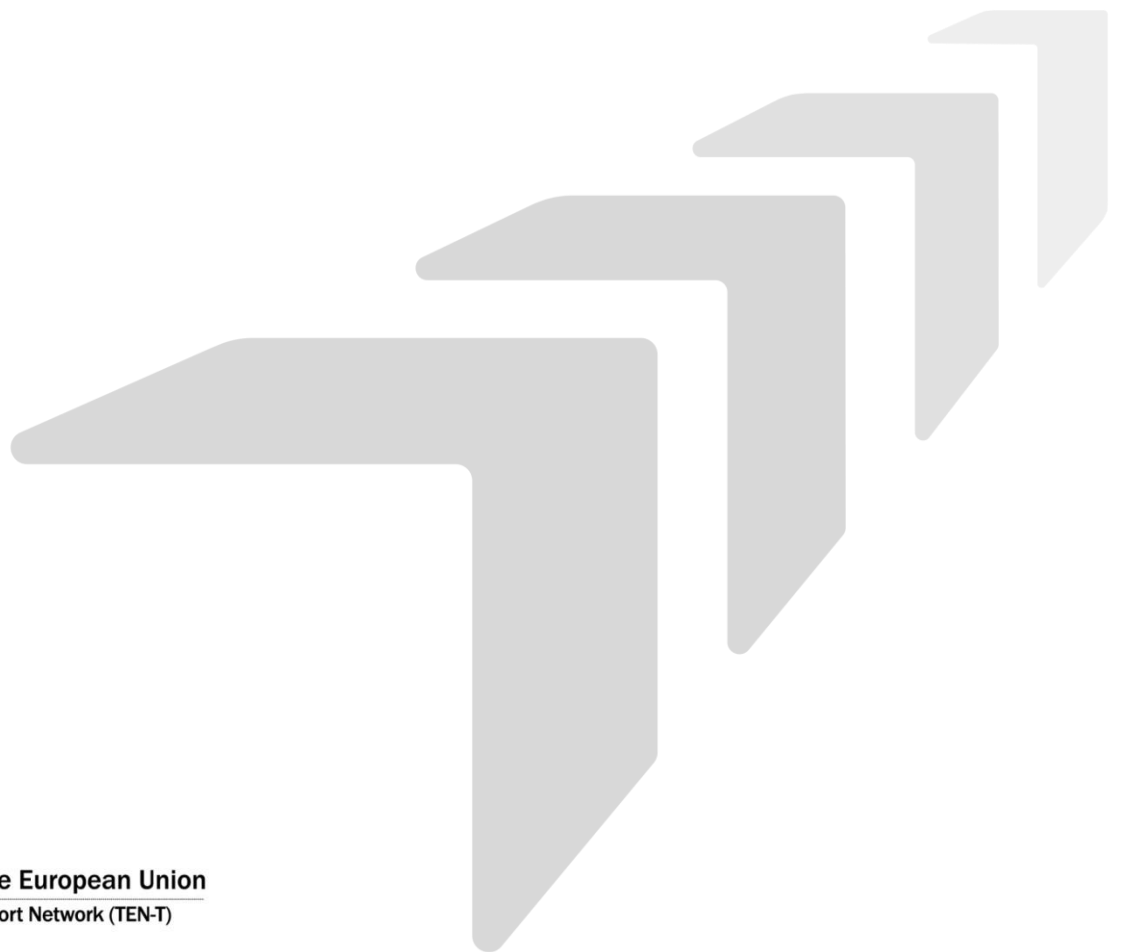


CORRIDOR INFORMATION DOCUMENT – BOOK I

Generalities

Timetable 2021



Version control

Version	Chapter changed	Changes compared to the previously published version	X marks which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
2019.12.19		RNE common text adopted and corridor specific parts overtaken from CID TT 2020	X	X
2020.01.09	3	Figure 1 adjusted		X
2020.01.13	4 and 9	Updated specificities, IT, SE and AT. Links to ScanMed RFC CID Book I-V in CIP	X	X
2020.08.06	10	Update harmonised text in chapter 10.2	X	
2020.08.06	4 and 5	Updated links and contact details		X
2020.11.28	4 and 5	Updated links and contact details		X

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This is Book 1, harmonised across all corridors. For ease of understanding and in order to respect the particularities of some corridors, common procedures are always written at the beginning of a chapter. The particularities of Corridor Scandinavian Mediterranean are placed below the common texts and marked as follows:

Scandinavian Mediterranean Corridor Specificities

The corridor specific parts are displayed in this frame.

Glossary

A general glossary can be found in the annex of this CID Book 1, which is harmonised over all RFCs and is available on the website of the Corridor under the following link.

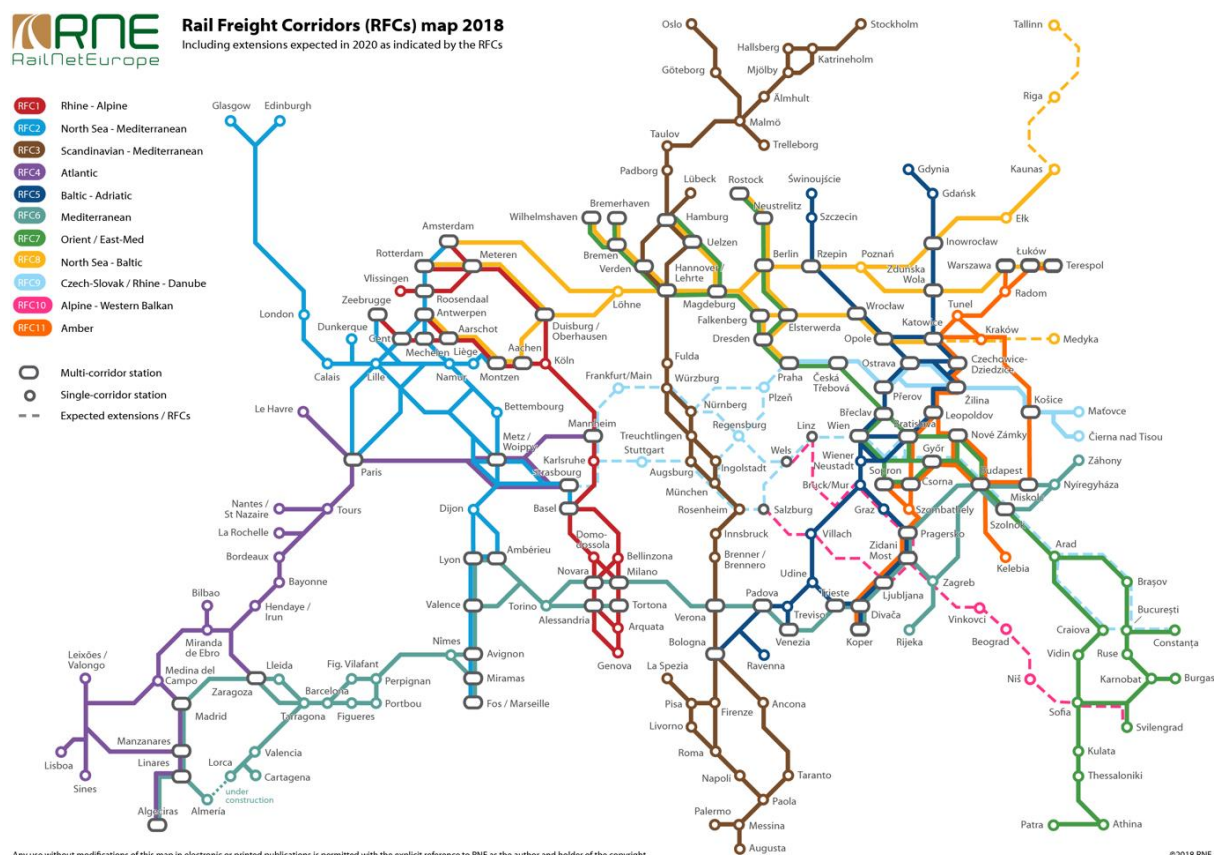
Scandinavian Mediterranean Corridor Specificities

[Link](#)

1. Introduction

Regulation (EU) 913/2010 of 22 September 2010 concerning a European rail network for competitive freight (hereinafter: Regulation) was published in the Official Journal of the European Union on 20 October 2010 and entered into force on 9 November 2010.

The purpose of the Regulation is to create a competitive European rail network composed of international freight corridors with a high level of performance. It addresses topics such as governance, investment planning, capacity allocation, traffic management and quality of service and introduces the concept of Corridor One-Stop Shops. According to the Annex of the Regulation, initially nine corridors were defined. In addition, Commission Decisions were issued about the establishment of two additional corridors. The schematic overview of the corridor network is displayed below.



The corridors commit to fulfil their intended role of increasing the competitiveness of international rail freight, unlocking the tremendous growth potential for long-distance freight traffic and promoting rail's key role in a sustainable transport system. The improved marketability of the corridors is key to maintaining and winning over end-customers to the rail solution.

In accordance with the Regulation, each corridor has set up a governance structure consisting of two levels: an Executive Board (composed of representatives of the ministries of the Member States) and a Management Board (composed of representatives of the Infrastructure Managers (IMs) and Allocation Bodies (ABs)). The corridors also set up two Advisory Groups (AGs): one consisting of representatives of terminal owners and managers, the other one consisting of representatives of Railway Undertakings (RUs).

The corridors have designated or set up Corridor One-Stop-Shops (C-OSS) for allocating certain types of international freight capacity (Pre-arranged Paths (PaPs) and Reserve Capacity (RC)) on the corridor.

More details about the Corridor structure are described in Chapter 4 of this Book 1 and in Book 5.

A corridor is a complex project that follows a new set of rules and procedures. For this reason, the Corridor Information Document (CID) was created to provide all corridor-related information and to guide all applicants and other interested parties through the workings of the corridor in line with Article 18 of the Regulation. Together with RailNetEurope (RNE), the corridors have harmonised the structure and most of the texts to allow easier access to and understanding of this information.

In order to achieve a stronger harmonisation of the corridors' various implementation approaches, RNE provides a coordination platform for the corridors to jointly develop harmonised processes and tools, to the benefit of the applicants, as well as IMs and ABs that are part of several corridors.

2. Structure of the CID

The CID applies the RNE CID Common Texts and Structure so that all applicants can access similar documents for different corridors and in principle, as in the case of the national NSs, find the same information in the same place in each one.

The CID is divided into five books to clarify the specificity and independence of the key content of the document, and to facilitate the organisation and updating of information. The corridors, together with RNE, developed harmonised texts for all corridors valid for Book 1, Book 2 and Book 4.

The five books of the CID are as follows:

- ✓ **Book 1: Generalities**

The key purpose of Book 1 is to provide the reader with an introduction to the corridor concept and an efficient guide to the consultation of CID information. Book 1 is the only one not directly referred to in the Regulation.

- ✓ **Book 2: Network Statement Excerpts**

Book 2 gives an overview of all information published in the national NSs of the IMs/ABs of the Corridor for the corresponding timetable year. These documents follow an identical structure on the basis of the RNE NS Common Structure, allowing for a set of links to the NSs concerned.

- ✓ **Book 3: Terminal Description**

Book 3 provides information about the designated corridor terminals.

- ✓ **Book 4: Procedures for Capacity and Traffic Management**

Book 4 describes the procedures for capacity allocation by the C-OSS, planned Temporary Capacity Restrictions, Traffic Management and Train Performance Management. All conditions concerning applicants, the use of the C-OSS and its products (PaPs and RC) and how to order them are explained here.

✓ Book 5: Implementation Plan

As specified in the Regulation, Book 5 covers the following topics:

- Description of the characteristics of the Corridor,
- Essential elements of the TMS,
- Objectives and performance of the Corridor,
- Indicative investment plan,
- Measures to implement Article 12 to 19 of the Regulation.

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

The CID is a single document and therefore all five books should be considered as integrated. However, the five books may have different updating needs.

3. Corridor description

The railway lines of the Corridor are divided into:

- ✓ **Principal routes:** on which PaPs are offered,
- ✓ **Diversiónary routes:** on which PaPs may be considered temporarily in case of disturbances, e.g. long-lasting major construction works on the principal lines,
- ✓ **Connecting lines:** lines connecting the corridor lines to a terminal (on which PaPs may be offered but without an obligation to do so). It is a routing bypassing places (where alternative options exist) on the principle route - related routes and destinations and PaPs apply.
- ✓ **Expected lines:** Expected lines can be found in Chapter 2 of Book 5.

The schematic map of Corridor Scandinavian Mediterranean is displayed below.

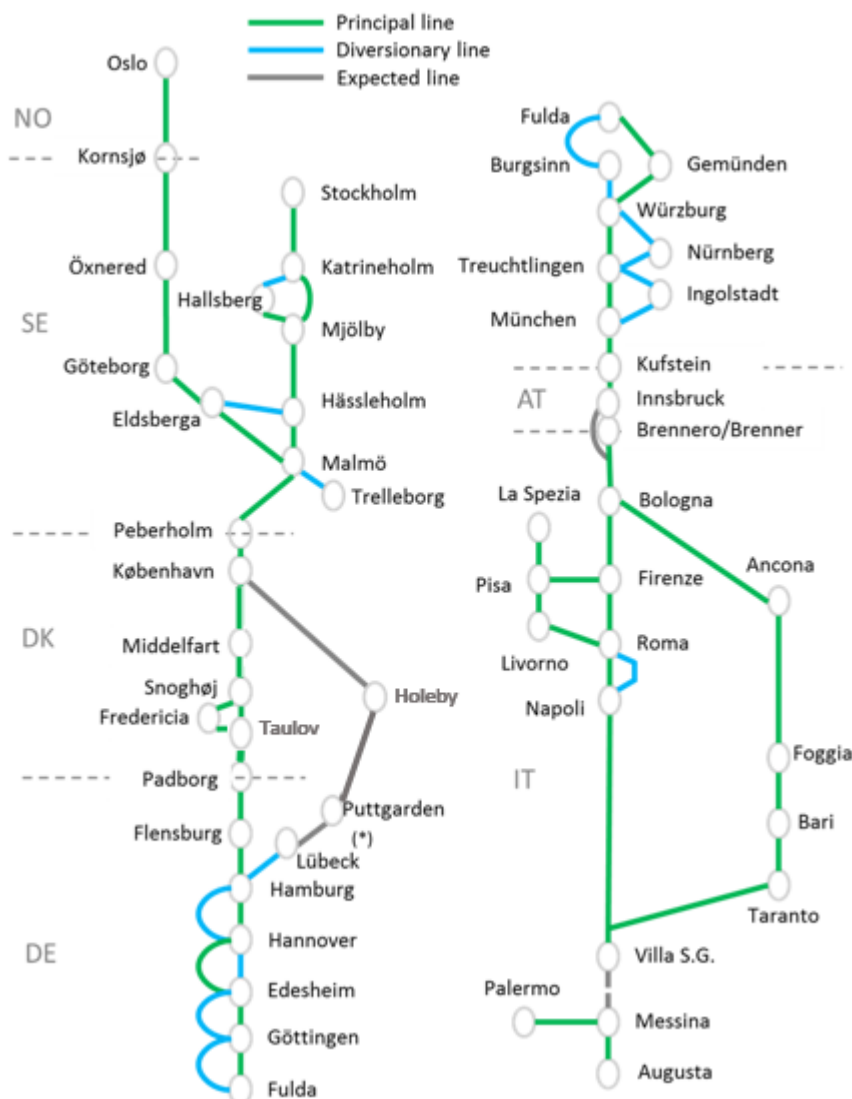


Figure 1 Schematic map of ScanMed RFC

4. Corridor organisation

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

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

Scandinavian Mediterranean Corridor Specificities

- ✓ Det Kongelige Samferdselsdepartement (The Royal Ministry of Transport and Communications) – Norway
- ✓ Infrastrukturdepartementet område Transporter och infrastruktur (Ministry of Infrastructure areas Transport and Infrastructure) – Sweden
- ✓ Trafik-, Bygge- og Boligstyrelsen (Danish Transport, Construction and Housing Authority) – Denmark
- ✓ Bundesministerium für Verkehr und digitale Infrastruktur (Federal Ministry of Transport and Digital Infrastructure) – Germany
- ✓ Bundesministerium für Verkehr, Innovation und Technologie (Austrian Ministry for Transport, Innovation and Technology) – Austria
- ✓ Ministero delle Infrastrutture e dei Trasporti (Ministry of Infrastructures and Transport) – Italy

- ✓ Management Board (MB): composed of representatives of the IMs and (where applicable) ABs along the Corridor which are responsible for the implementation of the Corridor within their home organisations. The Management Board is the decision-making body of the Corridor

Scandinavian Mediterranean Corridor Specificities

- ✓ Bane NOR SF – Norway
- ✓ Trafikverket – Sweden
- ✓ Øresundsbro Konsortiet – Denmark
- ✓ Banedanmark – Denmark
- ✓ DB Netz AG – Germany
- ✓ ÖBB-Infrastruktur Aktiengesellschaft – Austria
- ✓ Rete Ferroviaria Italiana S.p.A. – Italy

BANE NOR

 **TRAFIKVERKET**

 ØRESUNDSBRON

banedanmark


 **DB NETZE**

 **ÖBB INFRA**

 **RFI**
RETE FERROVIARIA ITALIANA
GRUPPO FERROVIE DELLO STATO ITALIANE

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

Scandinavian Mediterranean Corridor Specificities

Corridor Scandinavian Mediterranean also invites non-RU applicants to its RAG meetings

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

Organigram:

Scandinavian Mediterranean Corridor Specificities

More details can be found in our website (see "[ScanMed RFC-Organization](#)")

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

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

Scandinavian Mediterranean Corridor Specificities

The ScanMed Corridor is set up as an Association under Austrian Law

The operational management of the Corridor is executed by a virtual office organization, described in the organigram below (Figure 2).

To fulfil the tasks described in Article 13 of the Regulation, a Corridor One-Stop-Shop (C-OSS) was established as a single point of contact for requesting and receiving answers regarding infrastructure capacity for freight trains crossing at least one border along the Corridor. For contact details see Chapter 5 of this Book 1 and Chapter 2.2 of Book 4.

Scandinavian Mediterranean Corridor Specificities

In order to facilitate the work regarding the implementation of the Corridor, several permanent and/or temporary working groups were formed consisting of experts in specific fields delegated by the IMs/ABs. The current working groups are displayed in the organigram below (Figure 2).

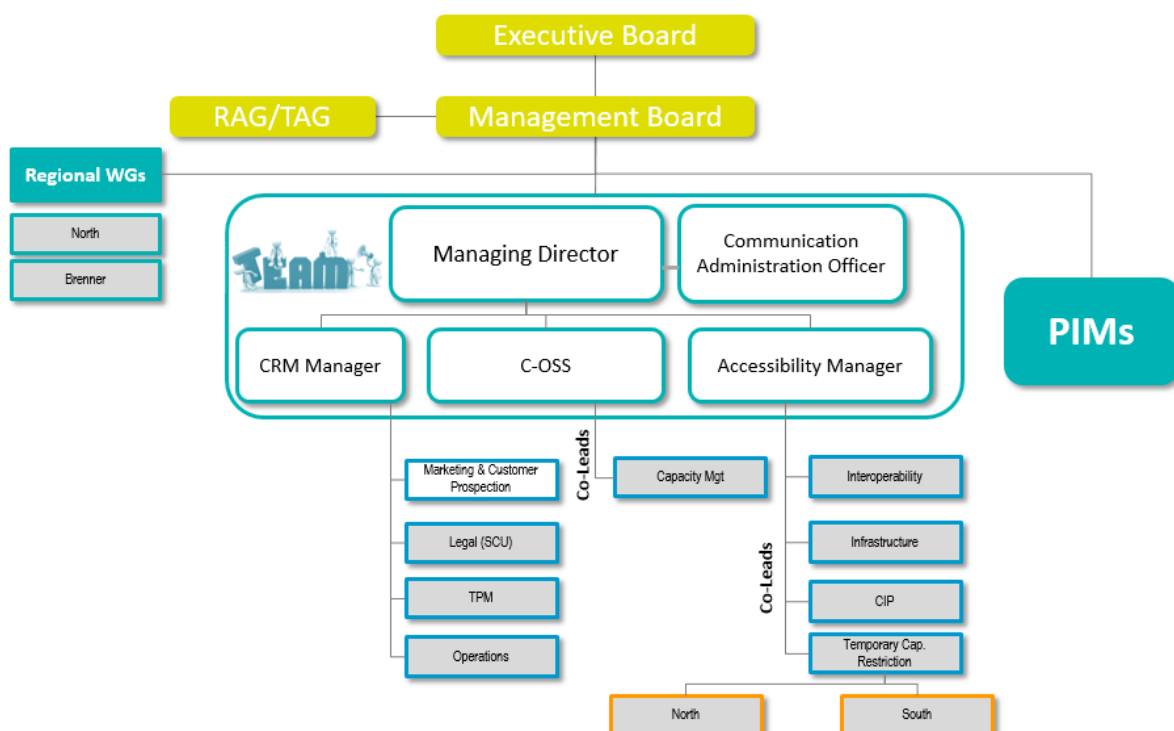


Figure 2- Organigram of ScanMed RFC

5. Contacts

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

Scandinavian Mediterranean Corridor Specificities

The relevant contacts of Corridor ScanMed:

- ✓ Dedicated team: [Contacts](#)
- ✓ Representatives of each IM/AB as program implementation managers (PIMs) - see table below:

Name	IM	Role in the RFC	E-mail
Sven Marius Utklev Gjeruldsen	Bane NOR	Program Implementation Manager	Sven.Marius.Utklev.Gjeruldsen@banenor.no
Hans Wolf	Trafikverket	Program Implementation Manager	hans.wolf@trafikverket.se
Jelena Soscic	BDK	Program Implementation Manager	jskc@bane.dk
Martin Cygon	DB Netz	Program Implementation Manager	martin.cygon@deutschebahn.com
Heidelinde Müller	ÖBB-Infrastruktur AG	Program Implementation Manager	Heidelinde.mueller@oebb.at
Laura Fortunato	RFI	Program Implementation Manager	l.fortunato@rfi.it

6. Legal framework

This CID complies with the current legal framework.

6.1. EU legal framework (excerpt)

- ✓ Regulation (EU) 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight,
- ✓ Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (Recast),
- ✓ Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure,
- ✓ Regulation (EU) 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No. 661/2010/EU,
- ✓ Regulation amending Regulation No 913/2010:
 - Regulation (EU) 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) 67/2010,
- ✓ Decisions under Article 5(6) of Regulation No 913/2010 (new corridors and corridor extensions):
 - Commission Implementing Decision 2015/1111 of 7 July 2015 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea-Baltic rail freight corridor with Article 5 of the Regulation 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight,
 - Commission Implementing Decision 2017/177 of 31 January 2017 on the compliance with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council of the joint proposal to establish the 'Amber' rail freight corridor,
 - Commission Implementing Decision 2017/178 of 31 January 2017 amending Implementing Decision (EU) 2015/1111 on the compliance of the joint proposal of the Member States concerned to extend the North Sea-Baltic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight,
 - Commission Implementing Decision (EU) 2018/300 of 11 January 2018 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the Atlantic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council,
 - Commission Implementing Decision (EU) 2018/491 of 21 March 2018 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea Mediterranean rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council,

- Commission Implementing Decision (EU) 2018/500 of 22 March 2018 on the compliance of the proposal to establish the Alpine-Western Balkan rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council.

6.2. Framework for Capacity Allocation (FCA)

Referring to Article 14.1 of the Regulation, the Executive Board of the Corridor adopted the 'Framework for Capacity Allocation (FCA)' which is relevant for the allocation of train paths executed by the C-OSS. This FCA has been developed jointly by the ministries of transport on all corridors. The respective link is available in Chapter 3.1 and Annex 4.A of Book 4.

6.3. Other

The applicable national legislation is listed in the NSs of the respective IMs (and, if applicable, ABs). The respective links are available in Chapter 1 and Chapter 3 of Book 2.

7. Legal status

This CID is drawn up, regularly updated, and published in accordance with Article 18 of Regulation 913/2010 regarding information on the conditions of use of the freight corridor. By applying for capacity on the corridor the applicants accept the provisions of Book 4 of CID. Parts of this CID may be incorporated into contractual documents. Every effort has been made to ensure that the information is complete, correct and valid. The involved IMs/ABs accept no liability for direct or indirect damages suffered as a result of obvious defects or misprints in this CID or other documents. Moreover, all responsibility for the content of the national Network Statements or any external sites referred to by this publication (links) is declined.

8. Validity period and updating process

8.1. Validity period

This CID is valid for timetable year 2021 and all associated capacity allocation processes related to this timetable year.

8.2. Updating process

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

All Books of the CID can be updated when necessary according to:

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

9. Publishing

The CID is available free of charge in electronic format.

Scandinavian Mediterranean Corridor Specificities

The CID of Corridor Scandinavian Mediterranean is available in the CIP:

- ✓ [CID Book I 2021](#) ScanMed (ScanMed CID)
- ✓ [CID Book II 2021](#) ScanMed (ScanMed CID)
- ✓ [CID Book III 2021](#) ScanMed (ScanMed CID)
- ✓ [CID Book IV 2021](#) ScanMed (ScanMed CID)
- ✓ [CID Book V](#) ScanMed (ScanMed CID)

10. IT tools

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

10.1. Path Coordination System (PCS)

PCS is the only tool for publishing the binding PaP and RC offer and for managing international path requests on the Corridor. The advantage of this solution is that the displayed data for a PaP or RC may be used for creating a path request dossier – without any manual copying. Furthermore, this method simplifies the presentation and management of the paths, which remain in the catalogue for allocation as ad-hoc paths during the running timetable period.

Access to PCS is free of charge. A user account can be requested via the RNE PCS Support: support.pcs@rne.eu.

More information can be found in Book 4 Chapter 2.5 of this CID and via <http://pcs.rne.eu>.

10.2. Train Information System (TIS)

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

RUs and terminal operators may also be granted access to TIS by signing the TIS User Agreement with RNE. By signing this agreement, the TIS user agrees to RNE sharing train information with cooperating TIS users. The TIS user shall have access to the data relating to his/her own trains, as well as to the trains of other TIS users if cooperating in the same train run (i.e. data sharing by default).

Access to TIS is free of charge. A user account can be requested via the RNE TIS Support: support.tis@rne.eu.

For more information please visit the RNE TIS website: <http://tis.rne.eu/>.

10.3. Charging Information System (CIS)

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

Access to CIS is free of charge without user registration.

For more information please visit the RNE CIS website <http://cis.rne.eu> or contact the RNE CIS Support: support.cis@rne.eu.

10.4. Customer Information Platform (CIP)

The CIP is an interactive, internet-based information tool.

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

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

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

Scandinavian Mediterranean Corridor Specificities

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

The CID is published in the CIP as well.

For more details visit: ScanMed – webpage on CIP

11. Corridor language

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

In case of inconsistencies between the English and the translated version, if existent, the English version of the CID always prevails. Any deviations from the above will be indicated separately.

The language used in operations is determined by national law.