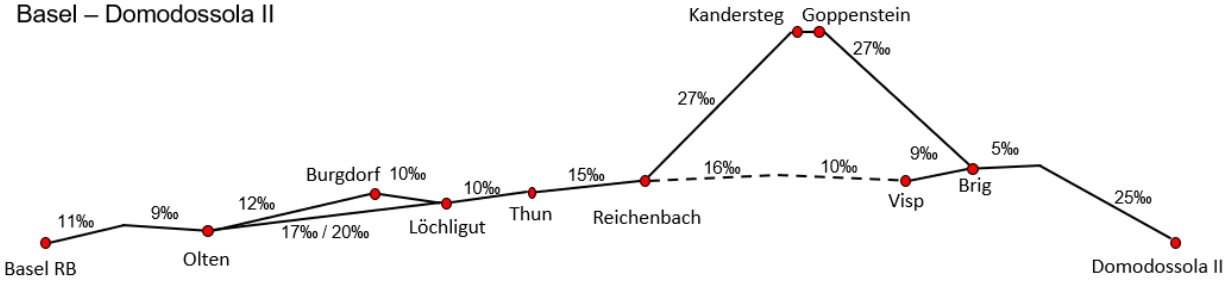
train length, tonnage and loading gauge according to swiss regulation;
speed Gotthard Base Tunnel: V min 100 km/h

Basel – Chiasso



train length, tonnage and loading gauge according to swiss regulation; speed Gotthard Base Tunnel: V min 100 km/h

Basel – Domodossola II



train length, tonnage and loading gauge according to swiss regulation

Section	Parameter	Condition
Basel – Domodossola II / Chiasso / Luino Domodossola II / Chiasso / Luino - Basel	Operational point	The times shown on the operational points within Switzerland can only be deleted. It is neither foreseen to shift them between the operational points nor to add additional operational points
Stopping time in border shunting yard	Basel from / to France ➢ Loco change ➢ System change	 Norm 60 minutes, max 90 minutes Norm 10 minutes, max 15 minutes

	Basel from / to Germany ➢ Loco change ➢ System change	 Norm 30 minutes, max 45 minutes Norm 10 minutes, max 15 minutes
	Chiasso from / to Italy ➢ N-S; U-Group ➢ S-N; U/C-Group	 Norm 40 minutes, max 60 minutes Norm 35 minutes, max 45 minutes

PaPs where the minimum gauge has to be exceeded

North – South

From	To	PaP ID	Min. parameter to be exceeded
Basel SBB RB	Domodossola II	C21NPDO1, day 1 to 7	PC 45/364
Basel SBB RB	Domodossola II	C213NPDO1, day 1 to 7	PC 45/364

South - North

from	To	PaP ID	Min. parameter to be exceeded
Domodossola II	Basel SBB RB	C12NPDO2, day 3 to 7	PC 45/364
Domodossola II	Basel SBB RB	C312NPDO2, day 1 to 7	PC 45/364

Annex 4.D-6 Italy / RFI

Void

Annex 4.E Table of distances (PaP sections)

Mentioned in 4.3.4.11

IM	PaP section		Number of kilometres
	From	To	
Infrabel	Y. Schijn	Y. Oost Dr Aarschot	51.076
	Y. Dudzele	Y. Oost Dr Aarschot	147.961
	Y. Oost Dr Aarschot	Y. Rooierweg	50.800
	Y. Rooierweg	Y. Berneau	31.515
	Y Berneau	Montzen Gril N	17.079
	Montzen Gril N	Montzen Gril Q	1.066
	Montzen Gril Q	Montzen Frontière	6.721
ProRail	Maasvlakte	Kijfhoek	45.000
	Kijfhoek	Meteren	51.800
	Amsterdam Westhaven	Meteren	70.200
	Sloehaven (Vlissingen)	Meteren	154.200
	Meteren	Zevenaar Grens	63.000
DB Netz AG	Aachen West Grenze	Aachen West Pbf	5.510
	Aachen West Pbf	Gremberg Personalwechselstation Süd	84.640
	Aachen West Pbf	Dorsfeld	47.490
	Gremberg Personalwechselstation Süd	Troisdorf Vorbahnhof	10.370
	Troisdorf Vorbahnhof	Mainz-Bischofsheim Mitte	178.070
	Emmerich	Oberhausen West Orm	60.730
	Oberhausen West Orw	Gremberg Personalwechselstation Süd	73.730
	Emmerich	Oberhausen-Sterkrade	56.490
	Mainz-Bischofsheim Mitte	Neu-Edingen/Mannheim-Friedrichsfeld	72.810
	Neu-Edingen/Mannheim-Friedrichsfeld	Offenburg Gbf Gr A	123.100

	Karlsruhe Gbf	Offenburg Gbf Gr A	72.040
	Offenburg Gbf Gr A	Basel Bad Bf	118.870
	Basel Bad Bf	Offenburg Gbf Gr A	120.800
	Offenburg Gbf Gr A	Neu-Edingen/Mannheim-Friedrichsfeld	123.360
	Offenburg Gbf Gr A	Karlsruhe Gbf	69.820
	Neu-Edingen/Mannheim-Friedrichsfeld	Mainz-Bischofsheim Westseite	73.810
	Mainz-Bischofsheim Westseite	Troisdorf Vorbahnhof	175.430
	Troisdorf Vorbahnhof	Gremberg Personalwechselstation Nord	10.760
	Gremberg Personalwechselstation Nord	Oberhausen West Orm	71.090
	Oberhausen West Oro	Emmerich	60.320
	Gremberg Personalwechselstation Nord	Aachen West Pbf	83.400
	Aachen West Pbf	Aachen West Grenze	5.760
	Dorsfeld	Aachen West Pbf	47.750
	Oberhausen-Sterkrade	Emmerich	56.150
SBB / BLS / TVS	Basel Bad Bf	Basel SBB RB D	8.000
	Basel SBB RB D – LBT	Domodossola II	250.000
	Basel SBB RB D – Scheiteltunnel	Domodossola II	255.000
	Basel SBB RB D	Chiasso SM via CBT	272.000
	Basel SBB RB D	Luino	266.000
	Luino	Basel SBB RB G	268.000
	Chiasso VG / SM via CBT	Basel SBB RB G	274.000
	Domodossola II - (Scheiteltunnel)	Basel SBB RB G	255.000
	Domodossola II - (LBT)	Basel SBB RB G	250.000

	Basel SBB RB G	Basel Bad Bf	6.000
RFI	Domodossola II	Arona	50.500
	Domodossola II	Borgomanero	54.000
	Arona	Novara	35.700
	Arona	Gallarate	25.500
	Novara	Novara Boschetto	0.300
	Chiasso Sm	Milano G.P.	48.600
	Milano G.P.	Milano Sm	7.700
	Novara	Mortara	24.200
	Mortara	Alessandria	42.300
	Alessandria	Genova Borzoli	67.300
	Genova Borzoli	Genova V.M.	13.000
	Milano Sm	Milano R.do	6.500
	Milano R.do	Tortona	69.600
	Tortona	Ronco Scrivia	35.000
	Ronco Scrivia	Genova Marittima	25.000