Baltic – Adriatic Rail Freight Corridor 5
Corridor Information Document

Timetable 2024

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
1.0	whole document	Updating the reference to TTR pilots in Chapter 4.1, the dates of TCR publication in Chapter 4.4.5, the Annex 4.B Table of deadlines & other small changes & Specific boxes	X	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/EB-Comments-NS_CID_Glossary_2022-Working-file_clean.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:

Corridor Specificities
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.

Corridor Specificities
The Implementation Plan of the Corridor can be found under the following link: Implementation plan. During the year 2021 we have updated our Implementation plan. This updated document can be found under the following link: Updated Implementation Plan.

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.

Corridor Specificities
Members of the ExBo of the Corridor are as follows: ▪ *Ministry of Infrastructure and Construction of Poland* ▪ *Ministry of Transport of Czech Republic* ▪ *Ministry of Transport and Construction of Slovakia* ▪ *Ministry of Transport, Innovation and Technology of Austria* ▪ *Ministry of Infrastructure of Slovenia* ▪ *Ministry of Infrastructure and Transport of Italy*

- 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.

Corridor Specificities

Members of the MB of the Corridor are as follows:

PKP Polskie Linie Kolejowe	Poland	
Správa železnic	Czech Republic	
Železnice Slovenskej republiky	Slovakia	
ŐBB Infra	Austria	
Rete Ferroviaria Italiana	Italy	
Slovenske Železnice-I	Slovenia	

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

Corridor Specificities
RAG meetings are open to non RU applicants too.

- 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.

Corridor Specificities
The organization of RFC Baltic-Adriatic can be found under this link: About us - Organisation.

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:

Corridor Specificities

The Management Board decided to give the RFC the juridical form European Economic Interest Grouping (EEIG - according to Council Regulation (EEC) No 2137/85 of 25 July 1985), that was established on 13 May 2016. The General Assembly of the EEIG took over the obligations of the Management Board of the Rail Freight Corridor.

The EEIG was initially established in Poland and then moved to Italy. The official name of the EEIG is currently "European Economic Interest Grouping for Baltic-Adriatic Rail Freight Corridor 5" (abbreviation "EEIG RFC 5").

Description of the internal structure of RFC5 can be found in the organigram picture above and in our website (About us).

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:

Corridor Specificities

The relevant contacts of Corridor Baltic-Adriatic Corridor are published on its website under the following link:

https://www.rfc5.eu/contacts/

Chairman of RFC 5 ExBo:

Mr Lukáš Soukup: lukas.soukup@mdcr.cz / www.mdcr.cz

Other useful contacts

Country	*National Railway Regulation Authority*	*Address*
Poland	Urząd Transportu Kolejowego (Office of Rail Transport)	http://www.utk.gov.pl/ *utk@utk.gov.pl*
Czech Republic	Drážní Úřad (Rail Authority)	http://www.ducr.cz/ *podatelna@ducr.cz*
Slovakia	Dopravný Úrad (Transport Authority)	http://nsat.sk/
Austria	Austrian Railway Regulation Authority	http://www.schienencontrol.gv.at
Slovenia	Agency for communication networks and services of the Republic of Slovenia Stegne 7, 1000 Ljubljana, Slovenia Phone: 01 583 63 00	http://www.akos-rs.si/railways
Italy	ART Autorità di Regolazione dei Trasporti	http://www.autorità-trasporti.it *art@autorita-transporti.it* PEC: *pec@pec.autorita-transporti.it*

The Regulatory Bodies situated in the countries of Rail Freight Corridor Baltic-Adriatic signed an Agreement on cooperation and rules of dealing with claims .The Text of the Cooperation Agreement can be found under: this link

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 2024 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 Specificities
All IMs on Corridor Baltic-Adriatic participate in TIS.

Applicants and operators of service facilities 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 Specificities
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.

Corridor Specificities
Corridor Baltic-Adriatic Corridor has no additional official languages.

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. The below terminal list provides a summary of the terminals along the Corridor, together with a link to a detailed terminal description, if provided by the terminal to the IM.

Country	Terminal Name	Handover Point	Link to Terminal description
Poland	BCT – Bałtycki - Terminal Kontenerowy (Terminal BCT Gdynia)	Gdynia Główna	LINK
	Gdynia Container Terminal	Gdynia Główna	LINK
	Terminal Kontenerowy DCT Gdańsk (Deepwater Container Terminal)	Gdańsk Port Północny	LINK
	GDAŃSKI TERMINAL KONTENEROWY	Gdańsk Zaspa Towarowa	LINK
	PCC Intermodal - Terminal PCC Kutno	Stara Wieś	LINK
	Erontrans Terminal Kontenerowy w Strykowie	Stryków	LINK
	Terminal Kontenerowy Spedcont Łódź	Łódź Olechów	LINK
	Terminal Centrostal Łódź S.A.	Łódź Żabieniec	LINK
	Loconi Terminal Kontenerowy Radomsko	Radomsko	LINK
	Erontrans Terminal Kontenerowy w Radomsku	Radomsko	LINK
	METRANS Terminal Dąbrowa Górnicza	Dąbrowa Górnicza	LINK
	Euroterminal Sławków	Sosnowiec Maczki	LINK
	PCC Intermodal - Terminal PCC Brzeg Dolny	Brzeg Dolny	LINK
	OT Port Świnoujście – Terminal Kontenerowy	Świnoujście	LINK
	DB Port Szczecin	Szczecin Port Centralny	LINK
	Terminal Kontenerowy Schavemaker Kąty Wrocławskie	Kąty Wrocławskie	LINK
	Terminal kontenerowy Siechnice - Baltic Rail	Siechnice	LINK
	PKP Cargo Connect - Terminal Kontenerowy Poznań Franovo	Gądki	LINK
	Centrum Logistyczno-Inwestycyjne Poznań II CLIP Logistics Sp. z o.o.	Swarzędz	LINK
	Rail Hub Terminal Gądki - Matrans Polonia	Gądki	LINK
	Ostsped Intermodal - Terminal Kontenerowy Szamotuły	Szamotuły	LINK

	Terminal Kontenerowy Gliwice - PKP CARGO CONNECT Sp. z o.o.	Gliwice	LINK
	PCC Intermodal - Terminal PCC Gliwice	Gliwice	LINK
	Rail Terminal Rzepin sp. z o.o.	Rzepin	LINK
	BALTCHEM S.A. - Zaklady Chemiczne w Szczecinie	Szczecin Port Centralny	LINK
	Bałtycka Baza Masowa	Gdynia Port	LINK
	Brzeski Terminal Kontenerowy	Brzesko Okocim	LINK
	Bulk Cargo-Port Szczecin	Szczecin Port Centralny	LINK
	CARGOSPED Terminal Braniewo Sp. z o.o.	Braniewo	LINK
	Euro-Terminal Świnoujście	Świnoujście	LINK
	ŚLĄSKIE CENTRUM LOGISTYKI S.A. Gliwice	Gliwice Port	LINK
	Port Gdański Eksploatacja S.A.	Gdańsk Zaspa Towarowa	LINK
Czech Republic	Ostrava – Šenov / METRANS	Havířov	LINK
	Terminál Přerov - Horní Moštěnice	Přerov přednádraží	LINK
	Brno-Horní Heršpice	Brno-jih	LINK
	Metrans Zlin-Želechovice/Lipa	Lípa nad Dřevnicí	LINK
	Agro Bohemia Kopřivnice	Kopřivnice	LINK
	Ostrava- Paskov terminál	Vratimov	LINK
	RAIL HUB - Terminál Česká Třebová	Česká Třebová	LINK
	Multimodal logistic center Ostrava Mošnov	Sedlnice-Bartošovice	LINK
Slovakia	Rail Cargo Operator Bratislava	Bratislava ÚNS	LINK
	Budamar Logistics Slovenská plavba a prístavy	Bratislava ÚNS	LINK
	METRANS (Danubia)	Dunajská Streda	LINK
	Rail Cargo Operator Žilina	Žilina zriaďovacia stanica	LINK

	Terminal Žilina	Žilina-Teplička	LINK
Austria	Cargo Center Graz	Kalsdorf	LINK
	Montan Terminal Kapfenberg	Kapfenberg	LINK
	Terminal St. Michael	St. Michael	LINK
	Terminal Villach Süd	Fürnitz	LINK
	Port of Vienna-Freudenau	Kaiserebersdorf	LINK
	Terminal Wien Süd	Blumental	LINK
Slovenia	Ljubljana Moste KT	Ljubljana Moste	LINK
	Ljubljana Zalog ranžirna	Ljubljana Zalog	LINK
	Luka Koper KT	Koper tovorna	LINK
	Maribor kontejnerski	Maribor Tezno	LINK
	Celje tovorna kontejnerski	Celje tovorna	LINK
	Gorenje Velenje (private terminal)	Velenje	LINK
	Revoz Novo Mesto (privat terminal)	Novo Mesto	LINK
	Port of Koper Container Terminal (facility operator: Luka Koper d.d.)	Koper tovorna	LINK
Italy	Bologna Interporto	Bologna	LINK
	Cervignano Interporto	Cervignano SM	LINK
	OSOPPO Terminal	Osoppo	
	Padova Interporto	Padova Interporto	LINK
	T.C.R. Ravenna	Ravenna	LINK
	Udine Terminal	Udine Parco	
	Lugo Terminal	Lugo	LINK
	FS LOGISTICA Cittadella	Cittadella	
	Trieste Interporto	Trieste Campo Marzio	LINK
	Interporto di Venezia - Marghera Scalo	Marghera Scalo	LINK
	JERICH ITALIA Marghera Scalo	Marghera Scalo	LINK
	TERMINAL RINFUSE ITALIA Marghera Scalo	Marghera Scalo	LINK
	TRANSPED/SYNDIAL Marghera Scalo	Marghera Scalo	LINK

	Cogefrin Bologna (facility operator: Cogefrin group)	Bologna	LINK
	Ravenna (facility operator: Mercitalia Shunting & Terminal)	Ravenna	LINK

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).

For a complete and up-to-date overview of lines concerned by the aforesaid pilots, refer to the 'TTR Pilots Communication Platform' maintained by RNE under the URL: https://rne.eu/capacity-management/ttr/implementation/pilots-and-mvp/.

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

Corridor Specificities
This Corridor does not participate in a TTR pilot project. However, Oebb is running a TTR pilot on its lines belonging to the Corridor (except the line section Villach – Jesenice which is not a part of the Corridor Baltic-Adriatic).

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 Specificities	
Address	*One-Stop-Shop Rail Freight Corridor 5* *Via Trento 38* *30 171 Venezia Mestre*
Contacts	*Ms. Sandra Ferrari* *+39 335 7645417*
Website	*www.rfc5.eu*
Email	*c-oss@rfc5.eu*

4.2.3 Language of the C-OSS

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

Corridor Specificities
The C-OSS has additional official languages for correspondence: none

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 Specificities
Framework for Capacity Allocation

The FCA constitutes the 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.

Corridor Specificities

An overview of the deadlines of the IMs/ABs on the Corridor from the different Network Statements is listed below.

IM	***Deadline***
PKP PLK	• *In yearly TT till 2 June 2023* • *In a mode other than yearly TT Time of Path Request*
Správa železnic	*At the moment of placing request*
ŽSR	*30 days before the train run*
OeBB	• *30 days before the train run,* • *at least with the introduction of the request if the time is shorter.*
RFI	*30 days before the train runs*
SŽ-I	*At the moment of placing request*

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 https://rne.eu/it/rne-applications/pcs/documentation/),
- 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 Specificities
N/A

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 [Start Point(s)] to [End Point(s)]. 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 Specificities

The PaP catalogue can be found under the following link: PaP Catalogue

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

Corridor Specificities


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 Specificities
The Corridor offers PaPs without protected Handover times. This means that the times at Handover Points (as defined in Chapter 3.4.1.2) between IMs as well can be modified in the request according to individual needs.

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 Specificities
Corridor Baltic Adriatic offers multiple corridor PaPs with other Corridors for the traffics between Romania and Poland, between Romania and Italy, between Poland and Czech Republic. These PaPs are marked with same PaP ID by all offering RFCs.

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 Specificities
Corridor Baltic Adriatic doesn't provide common offer for PaPs on overlapping sections.

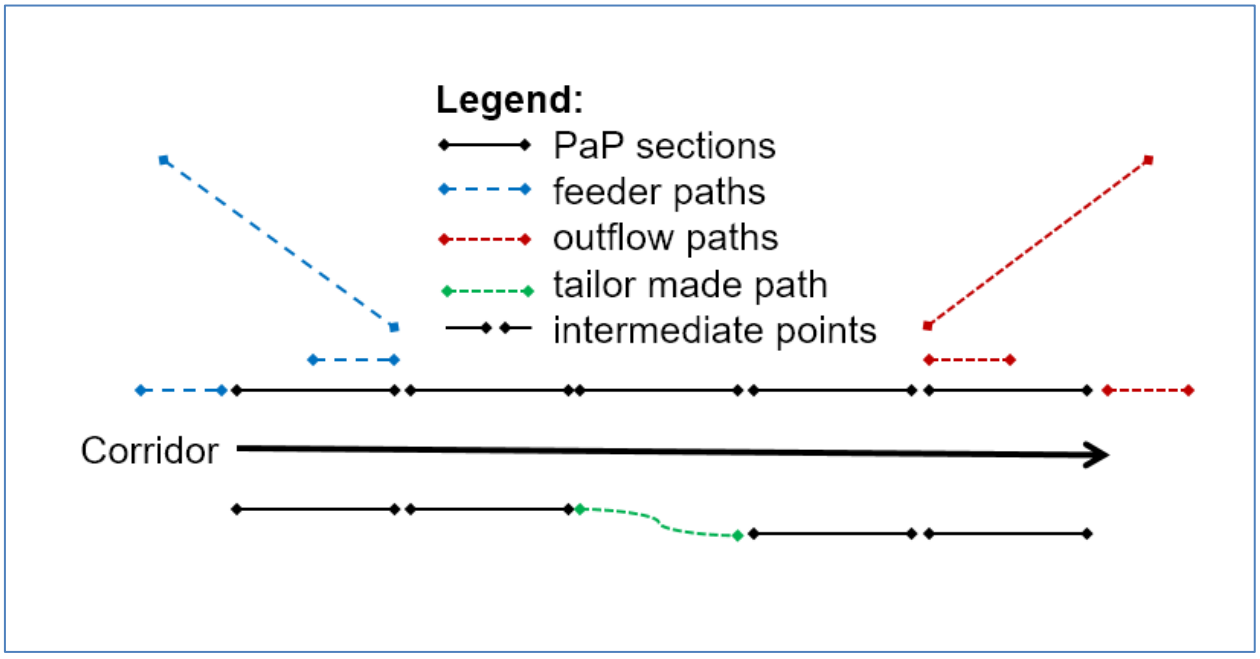
4.3.4.6 Feeder, outflow and tailor-made paths

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 Specificities
On PKP-PLK and Správa železnic network all requests for modification and/or cancellation must be placed by IM's national tool. The usage of PCS for these operations is additional 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 Specificities
N/A

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 Specificities
Baltic-Adriatic Corridor applies the resolution through consultation. *Resolution through consultation may be promoted and performed in a first step between applicants and the C-OSS, if all the following criteria are met:* o *Conflict is only on a single rail freight corridor* o *Alternative pre-arranged paths are available* *The C-OSS addresses both applicants and proposes a solution. If both applicants agree to the proposed solution, the consultation process ends. If for any reason the consultation process does not lead to an agreement between all parties at X-7.5 the priority rules described below apply.*

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 Specificities
The Corridor 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 Specificities
Networks PaPs are not being offered by the Corridor.

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.

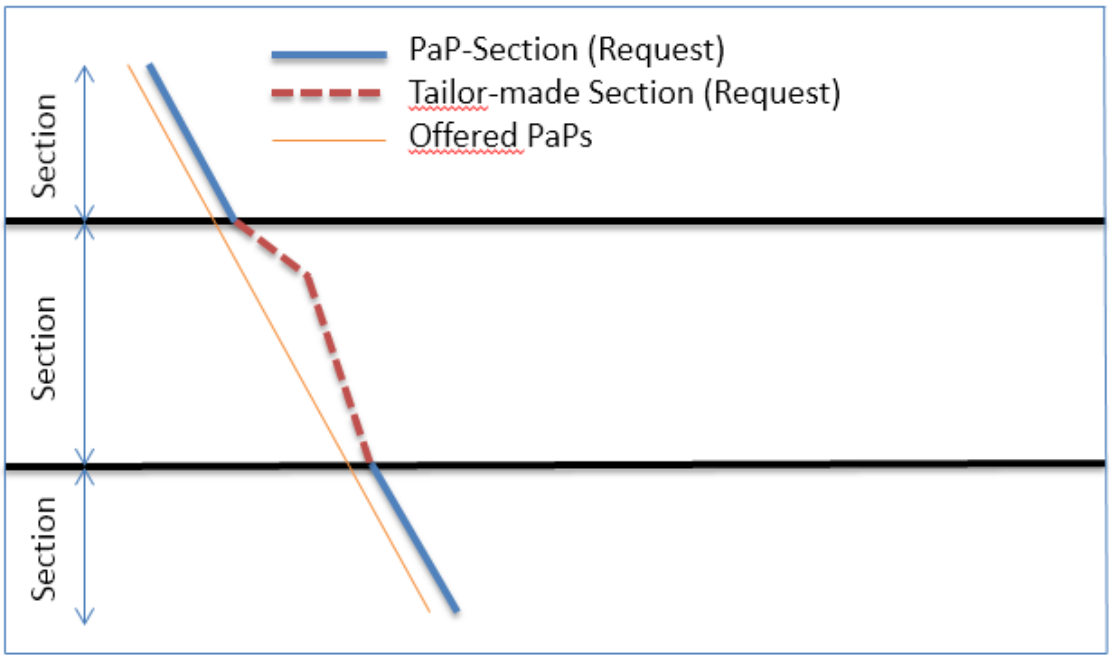
- The respective applicants will be acknowledged of the undecided conflict before X-7.5 and invited to attend a drawing of lots.
- The actual drawing will be prepared and executed by the C-OSS, with complete transparency.
- The result of the drawing will be communicated to all involved parties, present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

Corridor Specificities
Details about random selections can be provided by C-OSS on request.

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 Specificities
Corridor Baltic Adriatic handles non-requested PaPs according to B *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 Specificities
The IMs/ABs can mark areas in which the flexibility will be available even after the final offer (in case the IMs/ABs create the actual timetable only shortly before operations) as 'Flexible after allocation'.

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.

Corridor Specificities
The IMs/ABs can mark areas in which flexibility will be available even after the final offer (in case the IMs/ABs create the actual timetable only shortly before operations) as 'Flexible after allocation'.

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 Specificities
Corridor Baltic Adriatic does not offer 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 Specificities
Products for late path requests are not available on Corridor Baltic-Adriatic.

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.

Corridor Specificities
Corridor Baltic Adriatic does not offer the possibility to place late path requests.

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

Corridor Specificities
Products for late path requests are not available on Corridor Baltic-Adriatic.

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 Specificities
Corridor Baltic Adriatic offers RC through variant B. There is no limitation for applicant when indicating required times.

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

Corridor Specificities
https://cip.rne.eu/apex/f?p=212:32:11816640959627::::P32_BOOKS_LIST:500270

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 Specificities
Corridor Baltic-Adriatic doesn't provide common offers for RC 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

Corridor Specificities
On PKP-PLK and Správa železnic network all requests for modification and/or cancellation must be placed by IM's national tool. The usage of PCS for these operations is additional 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 Specificities

An overview of withdrawal fees and deadlines of the IMs/ABs on the Corridor (extract from the different Network Statements) is listed below.

IM	***Withdrawal fees and deadlines***
PKP PLK	*Free of charge*
Správa železnic	*Free of charge*
ŽSR	*Free of charge*
OeBB	*Free of charge*
SŽ-I	*Free of charge*
RFI	*Withdrawal between X-8 and X-4: Free of Charge* *Withdrawal after final allocation:* - *75% net of cost of electricity (for trains on limited*

	infrastructure capacity), *50% net of cost of electricity (for trains on no limited infrastructure capacity).*

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.

Corridor Specificities

An overview of cancellation fees and deadlines of the IMs/ABs on the Corridor (extract from the different Network Statements) is listed below.

IM	***Cancellation fees and deadlines***
PKP PLK	*The reservation charge collected from the applicants for non-usage of allocated capacity if:* *1) the non-RU applicant does not identify the RU who is to use the allocated capacity, or the RU identified by the applicant does not conclude a Usage Agreement with PLK;* *2) the RU applicant does not conclude a Usage Agreement with PLK;* *- shall be 100% of the basic charge for the planned train run or at least 1000 PLN, whichever is higher.* *If an RU does not use a RRJ-allocated train path in whole or part due to reasons attributable to the RU, the reservation charge for the unused part of the train path shall be:* *1) if the RU does not submit a notice of cancellation of the train path - 25% of the basic charge for the planned train run;* *2) if the notice of cancellation is submitted **by 14 November 2023**,* *the reservation charge:* *a) for the period **from the date of submitting the notice of cancellation until 14 April 2024** will be equivalent to 25% of the basic charge,* *b) for the period **from 15 April 2024 until the end of the RRJ validity** period will be equivalent to 5% of the basic charge;* *3) if the notice of cancellation is submitted **by 19 January 2024**,* *the reservation charge:* *a) for the period **from the date of submitting the notice of cancellation until 8 June 2024** will be equivalent to 25% of the basic charge,* *b) for the period **from 9June 2024 until the end of the RRJ validity** period will be equivalent to 5% of the basic charge* *4)if the notice of cancellation is submitted **by 7 May 2024**,* *the reservation charge:* *a) for the period **from the date of submitting the notice of cancellation until 1 September 2024** will be equivalent to 25% of the basic charge,*

	*b) for the period **from 2 September 2024 until the end of the RRJ validity** period will be equivalent to 5% of the basic charge;* *5) if the notice of cancellation is submitted **by 29 May 2024**.* *the reservation charge:* *a) for the period **from the date of submitting the notice of cancellation until 29 September 2024** will be equivalent to 25% of the basic charge,* *b) for the period **from 30 September 2024 until the end of the RRJ validity** period will be equivalent to 5% of the base fee.*	
	In case of non-usage by railway undertaking of train path allocated in a mode other than annual timetable by reasons laying on his side entirely or partially, the reservation charge for unused part of allocated train path amounts:	
	1) for planned train journey when cancellation of allocated train path is not submitted or it was submitted within deadline shorter than 12 hours prior to scheduled train departure	*25% of basic charge*
	2) for planned train journey when cancellation of allocated train path was submitted within deadline not shorter than 12 hours and shorter than 36 hours prior to scheduled train departure	*20% of basic charge*
	3) for planned train journey when cancellation of allocated train path was submitted within deadline not shorter than 36 hours and shorter than 72 hours prior to scheduled train departure	*15% of basic charge*
	4) for planned train journey when cancellation of allocated train path was submitted within deadline not shorter than 72 hours and shorter than 30 days prior to scheduled train departure	*10% of basic charge*
	5) for planned train journey in case when cancellation of allocated train path was submitted more than 30 calendar days prior to scheduled train departure	*Free of charge*
	The charge for handling of the application for capacity allocation levied from applicants amounts to PLN 100 unless the requested capacity was allocated, except in situations when capacity was not allocated for reasons on the part of PLK	
Správa železnic	*a) Capacity allocation fee (according to Network Statement)*	*100%*
	*b) If the applicant does gives up allocated infrastructure capacity **less than 30 days before the planned day** of ride* *or* *the allocated infrastructure capacity forfeits due to a train delay longer than 1,200 minutes for reasons on the side of the applicant or nobody uses the allocated infrastructure capacity the applicant is obliged to pay to the allocator a sanction.*	*The fee depends on the time of cancellation, the length of the allocated path and classification of route that is used.* *Some routes are excluded from this fee.* *For details see the Network Statement – chapter 5.6.4 and Annex "C".*
ŽSR	*ŽSR does not charge additional fees for the cancellation of allocated path.*	*Fee for ordering and allocation of capacity U1 under Regulation of Transport Authority no. 2/2018 shall be charged even if allocated path has been cancelled.* *For details see the Network*

		Statement – chapter 6.2.1 and Annex "6.3.1".
OeBB	*Free of Charge*	
SŽ-I	*Cancellation less than 6 hours prior to the scheduled time of departure*	*50% of user charge for allocated train path*
	Ad-hoc train path cancellation prior to the scheduled time of departure	*25 € + VAT*
RFI	***until 5 days before operation trains*** *Cancellations trains on no limited capacity infrastructure* *Cancellations trains on limited capacity infrastructure* ***by 4 days before operation trains*** *Cancellations trains on no limited capacity infrastructure* *Cancellation trains on limited capacity infrastructure*	*0%* *50% net of cost of electricity* *30% net of cost of electricity* *60 % net of cost of electricity*

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 Specificities		
An overview of fees for unused paths for the IMs/ABs on the Corridor (extract from the different Network Statements) is listed below.		
IM	**Fees for unused paths**	
PKP PLK	For planned train journey when cancellation of allocated train path is not submitted or it was submitted within deadline shorter than 12 hours prior to scheduled train departure	25% of basic charge
Správa železnic	100 % of Capacity allocation fee plus: The fee depends on the length of the allocated path and classification of route that is used. Some routes are excluded from this fee (see Network Statement). For details see the Network Statement.	
ŽSR	ŽSR does not charge additional fees for the cancellation of allocated path.	Fee for ordering and allocation of capacity U1 under Regulation of Transport Authority no. 2/2018 shall be charged even if allocated path has been cancelled. For details see the Network Statement – chapter 6.2.1 and Annex "6.3.1".
OeBB	Free of charge	
SŽ-I	The train path has not been cancelled and the train doesn't run or cancellation after the scheduled time of departure The train path has not been cancelled and the train doesn't run or cancellation after the scheduled time of departure (ad-hoc train path)	100% of user charge for allocated train path. 25 € + VAT and 100% of user charge for allocated train path

RFI	100% of the charge, net of cost of electricity

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 Specificities	
An overview of who has to pay the path charge when a non-RU applicant requests the path on the Corridor per IM/AB (extract from the different Network Statements) is listed below:	
IM	***Explanations***
PKP PLK	*RU that used a path, except situation when no RU is assigned. In this case Applicant is charged.*
Správa železnic	*RU that used a path, except situation when no RU is assigned. In this case Applicant is charged.*
ŽSR	*RU that used a path is charged, except situation when no RU is assigned. In this case Applicant is charged.*
OeBB	*The RU has to pay the used path whereas the non RU is liable for the payment*
SŽ-I	*Path charge will be invoiced to the RU which signed the contract*

RFI	*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.

Corridor Specificities
The Cooperation Agreement can be found under: this link

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.

Corridor Specificities
Coordination meetings are organised by the respective IMs, which invite the RFC TCR Coordinator and informe him 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 Specificities
Baltic-Adriatic corridor's topology shows the potential for mutual re-routing of trains on the stretches Katowice – Wien and Bruck an der Mur – Udine respectively. Thus coordination between three (RFI/SŽ-I/ÖBB) or four (PLK-SA/ŽSR/SŽCZ/ÖBB) IMs is needed to secure for good quality in corridor overall capacity performance. *Procedure:* *Involved IMs submit all TCRs, already discussed at bilateral level, to the RFC TCR Coordinator. Coordination on RFC level will then be initiated by the RFC TCR Coordinator with the aim to investigate:* - *if the combined impact of all the TCRs on the respective networks of the corridor is still acceptable,* - *the availability of required capacity on diversionary lines, and* - *the possibility to provide a capacity offer* *The RFC TCR Coordinator organises coordination meetings according to the internal rules of Baltic-Adriatic RFC.*

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 led 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.

Corridor Specificities
Experts with relevant knowledge of planning TCRs and of planning timetables will work on proposals for alternatives to find solutions. The management(s) of the IM(s) where the works take place is/are responsible for the final decision and reports these results to the management(s) of the affected IM(s) and the MB of Baltic-Adriatic RFC.

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:

Corridor Specificities
1) The results of the TCR's coordination that are known for principal and diversionary lines of Baltic-Adriatic RFC are published in the CIP with an information about the publication on the website. Applicants may send their comments on the planned TCRs via the comment function on the RFC´s website. *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 Specificities

Corridor Baltic-Adriatic also publishes other relevant TCRs on its website and in the RNE-CIP under the link:
https://cip.rne.eu/apex/f?p=212:170:20394799844529::::P170_BOOKS_LIST:500746.

Notwithstanding the above publication dates, which are applied by the individual IMs as required by Annex VII mentioned above (4.4.5.2), on Baltic-Adriatic RFC the following timeline is used to publish TCRs related to TT 2023:

- *x-23 (January 2023): First publication of TCRs according to Annex VII for TT 2025 took place.*
- *x-16.5 (August 2023): Information on coordinated TCRs for TT 2025, based on results of the national consultation of applicants and the harmonisation between IMs has been provided; these TCRs have been taken into consideration for the construction of PaPs.*
- *x-11 (January 2023): Detailed information on coordinated TCRs for TT 2024, issued together with the publication of PaPs.*
- *x-4.5 (August 2023): Update of already published TCRs for TT 2024 due to late changes, and publication of minor TCRs according to Annex VII*.*

**) Regarding the requirements of Annex VII all minor TCRs known at x-6,5 (end of May) shall be published at x-4 (mid of August); Baltic-Adriatic RFC shortens this deadline to provide a harmonised publication date (August 1st) to its customers.*

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 2024 – 2026 on the following dates:

	January 2023 (X-11)	**January 2023 (X-23)**	**August 2023 (X-3.5)**	**January 2024 (X-11)**	**January 2024 (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 2024**	**TT 2025**	**TT 2024**	**TT 2025**	**TT 2026**

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 Specificities
Link to the overview on the Corridor`s website and/or in the CIP: *TCRs CIP link:* *https://cip.rne.eu/apex/f?p=212:170:16188424153365::::P170_BOOKS_LIST:500746* *Baltic-Adriatic RFC publishes TCRs in table format on CIP. As soon as the RNE TCR tool will be ready for use Baltic-Adriatic RFC will publish the TCR on the tool. A provisionary double publication (Tool and Table) might occur for a transition period.*

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 Specificities
There are no additional rules for traffic management adopted by Corridor Baltic-Adriatic.

4.5.1 Cross-border section information

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

Corridor Specificities

The list of corridor-related cross-border sections shall be displayed here.

Cross-border section	**IM 1**	**IM 2**
Zwardoń-Skalite	PKP PLK	ŽSR
Zebrzydowice-Petrovice u Karvine	PKP PLK	Správa železnic

Chałupki – Bohumin	PKP PLK	Správa železnic
Międzylesie - Lichkov	PKP PLK	Správa železnic
Čadca – Mosty u Jablunkova	Správa železnic	ŽSR
Břeclav - Hohenau	Správa železnic	ÖBB
Devínska Nová Ves - Marchegg	ŽSR	ÖBB
Bratislava-Petržalka – Kittsee	ŽSR	ÖBB
Spielfeld-Straß - Šentilj	ÖBB	SŽ-I
Sežana - Villa Opicina	SŽ-I	RFI
Tarvisio Boscoverde - Thörl-Maglern	RFI	ÖBB

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).

Corridor Specificities
For Corridor Baltic-Adriatic the above-mentioned information can be found: ➢ *in the Network Statements of the IMs involved (Chapter 2 of CID) and* ➢ *in the excel table available on the RNE website – Traffic Management Information – Border section information sheet within the excel table http://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.

Corridor Specificities
For Corridor Baltic-Adriatic the above-mentioned information can be found: ➢ *In the excel table available 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-act ivities-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.

Corridor Specificities
There are no harmonized priority rules on the RFC Baltic-Adriatic. The prioritazion of the freight trains is in the competence of the concerned IM.

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.

Corridor Specificities
RFC-specific decisions on the following matters: *1. Need to have a back-up organisation:*

a. *There is no back-up organisation to take over this responsibility and the RFC team would take up the task on the first day when is available.*

2. *Need to organise a communication telco during an ICM case in order to coordinate the public communication:*

   a. *The communication telco does not have to 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 (one or more of the following options shall be selected – please specify):*

   a. *No other stakeholder besides the ones defined as mandatory in the ICM Handbook .*

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.

Corridor Specificities
Detailed rules for communication in case of disturbance are included in bilateral agreements, which are referenced on RFC5 website www.rfc5.eu. *In case a disturbance on the corridor, whenever rerouting alternative is possible, the IM on whose infrastructure the disturbance occurred should always contact the domestic RU to organise the rerouting of their own trains in accordance with partner RUs and concerned IMs. The link to ICM Handbook is* https://rne.eu/wp-content/uploads/2022/10/ICM_Handbook.pdf

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 Specificities
The above-mentioned overview information can be found in CIP http://info-cip.rne.eu/.

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.

Corridor Specificities
There are no harmonized allocation rules in the event of disturbance on the RFC Baltic Adriatic. National rules apply.

4.5.4 Traffic restrictions

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

Corridor Specificities
On Corridor Baltic-Adriatic the information about restrictions that are not planned within TCRs can be found on internal communication channels of the involved IMs.

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.

Corridor Specificities
The management summary of the Corridor monthly punctuality report is published in the CIP, under this link: https://cip.rne.eu/apex/f?p=212:170:20394799844529:::P170_BOOKS_LIST:500748 *Corridor Baltic-Adriatic has set up a group within the framework of its organisational structure that is responsible for the train performance management of the Corridor – WG Performance Management & Operations. In this group IMs work together in order to make the railway business more attractive and competitive.*

Annexes:

Annex 4.A Framework for Capacity Allocation

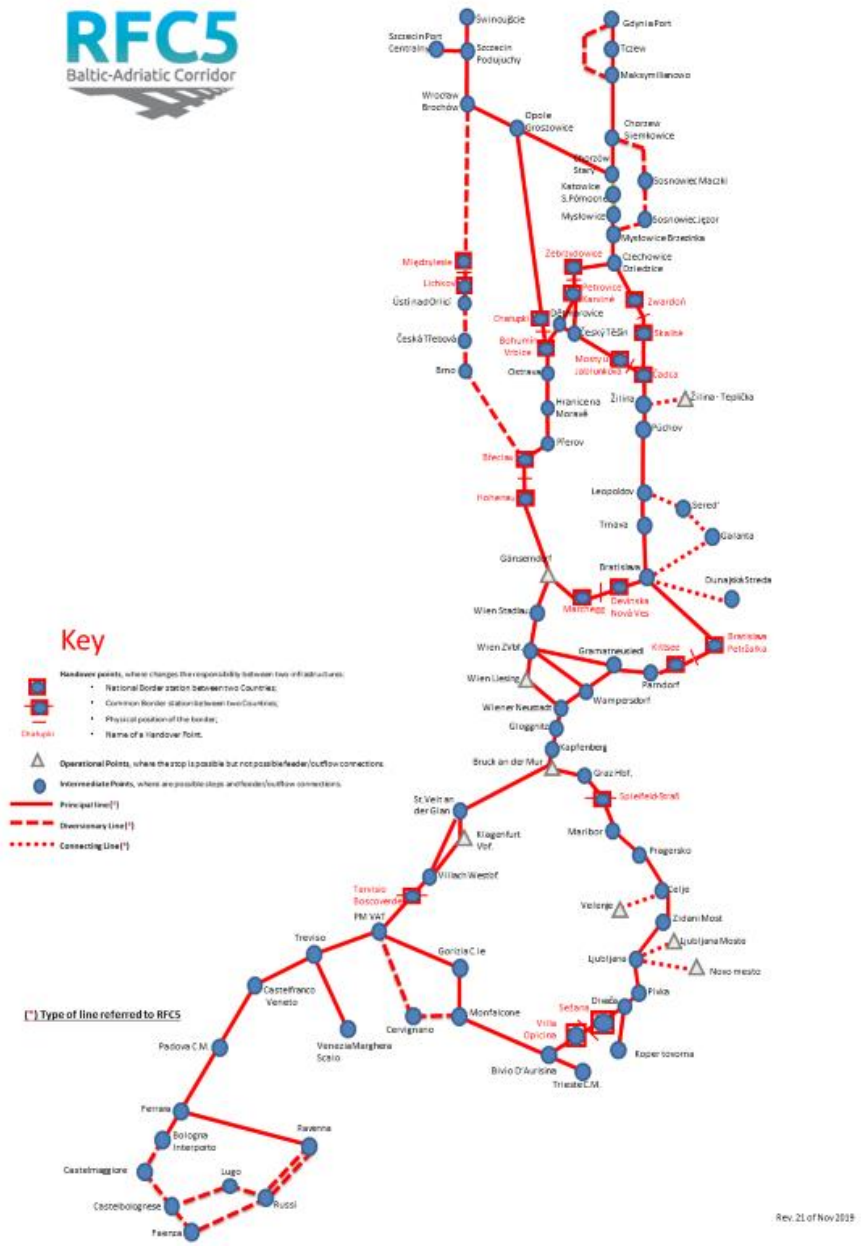
Mentioned in 4.3.1, 4.2.4, 4.3.4.10 and 4.3.4.11

Annex 4.B Table of deadlines

Date / Deadline	Date in X-System	Description of Activities
9 January 2023	X-11	Publication of PaP Catalogue
10 January 2023 – 23 January 2023	X-11 – X-10.5	Correction phase (corrections of errors to published PaPs)
11 April 2023	X-8	Last day to request a PaP
17 April 2023		Last day to inform applicants about the alternative PaP offer
24 April 2023	X-7.5	Last day for C-OSS to send PaP pre-booking information to applicants
3 July 2023	X-5	Publication of draft timetable
4 July 2023 – 4 August 2023	X-5 – X-4	Observations and comments from applicants
25 April 2023 – 16 October 2023	X-7.5 – X-2	Late path request application phase via the C-OSS
22 August 2023 – 13 November 2023	X-3.5 – X-1	Late path request allocation phase
21 August 2023	X-3.5	Publication of final offer
26 August 2023	X-3	Acceptance of final offer
9 October 2023	X-2	Publication of RC
10 December 2023	X	Timetable change
10 October 2023 – 14 December 2024	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 Italy/RFI

Dwell times at border have to be compliant with network connecting facilities management rules (network statement 2020 chap. 5.2 and ePIR portal “Documenti Tecnici/Tempi Massimi per le operazioni di transito dei treni merci negli impianti di confine”)

Annex 4.E Table of distances (PaP sections)

Mentioned in 4.3.4.11

IM	PaP section		Number of kilometres
	From	To	
PKP PLK	Gdynia Port	Gdańsk Główny	22.65
	Gdańsk Główny	Maksymilianowo	150.78
	Maksymilianowo	Bydgoszcz Wschód	12.13
	Bydgoszcz Wschód	Inowrocław Rąbinek	47.95
	Gdynia Port	Inowrocław Rąbinek	233.51
	Inowrocław Rąbinek	Zduńska Wola Karsznice Pd.	149.54
	Zduńska Wola Karsznice Pd.	Chorzew Siemkowice	43.34
	Chorzew Siemkowice	Bytom	106.77
	Bytom	Chorzow Stary	5.16
	Chorzow Stary	Katowice Szopienice Północne	12.13
	Katowice Szopienice Północne	Mysłowice Brzezinka	9.23
	Mysłowice Brzezinka	Czechowice Dziedzice	39.72
	Inowrocław Rąbinek	Czechowice Dziedzice	365.89
	Czechowice Dziedzice	Ochodza	2.94
	Ochodza	Zebrzydowice	26.77
	Zebrzydowice	Zebrzydowice (gr)	4.288
	Czechowice Dziedzice	Zwardon	69.151
	Zwardon	Zwardon (gr)	0.431
	Świnoujście	Szczecin Dąbie	99.4
	Szczecin Dąbie	Szczecin Podjuchy	6.92
	Szczecin Port Centralny	Szczecin Podjuchy	6.36
	Szczecin Podjuchy	Czerwieńsk Towarowy	178.76
	Czerwieńsk Towarowy	Głogów	70.33
	Głogów	Wrocław Brochów	107.21
	Świnoujście	Wrocław Brochów	462.62
	Wrocław Brochów	Opole Groszowice	94.38
	Opole Groszowice	Chałupki	90.70
	Chałupki	Chałupki (gr)	1.296
	Zabrzeg Czarnolesie	Czechowice Dziedzice	5.93
	Wrocław Brochów	Międzylesie	128.28
	Międzylesie	Międzylesie (gr)	6.114
	Gliwice	Chalupki (Gr)	65.604
SŽCZ	Bohumin V st.hr.	Bohumin-Vrbice	5.30
	Bohumin-Vrbice	Ostrava	4.9
	Bohumin st. hr.	Bohumin	3.70
	Petrovice u Karvine st.hr.	Petrovice u Karvine	1.80

	Petrovice u Karvine	Ostrava	23.6
	Ostrava	Ostrava Kuncice	6.30
	Ostrava	Prerov	84.90
	Ostrava Kuncice	Prerov	84.90
	Prerov	Breclav	96.4
	Breclav	Breclav st.hr.	7.30
	Petrovice u Karvine	Cesky Tesin	21.50
	Bohumin	Cesky Tesin	30.40
	Trinec	Mosty u Jablunkova st.hr.	25.30
	Lichkov st.hr.	Lichkov	2.40
	Ceska Trebova	Hranice na Morave	133.0
	Cesky Tesin	Trinec	7.50
	Lichkov	Ceska Trebova	45.20
ŽSR	Bratislava-Petržalka	Bratislava-Rača	17.9
	Bratislava-Rača	Trnava nákl. st.	37.5
	Trnava nákl. st.	Leopoldov	18.8
	Leopoldov	Žilina zr. st.	136.9
	Žilina zr.st.	Čadca	29.8
	Čadca	Čadca st.hr.	6.8
	Čadca	Skalité	13.5
	Bratislava-Petržalka	Bratislava-Petržalka st.hr.	2.40
	Skalité	Skalité st.hr.	6.8
	Dunajská Streda	Bratislava-Petržalka	54.1
OeBB	Břeclav	Wien	83.48
	Wien	Gloggnitz	72.31
	Wien	Bratislava Petržalka	65.77
	Schwecat	Wien	4.83
	Kaiserebersdorf	Wien	3.23
	Gloggnitz	Villach Westbf	295.4
	Gloggnitz	Spielfield	183
	Villach Sud Gvbf	Tarvisio	19.8
	Villach Westbf	Tarvisio	27.2
RFI	Tarvisio Boscoverde	Gemona d.F.	60.6
	Gemona d.F.	PM Vat	23.7
	PM Vat	Gorizia C.le	36.1
	Gorizia C.le	Monfalcone	22.3
	Monfalcone	Trieste CM	31.9
	PM Vat	Cervignano	39.2
	PM Vat	Lonato	211.1
	PM Vat	Pordenone	29
	Trieste CM	Villa Opicina	18.77
	Villa Opicina	Trieste CM	18.77
	Padova CM	Treviso C.le.	64.3

	Padova CM	Parma	198
	Padova CM	Piacenza	151
	PM VAT	Treviso Centrale	110.20
	Padova CM	Livorno	305.00
	Venezia M	Treviso Centrale	38.00
	PM VAT	Fossacesia	402.00
	Padova CM	Pisa	331.00
	Bologna Interporto	PM VAT	289.00
SŽ-I	Koper tovorna	Divaca	44.6
	Divaca	Ljubljana Zalog	112
	Ljubljana Zalog	Maribor Tenzo	152.6
	Maribor Tenzo	Spielfeld Strass	21.3
	Divaca	Villa Opicina	18