Corridor Information Document (CID)
RFC Rhine-Alpine

2024 timetable year

Version control

Version	Chapter changed	Changes compared to the previously published version	X marks which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
09.01.2023	New version			
04.07.2023	4.3	4.3.7.2 Withdrawal 4.3.7.4 Cancellation 4.3.7.5 Unused paths 4.3.10 Contracting and invoicing Updated information from DB Netz		x

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 RHINE⇔ALPINE
The 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: http://info-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.

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 RHINE↔ALPINE
Corridor Rhine-Alpine does not participate in a TTR pilot project.

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

This document is revised and updated every year before the start of the yearly allocation process for PaPs. Changes in the legal basis of this document (e.g. changes in EU regulations, Framework for Capacity Allocation or national regulations) will be implemented with each revision.

Any changes during the running allocation process will be communicated directly to the applicants through publication on the Corridor's website.