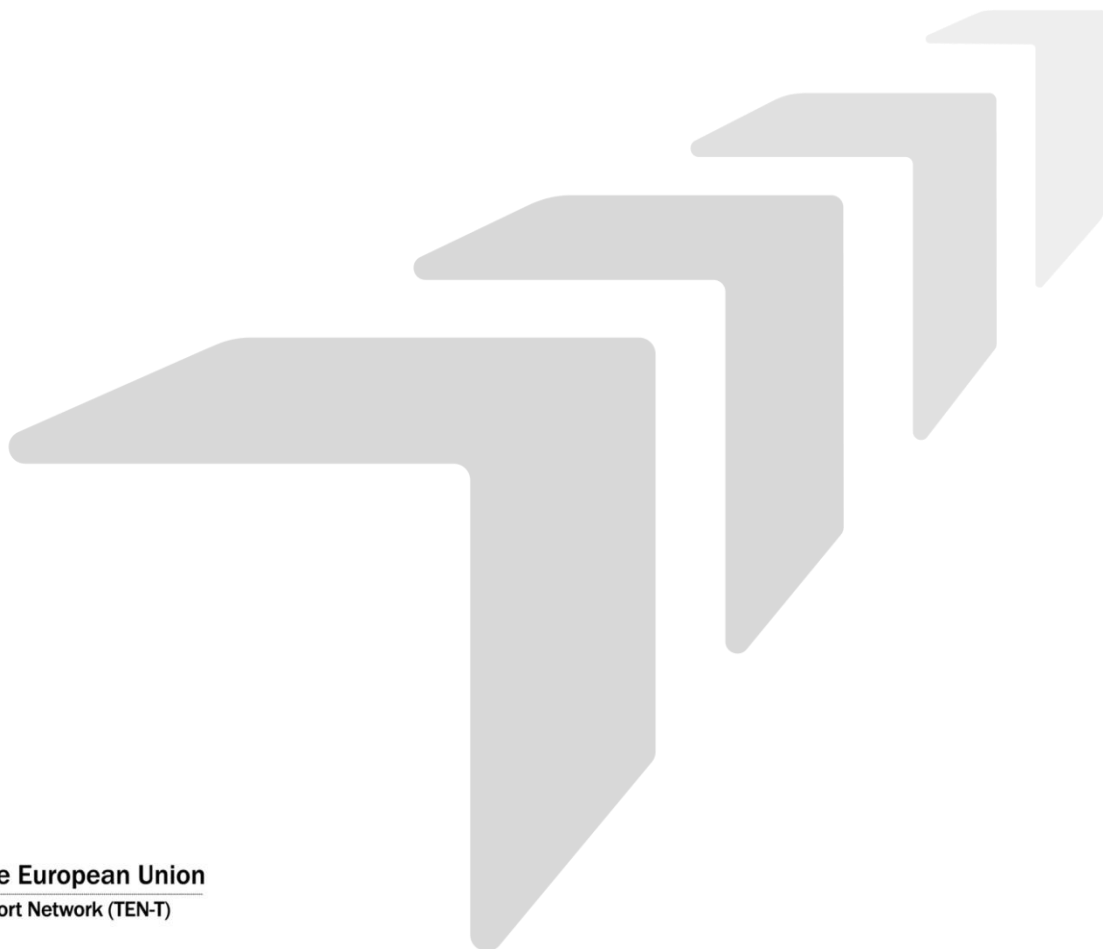


# **CORRIDOR INFORMATION DOCUMENT – BOOK IV**

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Procedures for Capacity and Traffic  
Management

**Timetable 2020**



## Change History

Version	Date	Reviewed by	Edited by	Summary of Changes
1.0	13.11.2018	CAP WG – C-OSS	SDL	Chapters 1, 2, 3, 5 and 6 according to RNE common text
1.1	20.11.2018	SDL		Chapter 4 added + editing of common text based on RNE's version + annexes
1.2	23/11/2018	TCR WG, Cap WG, C-OSS	SDL	Revision of boxes Chapters 2, 3 and 4
1.3	28/11/2018	SN	SN	Revision of chapter 3 and annexes
1.4	07/12/2018	DBNetz	SDL	After PIMs meeting and comments by DBNetz
1.5	21/12/2018	SN	SN	Update Chapter 3.4.1.4. Multiple corridor paths
1.6	11/01/2019	SN	SN	Update Annex 4.D Terminal Pilot, clean version
1.7	12/01/2019	JC	JC	Editing
1.8	11/03/2019	SN	SN	New minimum cancellation fee DB Netz after RB approval (3.7.3.2)
1.9	06/02/2020	PD	PD	Update contact details in ch.2

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## 1. Introduction

This CID Book 4 describes the procedures for capacity allocation by the Corridor One-Stop-Shop (C-OSS) established by the Management Board (MB) of Scandinavian Mediterranean Corridor consisting of the Infrastructure Managers (IMs) / Allocation Bodies (ABs) on the Corridor), planned Temporary Capacity Restrictions (TCRs), Traffic Management and Train Performance Management on the Rail Freight Corridors.

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

In addition, specific rules and terms on capacity allocation are applicable to parts of the corridors which the management board of the particular corridors decide upon and publish in the report as referred to in Article 18 of the Regulation 913/2010. These rules and terms are described and defined in Annex 4 of the Framework for Capacity Allocation document and refer to the pilot that is being conducted to test the results of the RNE-FTE project 'Redesign of the international timetabling process' (TTR) on the following lines:

The lines concerned are

- RFC North Sea-Mediterranean: Rotterdam - Antwerp
- RFC Scandinavian-Mediterranean: Munich - Verona
- RFC Atlantic: Mannheim - Miranda de Ebro

For all other sections of the above corridors, the rules described in this Book 4 apply.

This document is revised every year and it is updated 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 Scandinavian Mediterranean Corridor's website.

For ease of understanding and to respect the particularities of some corridors, common procedures are always written at the beginning of a chapter. The particularities of the Scandinavian Mediterranean Corridor are placed under the common texts and marked as shown below.

### Scandinavian Mediterranean Corridor Specificities

The corridor specific parts are displayed in this frame.

A general glossary can be found in the annex of the CID Book 1 containing relevant terms and abbreviations for this Book 4, which is available on the website of the Corridor under the following link.

**Scandinavian Mediterranean Corridor Specificities**

[Link](#)

## 2. Corridor OSS

According to Article 13 of the Regulation (EU) No 913/2010, the MB of the Scandinavian Mediterranean Corridor has established a C-OSS. The tasks of the C-OSS are carried out in a non-discriminatory way and maintain customer confidentiality.

### 2.1. Function

The C-OSS is the only body where applicants may request and receive the dedicated infrastructure capacity for international freight trains on the Scandinavian Mediterranean 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.

### 2.2. Contact

#### Scandinavian Mediterranean Corridor Specificities

The address and contact details of the C-OSS Manager are as follows:

**Mr. Paul Dippmann**

Mainzer Landstrasse 201-203

60326 Frankfurt am Main, Germany

[coss@scanmedfreight.eu](mailto:coss@scanmedfreight.eu)

See also [Website](#)

### 2.3. Corridor language

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

### 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 will be 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 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 about the capacity offer based on inputs received from the customers, experience of the C-OSS and IMs/ABs based on the previous years and the results of the Transport Market Study

### *Construction phase*

- Monitor the PaP/RC construction to ensure harmonised border crossing times, running days calendar 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*

- 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
- 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 (Ministries responsible for transport) along the Scandinavian Mediterranean
  - 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*

- Collect, check and review all requests for the late path request phase – where applicable - 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 concerned catalogue updated



### *Allocation phase: ad-hoc requests (RC)*

- 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

## 2.5. 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 concerned applicants 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.

## 2.6. 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. 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](mailto: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.

### 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 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.

#### 3.1. Framework for Capacity Allocation

Referring to Article 14.1 of Regulation (EU) No 913/2010, the Executive Boards of the Rail Freight Corridors agreed upon a common Framework: “Decision of the Executive Board of Rail Freight Corridor Scandinavian Mediterranean adopting the Framework for capacity allocation on the Rail Freight Corridor” (FCA), which was signed by representatives of the ministries of transport on (24.11.2015). The document is available under: Annex 4.A Framework for Capacity Allocation

##### Scandinavian Mediterranean Corridor Specificities

Link on the Corridor's website: <http://scanmedfreight.eu/>

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

#### 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.

An applicant shall accept the general terms and conditions of the Corridor in PCS before placing its 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 CID of the Scandinavian Mediterranean Corridor and, in particular, its Book 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 (NS) 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 feeder / outflow paths can be found.

#### Scandinavian Mediterranean Corridor Specificities

IM:	National rule according to the national Network Statements:
Bane NOR	Until 30 days before the train run
Trafikverket	Until 30 days before the train run
Banedanmark	Until 30 days before the train run
DB Netz AG	Until 30 days before the first running day
ÖBB Infra	Until 30 days before the train run but at the latest with the introduction of the desire if the time is shorter
RFI	Until 30 days before the train run

### 3.3. Requirements for requesting capacity

Scandinavian Mediterranean Corridor applies the international timetabling deadlines defined by RNE for placing path requests as well as for allocating paths (for the 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 provides basic assistance with the use of PCS. However, the C-OSS is not entitled to create PCS dossiers for the applicant. 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 (until X-8.5, 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, see chapter 2.5. Details are explained in the PCS User Manual <http://cms.rne.eu/pcs/pcs-documentation/pcs-basics>)
- it must cross at least one border on a corridor
- it must comprise a train run from origin to destination, including sections on one or more corridors as well as feeder and/or outflow paths, on all of its running days. In certain cases, which are due to technical limitations of 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 IM for which capacity was requested).
  - Transshipment from one train onto different trains (or vice versa) because of infrastructure restrictions.
  - If the IM/AB precisely asks the applicant to split the request into two or more dossiers instead of using the subsidiary function. This could be the case if the IM/AB cannot handle those dossiers with the subsidiary function with its interface from PCS to the national system.
  - 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 of conflicting requests, the applicant has to link these dossiers with the "composite relations" function 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.

#### Scandinavian Mediterranean Corridor Specificities

### 3.4. Annual timetable phase

#### 3.4.1. Products

##### 3.4.1.1. 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 applicant's need for flexibility and the market demand on Scandinavian Mediterranean Corridor, PaPs are split up in several sections, instead of being supplied as entire PaPs, as for example from Oslo

to Palermo. 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.

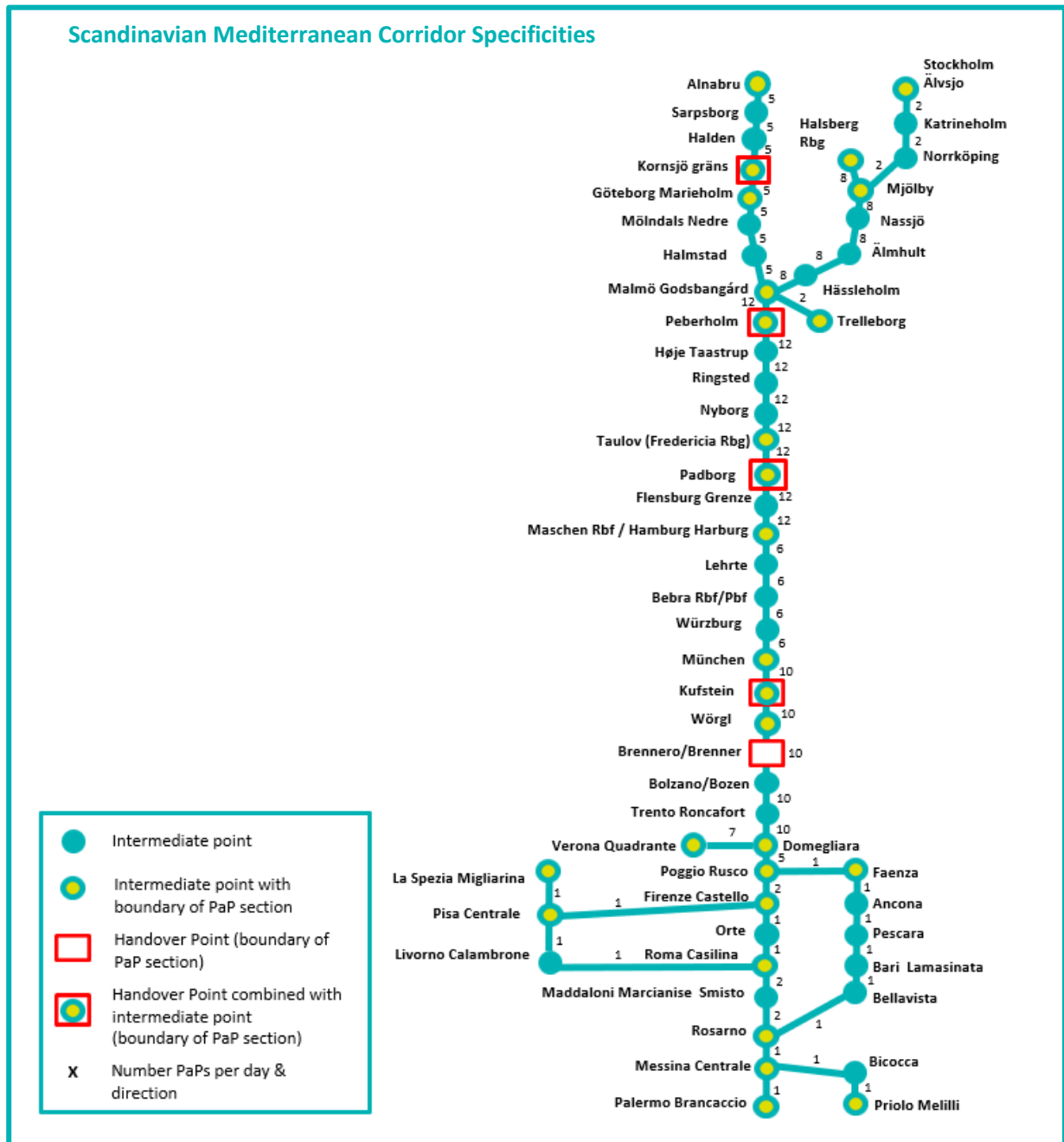
A catalogue of PaPs is published by the C-OSS in preparation of each timetable period. It is published in PCS and on Corridor's website.

#### Scandinavian Mediterranean Corridor Specificities

The PaP catalogue can be found under the following link: [CIP](#)

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

### 3.4.1.2. Schematic corridor map



Symbols in schematic corridor map:

Nodes along the Scandinavian Mediterranean 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 (boundary of PaP section)



Handover Point combined with Intermediate Point (boundary of PaP section)

- **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, especially in combination with Flex PaP, 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 with boundary of PaP section

- **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 Scandinavian Mediterranean RFC can be found in Annex 4.C

### **3.4.1.3. Features of PaPs**

The capacity offer on a Corridor has the following features:

A PaP timetable is published containing:

**Sections with fixed times (Fix-PaP) (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 3.4.1.2) with fixed times. Request 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 (Flex-PaP) (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 and stopping times. Where applicable, the maximum number of stops and total stopping time per section has 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.
- Handover times at Handover Points (as defined in Chapter 3.4.1.2) between IMs/ABs are fixed (and harmonised by IMs/ABs) and cannot be changed.
- Optional: Intermediate Points (as defined in Chapter 3.4.1.2) without fixed times. Other points on the Corridor may be requested.
- Optional: Operational Points (as defined in Chapter 3.4.1.2) 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 and need no change of handover times at Handover Points between IMs/ABs.

The C-OSS promotes the PaPs by presenting them to existing and potential customers (e.g. letters to customers, RAG, customer meetings, conferences, etc.).

#### Scandinavian Mediterranean Corridor Specificities

Scandinavian Mediterranean Corridor offers only Flex PaP on all corridor sections, as described in chapter 3.4.1.3 – Sections with flexible times.

#### 3.4.1.4. 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.

#### Scandinavian Mediterranean Corridor Specificities

Scandinavian Mediterranean Corridor offers one path per day and direction coordinated with the Corridor North Sea-Baltic between Maschen and Osnabrück and two paths per day and direction coordinated with the Corridor Rhine-Alpine between Piacenza and Bologna.



#### 3.4.1.5. 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 concerning overlapping sections 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.

#### Scandinavian Mediterranean Corridor Specificities

Scandinavian Mediterranean Corridor does not have a common offer with other corridors on overlapping sections.

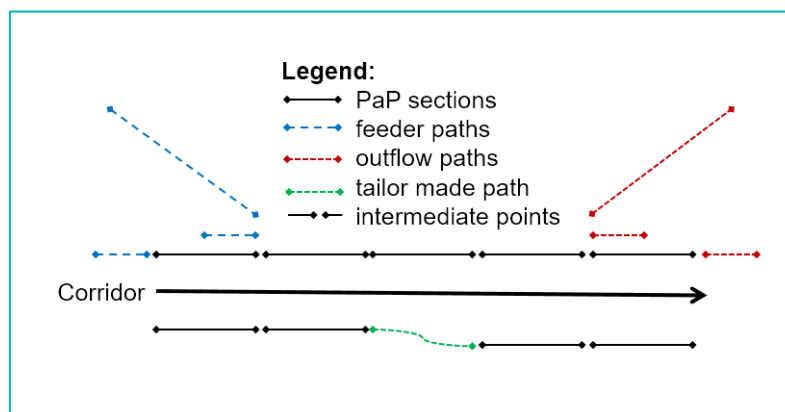
#### 3.4.1.6. Feeder, outflow and tailor-made paths

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 and 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 3.4.3.6).

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



### 3.4.2. 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.

#### 3.4.2.1. 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 (X-11 till X-8)	Withdrawal (X-8 till X-5)	Modification (X-8 till X-5)	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	PCS	National tool/PCS	National tool/PCS
Additional tool				Email (for pre-booking information)						

#### Scandinavian Mediterranean Corridor Specificities

In compliance with the procedures described in the National Network Statements modifications and cancellations are done in the national IM tools.

#### 3.4.2.2. Check of the applications

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

- Request for freight train using PaP and crossing at least one border on a corridor
- Request without major change of parameters (Flex-PaP fixed border time, max. running time)
- 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 requests 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).

#### Scandinavian Mediterranean Corridor Specificities

No additional checks.

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 are used to calculate the priority value (K value) of possible conflicting requests (see more details in Chapter 3.4.3.1). The different corridors can thus be seen as part of one combined network.

### 3.4.3. 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 Chapter 3.4.3.1.

On behalf of the IMs/ABs concerned and according to the result of the application of the priority rules - as detailed in 3.4.3.1 - the C-OSS pre-books the PaPs.

The C-OSS 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 (cfr. 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.

#### **3.4.3.1. 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 Chapter 3.4.3.2 of this Book 4.
- Cases where no Network PaP is involved (see 3.4.3.3)
  - Cases where Network PaP is involved in at least one of the requests (see 3.4.3.4)
- The Table of Distances in Annex 4.E shows the distances taken into account in the priority calculation.
- C) Random selection (see 3.4.3.5).

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.

#### Scandinavian Mediterranean Corridor Specificities

Scandinavian Mediterranean Corridor does not apply the resolution through consultation.

#### 3.4.3.2. 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.

#### Scandinavian Mediterranean Corridor Specificities

Scandinavian Mediterranean Corridor does not designate any Network PaPs.

#### 3.4.3.3. Priority rule in case no Network PaP is involved

*The priority is calculated according to this formula:*

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

*$L^{PAP}$  = Total requested length of all PaP sections on all involved corridors included in one request. The definition of a request can be found in Chapter 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 (LPAP) 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 3.4.3.5.

#### **3.4.3.4. Priority rule if a Network PaP is involved in at least one of the conflicting requests**

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

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

$K$  = Priority value

$L^{NetPAP}$  = Total requested length (in kilometres) of the PaP defined as “Network PaP” on either corridor included in one request. The definition of a request can be found in Chapter 3.3.

$L^{Other\ PaP}$  = Total requested length (in kilometres) of the PaP not defined as “Network PaP” on either corridor included in one request. The definition of a request can be found in Chapter 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.

The method of applying this formula is:

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

*If the requests cannot be separated in this way, a random selection is used to separate the requests.*

#### **3.4.3.5. 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.

#### **Scandinavian Mediterranean Corridor Specificities**

Scandinavian Mediterranean Corridor uses rule for the random selection process as described above.

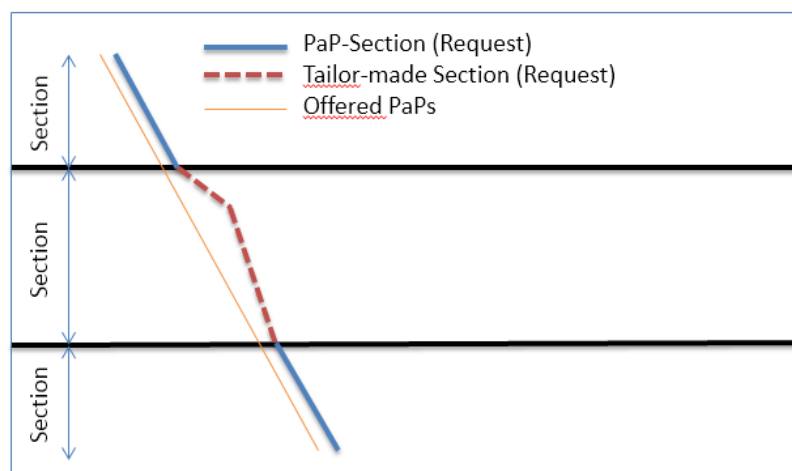
#### **3.4.3.6. Special cases of requests and their treatment**

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:

- PaP section
- Tailor-made section
- 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 end 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 section 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.

#### ***3.4.3.7. 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 concerned applicants are informed of 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.

#### ***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 number of PaPs to be kept after X-7.5. The decision on which PaPs to keep and which PaPs to return to the relevant IMs/ABs depends on the "booking situation" at that moment. More precisely, at least the following three criteria must be used (by decreasing order of importance):
  - a) There must be enough capacity for late requests, if applicable, and RC
  - b) Take into account the demand for international paths for freight trains placed by other means than PCS

- c) Take into account the need for modification of PaP offer due to possible changes in the planning of TCRs.

PaP capacity which is returned to IMs/ABs is cleared from the published PaP offer, unless each IM/AB individually decides to withdraw them entirely from PCS in order to free capacity on their network.

The remaining PaPs are published during the late request phase (where applicable) in PCS with continuous updating.

#### Scandinavian Mediterranean Corridor Specificities

Scandinavian Mediterranean Corridor handles non-requested PaPs according to A above.

### 3.4.4. Path elaboration Phase

#### 3.4.4.1. Preparation of the (draft) offer

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

- Feeder, outflow or intermediate sections
- Timetable of Flex PaPs, if applicable
- 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.

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'.

#### Scandinavian Mediterranean Corridor Specificities

Scandinavian Mediterranean Corridor does not apply the approach "Flexible after allocation".

#### 3.4.4.2. Draft offer

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 to the applicant via PCS on behalf of the IM/AB concerned.

#### Scandinavian Mediterranean Corridor Specificities



#### 3.4.4.3. Observations

Applicants can place observations on the draft timetable offer in PCS, 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 Chapter 3.7.1 (without further involvement of the C-OSS).

#### Post-processing

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

#### 3.4.5. 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 sections 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 IM/AB have to ensure that there are no discrepancies between PCS and the national tool.

#### Scandinavian Mediterranean Corridor Specificities

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

- Acceptance > leads to allocation
- Rejection > leads to withdrawal 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.

### 3.5. Late path request phase

Late path requests refer to capacity requests concerning the annual timetable sent to the C-OSS within the time frame from X-7,5 until X-2.

#### Scandinavian Mediterranean Corridor Specificities

Scandinavian Mediterranean Corridor does not offer the possibility to place late path requests.

#### 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 points. 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.

#### Scandinavian Mediterranean Corridor Specificities

Products for late path requests are not available on Scandinavian Mediterranean Corridor.

#### 3.5.1.1. Multiple corridor paths

It is possible for capacity requests to cover more than one corridor if capacity is offered. See Chapter 3.4.1.4.

#### 3.5.1.2. Late paths on overlapping sections

See Chapter 3.4.1.5.

### 3.5.2. Handling of requests

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

#### Scandinavian Mediterranean Corridor Specificities

Scandinavian Mediterranean Corridor does not offer the possibility to place late path requests.

#### 3.5.2.1. 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
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#### Scandinavian Mediterranean Corridor Specificities

Scandinavian Mediterranean Corridor does not offer the possibility to place late path requests.

Leading tool	PCS	PCS	PCS	PCS	National tool/PCS	National tool/PCS
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#### **3.5.2.2. Check of the applications**

The C-OSS checks all requests as described in 3.4.2.2.

##### **Scandinavian Mediterranean Corridor Specificities**

Scandinavian Mediterranean Corridor does not offer the possibility to place late path requests.

### **3.5.3. 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”.

##### **Scandinavian Mediterranean Corridor Specificities**

Scandinavian Mediterranean Corridor does not offer the possibility to place late path requests.

### **3.5.4. Path elaboration**

#### **3.5.4.1. Draft offer**

The offer will be prepared by the concerned IM(s)/AB(s) once the timetable with the requests placed on time has been finalised. The offer is made by the C-OSS to the applicant via PCS.

##### **Scandinavian Mediterranean Corridor Specificities**

Scandinavian Mediterranean Corridor does not offer the possibility to place late path requests.

#### **3.5.4.2. Observations**

The C-OSS monitors the observations on the draft offer for late path requests placed by the applicant in PCS. The C-OSS can support the applicants regarding their observations. This procedure only concerns observations related to the original late path request — whereas modifications to the original late path requests are treated as described in Chapter 3.7.1 (without further involvement of the C-OSS).

#### **3.5.4.3. Post-processing**

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

### 3.5.5. Final offer

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

- Acceptance > leads to allocation
- Rejection > leads to withdrawal 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.

#### Scandinavian Mediterranean Corridor Specificities

Scandinavian Mediterranean Corridor does not offer the possibility to place late path requests.

## 3.6. Ad-hoc path request phase

### 3.6.1. Product

#### 3.6.1.1. Reserve capacity (RC)

During the ad-hoc path request phase, the C-OSS offers RC based on PaPs or capacity slots to allow 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 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 reference points. The indications should respect the indicated standard running times as far as possible.

#### Scandinavian Mediterranean Corridor Specificities

Scandinavian Mediterranean Corridor offers RC through variant B. The time frames (maximal time deviation between the requested and the offered time at the construction starting point) are +/- 3 hours. On all RFC sections north of Domigliara the number of guaranteed timeslots is one per day and direction. The offer is not valid in case of unavailable infrastructure capacity.

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

#### Scandinavian Mediterranean Corridor Specificities

Link to RC Catalogue: [CIP](#)

The IMs can modify or withdraw Reserve Capacity 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.

#### Scandinavian Mediterranean Corridor Specificities

Scandinavian Mediterranean Corridor offers RC through variant B. The time frames (maximal time deviation between the requested and the offered time at the reference point) are +/- 3 hours.

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

##### **3.6.1.2. Multiple corridor paths**

It is possible for capacity requests to cover more than one corridor. See Chapter 3.4.1.4.

##### **3.6.1.3. Reserve capacity on overlapping sections**

See Chapter 3.4.1.5.

##### **3.6.1.4. Feeder, outflow and tailor-made paths**

See Chapter 3.4.1.6. For RC the same concept applies as for PaPs in the annual timetable.

### **3.6.2. 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.

##### **3.6.2.1. 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 (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

#### Scandinavian Mediterranean Corridor Specificities

In compliance with the procedures described in the National Network Statements modifications and cancellations are done in the national IM tools.

#### 3.6.2.2. Check of the applications

The C-OSS checks all requests as described in 3.4.2.2.

#### 3.6.3. Pre- booking

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

#### 3.6.4. Path elaboration

Applicants can place observations on the draft timetable offer in PCS, 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 Chapter 3.7.1 (without further involvement of the C-OSS).

#### 3.6.5. Final offer

Applicants shall receive the final offer no later than 10 calendar days before train run. All applicants involved shall accept or reject the final offer within 5 calendar days in PCS.

- Acceptance > leads to allocation
- Rejection > leads to withdrawal 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.

### 3.7. Request for changes by the applicant

#### 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 62/2006 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. Withdrawal

Withdrawing a request is only possible

- After submitting the request (until X-8) until the end of the observation phase
- 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.

### 3.7.1.1. Overview of withdrawal fees and deadlines

#### Scandinavian Mediterranean Corridor Specificities

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

IM:	Withdrawal fees and deadlines
Bane NOR	A path request can be withdrawn without charge until it's allocated
Trafikverket	A path request can be withdrawn without charge until it's allocated
Banedanmark	A path request can be withdrawn without charge until it's allocated
DB Netz AG	<p><b>Withdrawal between X-8 – X-4:</b> Prior to receiving a path offer from DB Netz, applicants may withdraw a request at any time. They will not be charged by DB Netz for withdrawing a request as long as they have not received a path offer.</p> <p>Applicants will be charged after having received the final offer at X-4</p>
ÖBB Infra	There are no fees or penalties to be paid.
RFI	<p><b>Withdrawal between X-8 – X-4:</b> no fees</p> <p><b>Withdrawal request after final offer:</b></p> <ul style="list-style-type: none"> <li>▪ Of trains on limited infrastructure capacity = 75% net of cost of electricity</li> <li>▪ Of trains on no limited infrastructure capacity = 50% net of cost of electricity</li> </ul>

### 3.7.2. 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 as a transfer.

### 3.7.3. 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.

#### ***3.7.3.1. Addressing and form of a cancellation***

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



### 3.7.3.2. Overview of cancellation fees and deadlines

#### Scandinavian Mediterranean Corridor Specificities

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

IM: Cancellation fees and deadlines		
<b>Bane NOR</b>	<p>Upon cancellation of allocated capacity for train paths, the following reservation charges are imposed:</p> <ul style="list-style-type: none"> <li>Between 59 days and 15 days prior to the planned departure time at the departure station</li> <li>Between 14 days and 72 hours prior to the planned departure time at the departure station</li> <li>Less than 72 hours prior to the planned departure time at the departure station</li> </ul>	<p>30% of the train path charge 60% of the train path charge 100% of the train path charge</p>
<b>Trafikverket</b>	<p>Upon cancellation of allocated capacity for train paths, the following reservation charges are imposed:</p> <ul style="list-style-type: none"> <li>Between 48 days and 15 days prior to the planned departure time at the departure station</li> <li>Between 14 days and 24 hours prior to the planned departure time at the departure station</li> </ul>	<p>10 % of the train path charge 20 % of the train path charge</p>
<b>Banedanmark</b>	<p>Upon cancellation of allocated capacity for train paths, the following reservation charges are imposed:</p> <ul style="list-style-type: none"> <li>If a Railway undertaking cancels one or more path in a time span from 8 to 49 days before the scheduled running day.</li> <li>If a Railway undertaking cancels a path less than 8 days before the scheduled running day.</li> </ul>	<p>50 % of the fee for the canceled path or the first of the canceled path (with same number)  100% of the train path fee for the first of the canceled path (with same number)</p>
<b>DB Netz</b>	<p>Until 30 calendar days before the running day, a minimum cancellation fee has to be paid:</p> <ul style="list-style-type: none"> <li>In case of cancellations, a minimum cancellation fee is generally charged for each day of service cancelled, depending on the expense associated therewith.</li> <li>No minimum cancellation fee accrues for days of service for which an increased cancellation fee is charged</li> <li>The minimum cancellation fee is calculated by multiplying the timetable costs according to the working timetable by the number of train-path kilometres affected by the amendment, multiplied by the number of amended days of service. The minimum cancellation fee is limited by a maximum of €499.</li> </ul> <p>Calculation: 0,03 * number of train-path kilometres * number of amended days of service.</p>	
	An increased cancellation fee is charged in case of cancellations within 30 days before departure:	
	Between 30 days and 5 days (included) before the running day	<p>Calculation basis * 15 % of calculation basis * number of train-path kilometres * number of amended days of service.</p>

### Scandinavian Mediterranean Corridor Specificities

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

IM: Cancellation fees and deadlines		
DB Netz	Between 4 days and 24h hours before the running day	Calculation basis * 30 % of calculation basis * number of train-path kilometres * number of amended days of service.
	24h hours or less before the running day	Calculation basis * 80 % of calculation basis * number of train-path kilometres * number of amended days of service.
	<p>Calculation basis:</p> <p>the saved direct costs of train operation for maintenance and depreciation are deducted from the charge for the cancelled train path. This results in the calculation basis for the cancellation fee.</p> <p>If the Applicant cancels several days of service, the relevant increased cancellation fee is determined for each day of service and added up for the affected days of service. If a train path is cancelled and/or amended on different days of service, the relevant increased cancellation fee per day of service and the relevant minimum cancellation charge per day of service are added up. No minimum cancellation fee accrues for days of service for which an increased cancellation fee is charged.</p>	
ÖBB Infra	There are no fees or penalties to be paid.	
RFI	<p><b>Cancellations trains on limited capacity infrastructure:</b></p> <ul style="list-style-type: none"> <li>until 5 days before operation trains</li> <li>by 4 days before operation trains</li> </ul>	<p>50% net of cost of electricity</p> <p>60% net of cost of electricity</p>
	<p><b>Cancellations trains on no limited capacity infrastructure:</b></p> <ul style="list-style-type: none"> <li>until 5 days before operation trains</li> <li>by 4 days before operation trains</li> </ul>	<p>0%</p> <p>30% net of cost of electricity</p>

### 3.7.4. Unused paths

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

#### 3.7.4.1. Overview of fees and deadlines for unused paths

##### Scandinavian Mediterranean Corridor Specificities

An overview of fees and deadlines for unused paths for the IMs/ABs on Scandinavian Mediterranean Corridor (extract from the different Network Statements) is listed below.

IM: Fees for unused paths:	
<b>Bane NOR</b>	<p>An RU that applies again in the capacity distribution process for infrastructure capacity, which, due to reasons for which NNRA cannot be blamed, has utilized less than 80 %, surrenders priority to other RUs that are applying for the same train path.</p> <p>If, during the course of a one-month period (31 calendar days), an RU does not use its assigned infrastructure capacity, the Norwegian National Rail Authority can withdraw the unused capacity at five working days' notice in writing</p>
<b>Trafikverket</b>	<p>If allocated capacity is not used, this will be taken into consideration at later allocations of capacity, which means that a train path may be given a lower priority or that the contracting party in question may be denied allocation.</p> <p>The Swedish Transport Administration is entitled to withdraw an allocated train path if the Swedish Transport Administration's contracting party does not use the train path to a sufficient extent. The Swedish Transport Administration's contracting party must be afforded an opportunity to make a statement in this regard.</p> <p>A "sufficient extent" refers to the Swedish Transport Administration's contracting party using the train path at least once per calendar month, and at no less than 60 per cent of the allocated capacity of the train path during a three-month period (calendar months).</p>
<b>Banedanmark</b>	Banedanmark has the right to withdraw allocated path or paths, if an RU, due to reasons beyond their control, during the course of no less than one calendar month has utilized less than 75 % of the allocated path or paths.
<b>DB Netz</b> depending on Regulatory Body; final approval expected Beginning of 2019	100% of the path charge
<b>ÖBB Infra</b>	There are no fees or penalties to be paid.
<b>RFI</b>	100% of the charge, net of cost of electricity

## 3.8. Exceptional transport and dangerous goods

### 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 traffic profiles.

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

### 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 Scandinavian Mediterranean Corridor.

## 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.

## 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.

#### Scandinavian Mediterranean Corridor Specificities

An overview of who has to pay the path charge when a non-RU applicant uses the path on Scandinavian Mediterranean Corridor per IM/AB (extract from the different Network Statements) is listed below.

IM:	Explanations:
Bane NOR	The RU is responsible for paying the path charge.
Trafikverket	NS 6.7 Billing: The party responsible for payment is the company that signs an agreement regarding allocated service. (=traffic organiser)
Banedanmark	The RU will be responsible for paying the path fee.
DB Netz	Path charge will be invoiced to the party of the infrastructure user contract.
ÖBB Infra	The RU has to pay the used path whereas the non RU is liable for the payment.
RFI	Path charge will be invoiced to the RU that used the path.

### 3.11. Appeal procedure

Based on Article 20 of Regulation (EU) No 913/2010: 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.

#### Scandinavian Mediterranean Corridor Specificities

The Cooperation Agreement can be found under: [RBs Cooperation Agreement](#)

## 4. Coordination and publication of planned temporary capacity restrictions

### 4.1. Goals

Planned Temporary Capacity Restrictions (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. In case of international traffic, these capacity restrictions have to be coordinated among neighboring countries. In addition, there is a strong customers' demand to know in advance which capacity restrictions they will be confronted with. Infrastructure Managers provide for coordination and publication of the TCRs according to the current legal framework (see 4.2). Notwithstanding the respect of this legal framework and of the national processes, for corridor-relevant TCRs, i.e. those TCRs which fulfill the criteria listed in Chapter 4.6.1, RFC's coordination processes might be agreed upon, taking into account the interests of the applicants. The corridor's aim is to do this by regularly updating the information and presenting all planned TCRs in an easily accessible way.

### 4.2. Legal background

The legal background to this chapter can be found in:

- Commission Delegated Decision (EU) 2017/2075 replacing Annex VII to Directive 2012/34/EU
- Regulation (EU) No 913/2010 Article 12 "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 ScanMed's specific procedures.

### 4.3. Coordination process

#### 4.3.1. Coordination

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

#### 4.3.2. First level coordination

Coordination will be performed during regular coordination processes between neighbouring IMs on the Corridor. The time and frequency, as well as any other specific ScanMed's coordination features are described in the specific ScanMed's box below.

#### Scandinavian Mediterranean Corridor Specificities

Due to the topological conditions on ScanMed RFC, the first level coordination is carried out by two regional groups – TCR Regional North and TCR Regional South). These groups are led by WG-Leaders, nominated by the ScanMed MB, and are autonomous in their working method, including involvement of RUs in this stage of coordination. Timelines are compliant with the rules set up by Annex VII mentioned in 4.2 above.

The two regional TCR WGs deal with passenger and freight traffic in the same way, to obtain an optimised result to all customers.

If conflicts remain unsolved, they are reported at corridor-level of coordination and solved there.

#### 4.3.3. Criteria for initiating coordination on Corridor level

Coordination on Corridor level can be initiated by the RFC TCR Corridor Coordinator if, according to the agreed criteria, the aggregated impacts of the proposed TCR exceed these agreed limits/criteria. The RFC TCR Coordinator informs the MB of the Corridor of the exceedance of those limits/criteria and propose further coordination.

#### Scandinavian Mediterranean Corridor Specificities

Due to Regulation (EU) 913/2010 (12) RFCs have the obligation to ensure coordination and publication of TCRs. RFCs can define criteria (e. g. impact on freight traffic, duration of TCR etc.) for initiating coordination on RFC level. All TCRs, which meet at least one criterion, have to be submitted to the RFC TCR Coordinator by the involved IMs. Coordination on RFC level will then be initiated by the RFC TCR Coordinator with the aim to investigate:

- the combined impact of all the TCRs on the respective networks of the corridor is still acceptable,
- the availability of capacity on diversionary lines, and
- the possibility to give a capacity offer

The RFC TCR Coordinator organises coordination meetings according to the internal rules of the Corridor.

## 4.4. Conflict resolution process

Unsolved conflicts on Corridor lines shall be reported to ScanMed's MB.

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

#### Scandinavian Mediterranean Corridor Specificities

Conflicts primarily have to be solved at first level coordination. (4.3.2)

If conflicts remain unsolved, they are reported in to the coordination on RFC level or assigned to a higher level within the IMs' organisations to be solved there.

## 4.5. Involvement of applicants

Each IM has its own national processes and platforms to consult the applicants and inform them about TCRs. These processes are described in the Network Statement of each IM.

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

### Scandinavian Mediterranean Corridor Specificities

1. The results of the TCRs' coordination that are relevant for principal and diversionary lines of ScanMed RFC are published on ScanMed RFC's website. Applicants may send their comments on the planned activities to the involved IMs, who provide this information to the ScanMed RFC TCR Coordinator and the ScanMed C-OSS. These comments have an advisory and supportive character, and shall be taken into consideration as far as possible.
2. Regular meetings of the Railway Undertakings Advisory Group (RAG) and Terminal Advisory Group (TAG) and, in the case of the Southern part of the Corridor (Brenner line), of the Regional Group, 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.

## 4.6. Publication

### 4.6.1. Criteria for publication

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

1) Commission Delegated Decision (EU) 2017/2075, article (11);

2) Commission Delegated Decision (EU) 2017/2075, article (12).

3) according to Commission Delegated Decision (EU) 2017/2075, article (12) "7 consecutive days or less", modified here.



#### Scandinavian Mediterranean Corridor Specificities

Notwithstanding this categorization, ScanMed strives to provide more detailed information during first level coordination, by applying the following criteria for publication:

##### At x-18-coordination:

- Continuous total closure of a line for more than 72 consecutive hours (3 days)
- Periodical total closure (e. g. every night) for more than 30 consecutive days
- Any other periodical (e. g. 3 hours every afternoon) or continuous TCR for more than 30 consecutive working days (e. g. closure of one track of a double track line, temporary TCR in a location); included in this category are speed, length, weight or traction restrictions

##### At x-12-coordination:

- Continuous total closure of a line for more than 24 consecutive hours (1 day)
- Periodical total closure (e. g. every night) for more than 14 consecutive days
- Any other periodical (e. g. 3 hours every afternoon) or continuous TCR for more than 14 consecutive working days (e. g. closure of one track of a double track line, periodical TCR in a location); included in this category are speed, length, weight or traction restrictions

*After initial publication of TCRs, further details may be added when they are available.*

#### 4.6.2. Dates of publication

Corridor ScanMed publishes the coordinated TCRs on the following dates:

	December 2018	December 2018	August 2019	December 2019	December 2019
<b>Major</b>	X (second publication)	X (first publication)		X (second publication)	X (first publication)
<b>High</b>	X (second publication)	X (first publication)		X (second publication)	X (first publication)
<b>Medium</b>	X (international impact)			X (international impact)	
<b>Minor</b>			X		
<b>Applicable timetable</b>	<b>TT 2020</b>	<b>TT 2021</b>	<b>TT 2020</b>	<b>TT 2021</b>	<b>TT 2022</b>

#### Scandinavian Mediterranean Corridor Specificities

Notwithstanding the above publications dates, which are applied by the individual IMs as required by Annex VII mentioned above (4.2), ScanMed RFC, as such, publishes TCRs on the following dates:

- x-24 (December 13th 2019): First publication of TCRs according to Annex VII for TT 2022
- x-17 (July 31st 2019): Information on coordinated TCRs for TT 2021, based on results of the national consultation of applicants and the harmonisation between IMs; these TCRs are taken into consideration for the construction of PaPs
- x-12 (December 13th 2019): Detailed information on coordinated TCRs for TT 2021, issued prior to the publication of PaPs at x-11
- x-5 (July 31st 2019): Update of already published TCRs for TT 2020 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); ScanMed RFC shortens this deadline to provide a harmonised publication date (July 31st) to its customers

#### 4.6.3. Tool for publication

After coordination between all IMs involved on Corridor ScanMed the results are published in the harmonised Excel overview on the Corridors' website.

#### Scandinavian Mediterranean Corridor Specificities

ScanMed publishes TCR in table format on CIP. As soon as the RNE TCR tool will be ready for use, ScanMed will publish the TCR on the tool. A provisional double publication (Tool and Table) might occur for a transition period.

#### 4.7. Legal disclaimer

By publishing the overview of the corridor TCRs, the IMs concerned present the planning status for TCRs to infrastructure availability along Corridor ScanMed. The published TCRs are a snapshot of the situation at the date of publication and are subject to further changes. The information provided can be used for rough orientation purposes only and may not constitute the basis for any legal claim.

The publication of TCRs at Corridor level does not substitute any national law or legislation. It lies within the IMs' responsibility to publish and communicate TCRs as stated in their Network Statements.

## 5. Traffic Management

In line with Article 16 of Regulation (EU) No 913/2010, 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.

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

For international disruptions longer than 3 days with a high impact on international traffic, the international contingency management, as described in the International Contingency Management handbook (ICM Handbook),

([http://www.rne.eu/rneinhalt/uploads/International\\_Contingency\\_Management\\_Handbook\\_final\\_v1.5.pdf](http://www.rne.eu/rneinhalt/uploads/International_Contingency_Management_Handbook_final_v1.5.pdf)) applies.

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.

### 5.1. Border Crossing information

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

Neighbouring IMs	Cross border node	Cross border section
Bane NOR (Norway) – TRV (Sweden)	Kornsjø-gränsen	Kornsjø-gränsen – Göteborg Marieholm
TRV (Sweden) – BDK (Denmark)	Peberholm	Peberholm - Lernacken
BDK (Denmark) – DBNetz (Germany)	Padborg	Padborg– Flensburg
DBNetz (Germany) – ÖBB Infrastruktur (Austria)	Kufstein	Kiefersfelden – Kufstein
ÖBB Infrastruktur (Austria) – RFI (Italy)	Brennero/Brenner	Abzw Steinach 4 – Brennero/Brenner

#### 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 running through the border (administrative and technical preconditions)

Special rules in case of system breakdown (communication system failure, safety system failure).

#### Scandinavian Mediterranean Corridor Specificities

The above mentioned technical information is provisionally available both in the “Border section information” sheet within the excel table downloadable from RNE Website: “[Traffic Management Information](#)” and in the CIP map, by clicking on the concerned border point and/or the related border segments.

It is planned to replace the Traffic Management Information file with the CIP Map completely.  
The achievement of this goal will be duly communicated *via* the Corridor IT tools

### 5.1.2. 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 Corridor Scandinavian-Mediterranean can be found in the overview below and contain the following information:

Title and description of border agreement

Validity

Languages in which agreement is available

Relevant contact person within IM.

#### Scandinavian Mediterranean Corridor Specificities

The above mentioned technical information is provisionally available both in the “Border section agreements Level 1” and “Border section agreements Level 2” sheets within the excel table downloadable from RNE Website: “[Traffic Management Information](#)” and in the CIP map, by clicking on the concerned border point and/or the related border segments.

It is planned to replace the Traffic Management Information file with the CIP Map completely.  
The achievement of this goal will be duly communicated *via* the Corridor IT tools

### 5.2. Priority Rules in Traffic Management

In accordance with the Regulation, IMs involved in Corridor Scandinavian-Mediterranean commit themselves to treating international freight trains running 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.

#### Scandinavian Mediterranean Corridor Specificities

There are no harmonised Priority Rules on the corridor. The prioritization of freight trains is in the competence of the concerned Infrastructure Manager.

To see the overview of national IM priority rules in traffic management, please visit: [RNE priority rules in operation](#)

### 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 international disruptions longer than 3 days with a high impact on international traffic, the International contingency management procedures as described in Chapter 4.1 of the ICM Handbook apply.

#### Scandinavian Mediterranean Corridor Specificities

Detailed information on the implementation of the ICM Handbook along ScanMed can be found in [CIP](#)

### 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.

#### Scandinavian Mediterranean Corridor Specificities

For Corridor ScanMed RFC the details of the relevant communication procedure can be found:

Scandinavian Mediterranean Corridor Specificities

In case of disturbance, the following principles apply:

- 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 process is exactly described in the [Handbook International Contingency Management](#) (ICM).
- The ScanMed RFC provides an overview of the relevant traffic management and operational information, including re-routing possibilities and transshipment places and traffic management principles in case of disturbance.

Details on the implementation of the ICM can be found here: [LINK](#)

#### Tools:

##### Train Information System (TIS)

TIS is an Internet-based tool displaying real-time information on international train traffic. It has been or is about to be introduced on all networks crossed by ScanMed RFC.

International freight trains are visible, just as any other train spotted by the system, by using train numbers and filters.

##### Traffic control center communication TCCCom

TCCCOM enables to send predefined messages which will be released and received, on each side of the border, in the native language. The present document recommends TCCOM to be implemented at traffic control centers where different languages may be an obstacle for ensuring smooth handovers.

### **5.3.2. Operational scenarios within RFC in the event of disturbance**

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

#### **Scandinavian Mediterranean Corridor Specificities**

Detailed information on the implementation of the ICM Handbook along ScanMed can be found in [CIP](#)

### **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 chapter Chapter 3.2 of the ICM Handbook apply.

## **5.4. Traffic Restrictions**

Information about planned restrictions can be found in Chapter 4, Coordination and Publication of Planned Temporary Capacity Restrictions (TCRs).

## **5.5. Dangerous goods**

Detailed information about conditions for the transport of dangerous goods can be found in the Network Statements of IMs involved in Corridor Scandinavian-Mediterranean. Links to the network statements can be found [in Book 2 of this CID](#).

## **5.6. Exceptional transport**

Detailed information about conditions for the carriage of exceptional consignments can be found in the Network Statements of IMs involved in Corridor Scandinavian-Mediterranean. Links to the network statements can be found in [Book 2 of this CID](#).

## 6. Train Performance Management

The aim of the Corridor Train Performance Management (TPM) is to measure punctuality, analyse weak points and recommend corrective measures, thus managing the train performance of international train services and improving punctuality across borders and handover points.

A necessary precondition for Train Performance Management is the implementation and use of the RNE Train Information System (as described in [CID Book 1](#), 10 IT tools) by all involved IMs.

### Scandinavian Mediterranean Corridor Specificities

Practical application of the main principles described in the “RNE Guidelines for Freight Corridor Punctuality Monitoring” can be found in the TPM Manual of Corridor ScanMed and it is not dealt with in details in this document.

The TPM Manual can be found in [CIP](#)

ScanMed Corridor set up a group in the framework of its organisational structure which is responsible for the train performance management of the corridor. In this group IMs and other stakeholders work together in order to make the railway business more attractive and competitive. More information can be found in ScanMed [Website](#).

[TPM reports can be downloaded from CIP \(link\)](#)



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## Annexes

### Annex 4.A Framework for Capacity Allocation

Mentioned in Chapter 3.1 and available under: [LINK](#)

## Annex 4.B Table of deadlines

Date / Deadline	Date in X-System	Description of Activities
14 January 2019	X-11	Publication of PaP Catalogue
14 January 2019 – 28 January 2019	X-11 – X-10.5	Correction phase (corrections of errors to published PaPs)
8 April 2019	X-8	Last day to request a PaP
16 April 2019		Last day to inform applicants about the alternative PaP offer
22 April 2019	X-7.5	Last day for C-OSS to send PaP pre-booking information to applicants
1 July 2019	X-5	Publication of draft timetable
2 July 2019 – 2 August 2019	X-5 – X-4	Observations and comments from applicants
23 April 2019 – 21 October 2019	X-7.5 – X-2	Late path request application phase via the C-OSS
20 August 2019 – 18 November 2019	X-4 3.5 – X-1	Late path request allocation phase
19 August 2019	X-3.5	Publication of final offer
26 - 25 August 2019	X-32.5	Acceptance of final offer
15 October 2019	X-2	Publication of RC
15 December 2019	X	Timetable change
13 January 2020	X-11	Publication of PaP Catalogue

## Annex 4.C Maps of Scandinavian Mediterranean Corridor

Mentioned in Chapter 3.4.1.2



## Annex 4.D Terminal Pilot

As part of a Pilot Project and with the scope of going towards an integrated offer, the Scandinavian Mediterranean Corridor organizes with participating Terminals again a Terminal Pilot for the yearly timetable 2020.

The Pilot only applies to requests which can be subsumed as an integrated offer. Under integrated offer is meant an offer consisting of at least one PaP and a Terminal slot. The PaP may be Terminal-in- or outbound.

In addition, the Terminal Pilot consists of several levels, which build on one another and differ in terms of commitment, obligations and responsibilities for all involved parties:

- **Level 1: C-OSS as facilitator of information exchange**  
By the Beginning of July, the C-OSS forwards to the Terminals the train information on Draft TT for the trains that can be expected in Terminals with permission by the applicant.
- **Level 2: C-OSS as common Post-Box**  
Applicants can place requests for Terminal Capacity in one step together with the PaP requests. The C-OSS acts therefore as a common Post-Box and collects the requests for both PaPs and Terminal Capacity. The requests for the Terminal Capacity will be forwarded to the Terminals and they accept these applications as valid requests, which were placed on time. Pre-Allocation and Allocation of the Terminal Capacity is still conducted by the concerned Terminal.
- **Level 3: Publication of Free Terminal Slots**  
C-OSS publishes free Terminal Slots connected to published PaPs. Once an Applicant has applied for a published slot, the request for the Terminal Capacity will be forwarded to the Terminals and they accept these applications as valid requests, which were placed on time. Pre-Allocation and Allocation of the Terminal Capacity is still conducted by the concerned Terminal.
- **Level 4: Publication of Coordinated Terminal Slots and Integrated Offer**  
C-OSS publishes Terminal Slots which have already been coordinated with PaPs. Once an Applicant applied for a PaP and a coordinated Terminal Slot, the C-OSS decides which Terminal Slot is to be pre-allocated to which applicant. In case of conflicting applications, the C-OSS decides on basis of the priority rules established by the Framework for Capacity Allocation agreed by the Ministries in charge of Transport involved in ScanMed RFC following Art.14.1 of the Regulation. Allocation of the Terminal Capacity is still conducted by the concerned Terminal.

For TT2020 following Terminals participate in the Pilot with the indicated level:

Terminal	Applied Level of Terminal Pilot
Oslo Godsterminal Alnabru	Level 4
Taulov Container & Rail Terminal	Level 4

(by Fredericia Shipping)	
DUSS with  DUSS-Terminal Beiseförth  DUSS-Terminal Göttingen  DUSS-Terminal Hannover-Linden  DUSS-Terminal Hamburg-Billwerder  DUSS-Terminal Augsburg-Oberhausen  DUSS-Terminal München-Riem  DUSS-Terminal Ingolstadt	Level 2
Verona Quadrante Europa	Level 4
Interporto Bologna	Level 3
Port of la Spezia	Level 3

A description how to request terminal slots targeted by this Pilot in Level 2-4 can be found on the webpage of the corridor ([www.scanmedfreight.eu](http://www.scanmedfreight.eu)). Furthermore, the C-OSS is also available for support and help.

## **Annex 4.D1. Applicable rules with Terminals participating in Level 4**

### **1. Register and Checking Integrated Applications**

#### **1.1. Collecting applications for Integrated Offer**

1.1.1 Integrated offer can be booked only via PCS. The C-OSS receives and collects all requests via PCS. The C-OSS ensures the appropriate treatment of each request.

1.1.2 Integrated applications placed via other channels to the C-OSS (e.g. Email, Fax, Phone, RNE paper template) will have to be redirected to PCS. The C-OSS will inform the applicant accordingly and provide basic support for using PCS. The C-OSS is not entitled to open PCS dossiers for the applicant.

#### **1.2. Registering the integrated application**

1.2.1 The C-OSS establishes and maintains a register for all incoming integrated applications in PCS containing a dossier number, name of applicant, requested integrated offer and specifying the follow-up activities of the C-OSS concerning the concrete request. This register must be made available to the concerned Parties at any time (see contact list at the end of the present Annex) and in a simplified form, allowing for business confidentiality to all concerned applicants.

#### **1.3. Checking applications with regard to C-OSS competence**

1.3.1 The C-OSS evaluates his competence for the further treatment of the incoming integrated applications immediately after receipt and sorts out the following request types:

- Applications for integrated offer without requesting a PaP within the dossier
- Applications with impacting capacity handled outside the sphere of competence of the C-OSS.

1.3.2 The C-OSS informs the applicant that he is not competent for this request and that it has been handed over to the concerned Party for further treatment.

#### **1.4. Checking the quality of the request**

1.4.1 The C-OSS checks if the request is complete and consistent, especially that the request for integrated offer allows a timely connection of PaPs and Terminal Slot.

1.4.2 In case of missing or inconsistent data, the C-OSS will directly contact the leading applicant and require the relevant data update/changes within 5 working days. If the applicant does not clarify the required data within the specified timeframe, the C-OSS will inform the leading applicant that further treatment of the request is not possible.

#### **1.5. Confirming further handling of requests or executing rejection of request**

1.5.1 The C-OSS may send a message to the applicant to confirm the receipt of the application by the C-OSS, if agreed so between the applicant and the C-OSS.

1.5.2. The C-OSS updates the register according to the results of the checks (incl. closing of dossiers which means path rejection).

### **2. Pre-Allocating Integrated Applications**

#### **2.1. Executing the allocation decision**

2.1.1 The C-OSS will evaluate/consider for the pre-allocation decision, on an equal basis, all valid requests placed on-time before the deadline at X-8.

2.1.2 Within the integrated application, the C-OSS decides which Terminal Slot is to be pre-allocated to which applicant. In case of conflicting applications, the C-OSS decides on basis of the priority rules established by the Framework for Capacity Allocation agreed by the Ministries in charge of Transport involved in ScanMed RFC following Art.14.1 of the Regulation.

#### **2.2. Updating the register of integrated applications**

2.2.1 The C-OSS marks the result of the pre-allocation decision in the register of integrated application at the latest at X-7,5 of each year.

#### **2.3. Informing the Terminal**

2.3.1 The C-OSS informs the concerned Terminal on the preliminary allocation decision for inclusion in the draft timetable.

2.3.2 Integrated applications that could not be accommodated due to losing priority respect to a competing request are fulfilled with a tailor-made integrated capacity, if available, in cooperation with the Infrastructure Managers and the Terminal.

2.3.3 Integrated offer not pre-allocated will be handed over by the C-OSS to the Terminal at X-7,5 of each year, allowing for an efficient use of the not requested terminal capacity in its regular capacity management process.

## **2.4. Informing applicants**

2.4.1 At X-7 the C-OSS provides interim information to the applicants on the status of their integrated application (e.g. allocation decision in their favor for the applications with the highest priority, provision of an Alternative Offer for the applications with the second priority ranking – if alternatives are available-, submission of the request to the Terminal for tailor made solution for the rest of the valid applications). The C-OSS also announces that the draft path offer will be submitted by the C-OSS at X-5 via PCS, on behalf of the Terminal.

## **3. Communicating the offer to the applicant**

### **3.1. Communicating the draft timetable**

3.1.1 At X-5 the C-OSS communicates the draft timetable for every valid integrated request to the applicants via PCS. The C-OSS hereby stresses the fact that he is acting on behalf of the concerned Terminals. Furthermore, the C-OSS informs that the terminal contracts will be concluded between the Terminals and the applicant, on basis of terminal conditions.

### **3.2. Handling applicant observations for integrated applications**

3.2.1 The C-OSS monitors the applicant's observations placed on the draft timetable in PCS. For that purpose, the C-OSS requires an answer from the Terminal until one week before the deadline for the final TT offer (at X-4). This procedure only concerns observations related to the original request - whereas modifications to the original requests will be handed over to the Terminal for further treatment.

### **3.3. Communicating the final offer**

3.3.1 At the RNE deadline for final TT (X-4) the C-OSS allocates the final timetable for every valid integrated request to the applicants via PCS. The C-OSS hereby stresses the fact that he is acting on behalf of the Terminal. Furthermore, the C-OSS informs that the terminal contracts will be concluded between the Terminal and the applicant, on basis of the terms and conditions set by the Terminal.

## **Further applicable rules**

### **1. Accepting the final offer**

1.1 The Applicant shall accept or reject the final integrated offer within 5 calendar days in PCS.

### **2. Request for changes by the Applicant**

2.1 Substantial change requests for integrated offers, either in the PaP or PaPs, as well as in the Terminal slot it is composed of, placed by the Applicant between X-8 and X-5 and affecting the allocated PaP and/or the Terminal Slot times are viewed as complete cancellations.

### 3. Withdrawal

3.1 Withdrawing a request for integrated capacity is possible between X-8 (after path request deadline) and X-5 (before draft offer). Regarding the fees, those of the involved Terminal are applied.

### 4. Transfer of capacity

4.1 Once integrated capacity is pre-allocated to an Applicant, it shall not be transferred to another Applicant.

4.2 The use of integrated capacity by a Railway undertaking (RU) acting on behalf of a non-RU-Applicant is not considered as a transfer.

### 5. Cancellation

5.1 In case the integrated capacity must be cancelled, the cancellation must be done directly towards the Terminal.

5.2 Applicable cancellation fees are those of the Terminal.

### 6. Non-usage

6.1 If an Applicant or a designated RU does not use the pre-allocated terminal slot the rules of the Terminal will apply. The communication will take place bilaterally between the Terminal and the applicant. Applicable cancellation fees are those of the Terminal.

### 7. Contracting and invoicing

7.1 The contracts for the use of Terminal Capacity are concluded between the Terminal and the Applicant.

7.2 The Terminal invoices the applicant directly.



## Annex 4.E Indicative overview of valid and not valid observations per IM

The table below offers a general framework on how observations are treated by each IM. This overview is not exhaustive and is to be understood as indicative information only.

	INDICATIVE INFORMATION ON HOW THE OBSERVATION IS CONSIDERED BY EACH IM					
Use cases	BaneNOR	Trafikverket	Banedanmark	DB Netz	ÖBB Infra	RFI
IM does not respect the TT of the requested, connecting train (other direction)	valid	valid	valid	valid	valid	valid
Departure / arrival times provided by the IM deviate from the request	valid	valid	+/- 45 Min	+/- 30 Min (excepting border times)	+/- 30 Min (excepting border times)	+/- 15 Min for Flex PaP +/- 30 Min for Tailormade & F/O (excepting border times)
IM does not respect the requested reference point	valid	valid	valid	valid (if not coordinated up front with customer)	valid	valid
IM offers other parameters than requested (if the parameters were requested within the published range)	valid	valid	valid	valid (if not coordinated up front with customer)	valid	valid
IM offers less days than requested / offers changed running days	valid	valid	valid	valid (if not coordinated up front with customer), accept total line closure	valid	valid
IM offers stopping locations which differ from the request	valid (if not coordinated up front with customer)	valid (if not coordinated up front with customer)	valid (if not coordinated up front with customer)	For customer requested stop („Verkehrshalt“): valid (if not coordinated up front with customer) For technical stop („Betriebshalt“ – planned by IM): Not valid	valid	valid
IM offers dwell time which is less than requested	valid (if not coordinated up front with customer)	valid (if not coordinated up front with customer)	valid (if not coordinated up front with customer)	valid (if not coordinated up front with customer)	valid	valid

## Annex 4.F Table of distances (PaP sections)

Mentioned in Chapter 3.4.1.3

	From	To	Number of kilometres
BaneNor	PaP section: Alnabru - Korsnjo grans		174,29
	Alnabru	Sarpsborg	114,64
	Sarpsborg	Halden	27,17
	Halden	Korsnjo grans	32,48
Trafikverket	PaP section: Korsnjo grans - Goteborg Marieholm		173,00
	Korsnjo-Gransen	Goteborg Marieholm	173,00
	PaP section: Goteborg Marieholm - Malmo Godsbangard		284,42
	Goteborg Marieholm	Molndals nedre	10,63
	Molndals nedre	Halmstads Central	138,97
	Halmstads Central	Halmstad Rangerbangard	1,10
	Halmstad Rangerbangard	Malmo Godsbangard	133,72
	PaP section: Malmo Godsbangard - Trelleborg		32,70
	Malmo Godsbangard	Trelleborg	32,70
	PaP section: Alvsjo Godsbangard - Mjolby		252,58
	Alvsjo Godsbangard	Katrineholms Central	125,50
	Katrineholms Central	Norrkopings Central	48,44
	Norrkopings Central	Mjolby	78,64
	PaP section: Hallsberg rangerbangard - Mjolby		94,76
	Hallsberg rangerbangard	Mjolby	94,76
	PaP section: Mjolby - Malmo Godsbangard		352,78
	Mjolby	Nassjo Central	88,54
	Nassjo Central	Almhult	134,00

	Almhult	Hassleholm	50,86
	Hassleholm	Malmo Godsbangard	79,38
	PaP section: Malmo Godsbangard - Peberholm		25,05
	Malmo Godsbangard	Peberholm	25,05
Banedanmark	PaP section: Peberholm – Padborg		332,38
	Peberholm	Hoeje Taastrup	27,80
	Hoeje Taastrup	Ringsted	44,40
	Ringsted	Nyborg	67,70
	Nyborg	Taulov	91,09
	Taulov	Padborg	101,39
DB Netz AG	PaP section: Padborg – Maschen		213,8
	Padborg	Flensburg Grenze	2,50
	Flensburg Grenze	Maschen Rbf (Mswf)	211,30
	Maschen Rbf (Msof)	Flensburg Grenze	211,30
	PaP section: Maschen - Munich		774,3
	Maschen Rbf (Mswf)	Lehrte Nord	144,70
	Lehrte West	Maschen Rbf (Msof)	146,60
	Lehrte Nord	Bebra Rbf	196,60
	Bebra Pbf	Lehrte West	198,70
	Bebra Rbf	Wuerzburg Hbf	167,10
	Wuerzburg Hbf	Bebra Pbf	168,30
	Wuerzburg Hbf	Muenchen Nord Rbf Einfahrt	265,90
	Muenchen Nord Rbf Ausfahrt	Wuerzburg Hbf	268,90
	PaP section: Munich - Kufstein		103,40
	Muenchen Nord Rbf Mitte	Kufstein	102,40
	Muenchen Nord Rbf Einfahrt	Kufstein	103,30

	Kufstein	Muenchen Nord Rbf Ausfahrt	101,30
ÖBB Infra	PaP section: Kufstein - Brennero		109,86
	Kufstein	Wörgl	13,48
	Wörgl	Brennero	96,38
RFI	PaP section: Brennero - Domegliara		215,6
	Brennero	Bolzano	88,80
	Bolzano	Trento Roncafort	50,60
	Trento Roncafort	Domegliara	76,20
	PaP section: Domegliara - Verona		18,70
	Domegliara	Verona Quadrante Europa	18,70
	PaP section: Domegliara - Poggio Rusco		70,50
	Domegliara	Poggio Rusco	70,50
	PaP section: Poggio Rusco - Firenze Castello		145,60
	Poggio Rusco	Firenze Castello	145,60
	PaP section: Firenze Castello - Pisa Centrale		74,50
	Firenze Castello	Pisa Centrale	74,60
	PaP section: Pisa Centrale - La Spezia Migliarina		71,70
	Pisa Centrale	La Spezia Migliarina	71,70
	PaP section: Firenze Castello - Roma Casilina		234,8
	Firenze Castello	Orte	197,60
	Orte	Roma Casilina	67,20
	PaP section: Roma Casilina - Pisa Centrale		329,6
	Roma Casilina	Livorno Calambrone	314,40
	Livorno Calambrone	Pisa Centrale	15,20
	PaP section: Roma Casilina – Rosarno		605,3
	Roma Casilina	Maddaloni Marcianise Smisto	215,90

	Maddaloni Marcianise Smisto	Rosarno	389,40
	PaP section: Rosarno - Messina Centrale		54,80
	Rosarno	Messina Centrale	54,80
	PaP section: Messina Centrale - Palermo Brancaccio		220,90
	Messina Centrale	Palermo Brancaccio	220,90
	PaP section: Messina Centrale - Bicocca		137,60
	Messina Centrale	Bicocca	102,10
	Bicocca	Priolo Melilli	35,50
	PaP section: Poggio Rusco - Faenza		108,50
	Poggio Rusco	Faenza	108,50
	PaP section: Faenza - Rosarno		1008,80
	Faenza	Ancona	154,90
	Ancona	Pescara	146,00
	Pescara	Bari Lamasinata	291,60
	Bari Lamasinata	Bellavista	110,10
	Bellavista	Rosarno	306,20