

# GENERAL INFORMATION FOR TIMETABLE 2021

## C-OSS NEWSLETTER

10 February 2020



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With the supportive cooperation of the **European Commission** and **ERA** two workshops were organized in March in Bucharest and in October 2019 in Budapest. An official site visit also took place at Lőkösháza – Curtici border crossing in the framework of the **Issues Logbook project Priority No.2** last year. ERA and DG-Move confirmed that outdated national rules are hampering the smooth border crossing, therefore to eliminate these obstacles is an important step forward. At the workshop concrete national rules were identified and an **Action Plan** was set up for lifting them as soon as possible. An **ATTI pilot-project** is under elaboration which will allow to introduce "trusted handover" at the Hungarian–Romanian border for a test period.

**On 1<sup>st</sup> August 2019 the Hungarian National Safety Authority approved cancelling all country-specific rules on the application of buffer wagons.** With this measure we have a new additional achievement in harmonisation of different national rules along the corridor.

Thanks to the **Programme Support Action** RFC OEM launched several **English training courses** at Infrastructure Managers for national dispatchers. The level of B1 will be reached by the end 2020.

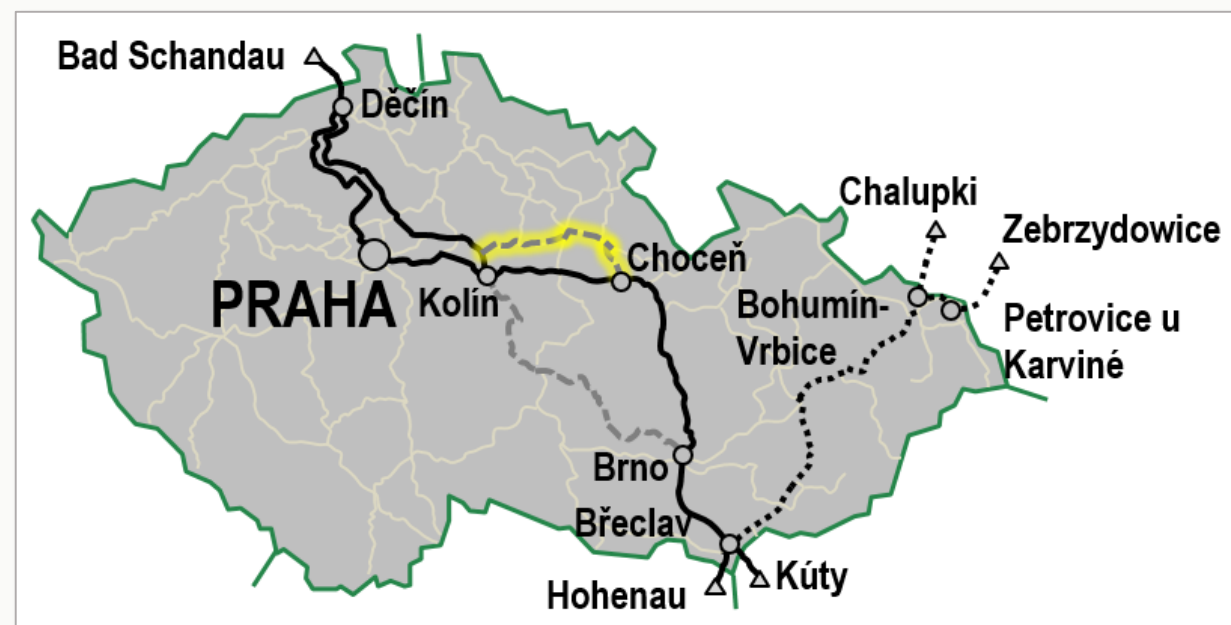
The European infrastructure managers have elaborated and adopted the **Handbook for International Contingency Management** (ICM). This working document describing a package of recommendation in case of international disturbance lasting more than 3 days for the re-routing, for Traffic Management and for the transparent communication. All RFC-s were adapted this Handbook into their working procedures as well.

RFC OEM is in fortunate situation because we have a wide structure of diversionary routes along the corridor. Please, visit the concerned document at our website (<http://www.rfc7.eu/public>).

## RECENT NEWS

Regarding SŽCZ long-term infrastructure modernizations intentions and taking into account the ongoing issue of investment infrastructure needs, **the operative management of RFC Orient/East-Med has decided to designate the railway line "Velký Osek – Hradec Králové – Choceň" as a new diversionary route of the corridor.**

SŽCZ now intensifies the plans to provide its modernization covering mainly double track and speed increase up to 120 km/h. This line is parallel to the principal route "Kolín – Choceň", which it faces very often to the lack of capacity. Including "Velký Osek – Hradec Králové – Choceň" into the RFC OEM lines Customers could also gain **new Pre-arranged Paths** in the future.



Last year the **Task Forces** worked further on to eliminate operational and technical bottlenecks at the border crossing points. On the basis of the analysis and evaluation two different groups of factors were identified as influencing the waiting time at borders:

- necessary waiting time (time for necessary technical processes to be performed, operational protocol)
- unnecessary waiting time (related to the IM, RU and other stakeholders activities)

Efforts and work were focused on the second group, Task Forces elaborated solutions for decreasing the unnecessary waiting time at border crossing points. **Thanks to their efforts 3 cross border points have already in average 120 minutes waiting time.**

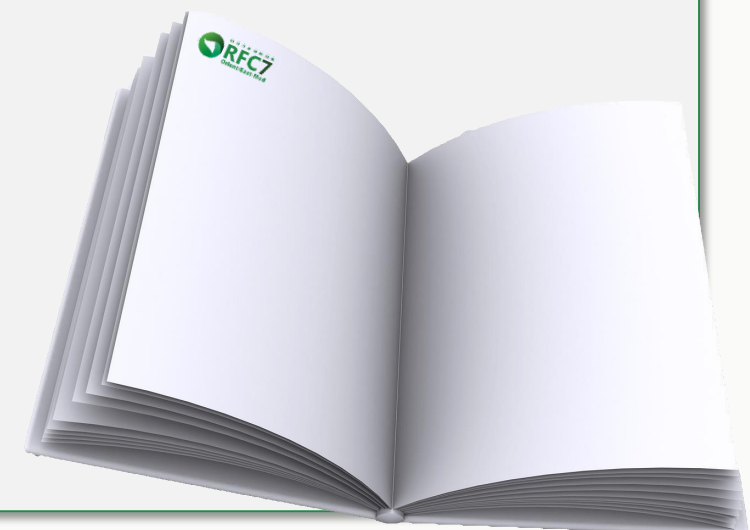
For more information please contact  
 RFC OEM Secretariat [secretariat@rfc7.com](mailto:secretariat@rfc7.com)

### CORRIDOR INFORMATION DOCUMENT – OUR NETWORK STATEMENT

The Corridor Information Document (CID) provides all information in relation with Rail Freight Corridor Orient/East-Med such as legal background, infrastructure characteristics, access conditions, description of terminals, capacity and traffic management processes.

The CID is divided into five books:

- ❑ Book 1 - Generalities
- ❑ Book 2 - Network Statement Excerpts
- ❑ Book 3 - Terminal Information
- ❑ Book 4 - Procedures for Capacity and Traffic Management
  - Framework for Capacity Allocation
- ❑ Book 5 - Implementation Plan
  - Transport Market Study
  - Investment Plan
  - C-OSS Operational Rules

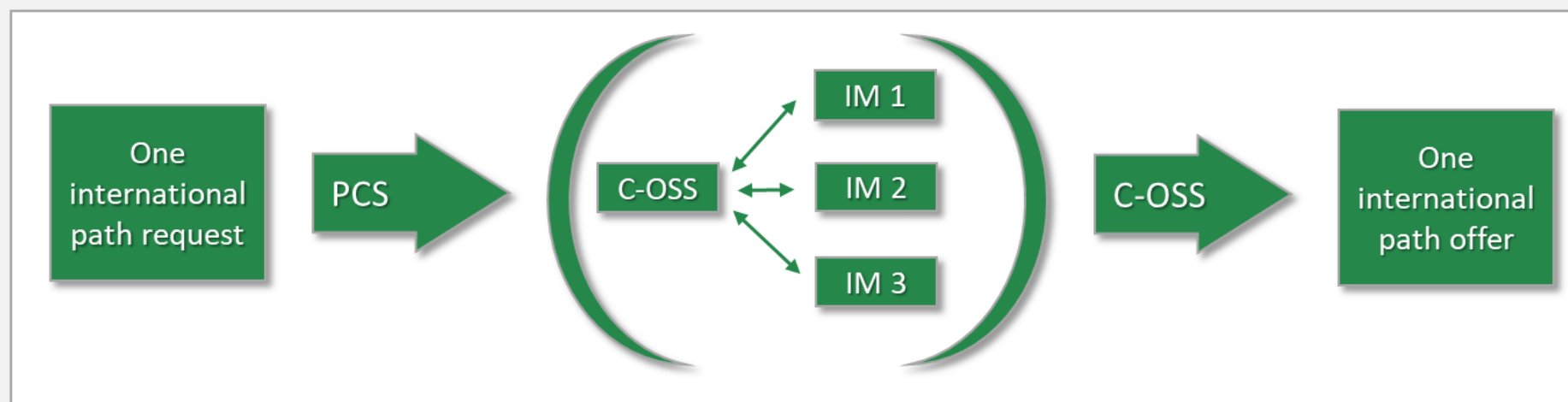


All five books are available here:  
[http://www.rfc7.eu/corridor information document](http://www.rfc7.eu/corridor_information_document)



## CORRIDOR ONE-STOP SHOP (C-OSS)

- 🔄 **Single contact**
  - ✓ C-OSS presents one single place allowing Applicants to request and receive answers regarding infrastructure capacity for international freight trains crossing at least one border along the Corridor.
- 🔄 **Single coordination**
  - ✓ C-OSS coordinates the national Infrastructure Managers and Allocation Bodies, to allow you a simple and fast booking of international paths for freight trains using an exclusive international IT tool: Path Coordination System ([PCS](#))
  - ✓ C-OSS publishes Pre-arranged Path (PaP) catalogue for your annual timetable planning 11 months before timetable change and Reserve Capacity (RC) for interim needs till 30 days before operation.
  - ✓ C-OSS also deals with feeder and outflow or modified path requests, providing flexible offer.
- 🔄 **Single allocation decision**
  - ✓ C-OSS applies one internationally harmonized allocation rule and act on behalf of all IMs along the Corridor.



# PRE-ARRANGED PATHS OFFER FOR TIMETABLE 2021

## What are the Pre-arranged Paths (PaPs)?

PaPs are pre-constructed international train paths offered for the annual timetable.

RFC OEM PaPs consist of **harmonized border-crossings** with guaranteed travel times between the borders.

PaPs are published **11 months** before the timetable change (X-11) and defined according to **specific parameters** (planned speed, maximum length, weight and profile).

PaPs are **dedicated** to RFC OEM thus **protected** in the IMs planning tools against unilateral modifications resulting from other capacity requests or lately announced capacity restrictions.

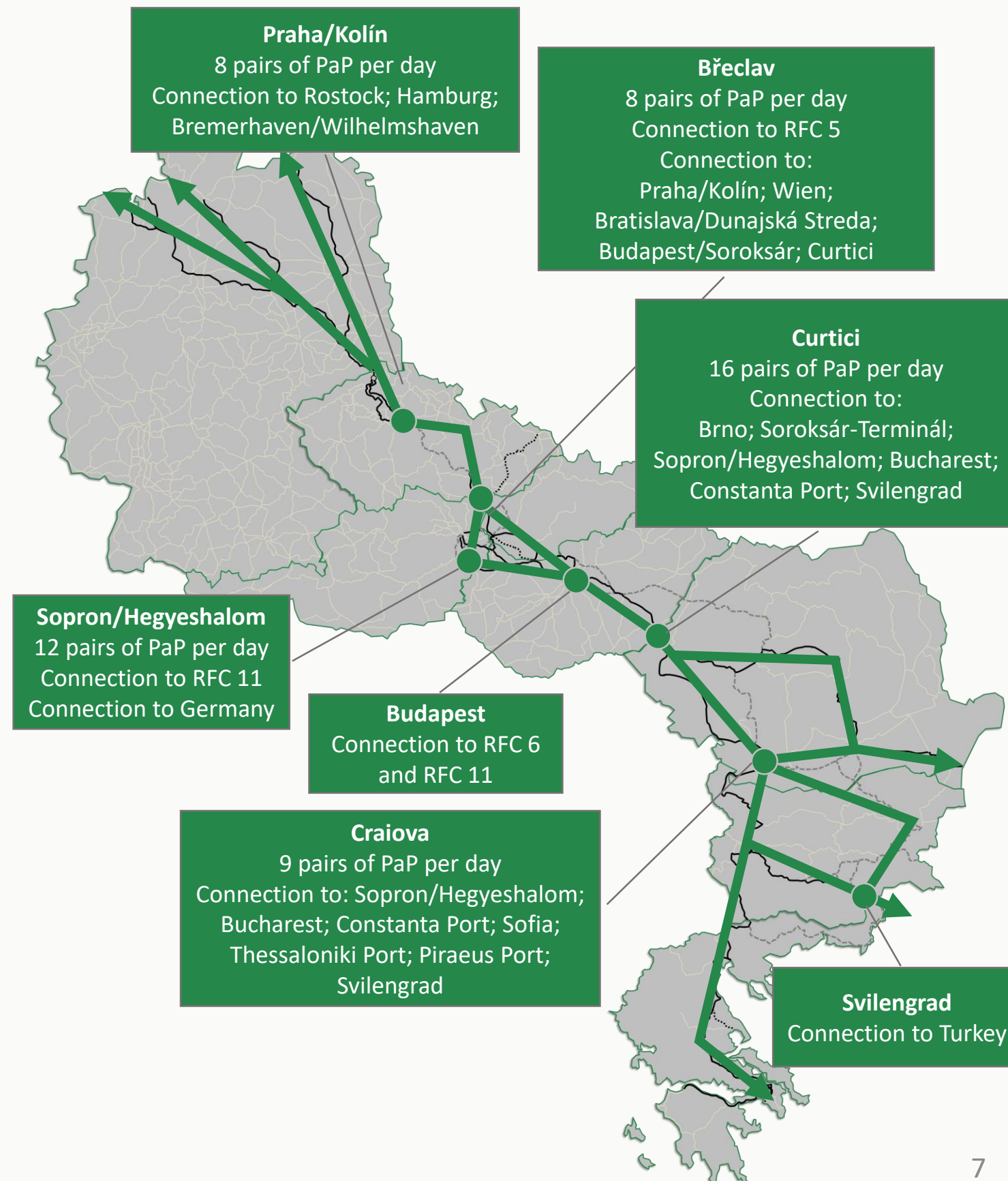
PaPs are displayed in a **transparent way** in PCS and shall be **allocated exclusively** via C-OSS (single allocation decision).

Applicants can request PaPs up to **eight months** before the start of the related timetable year (X-8) by using PCS as a booking tool.

You may download our **PaP Catalogue** from here: [http://www.rfc7.eu/path\\_request\\_submission](http://www.rfc7.eu/path_request_submission) - or you may search for PaPs directly in PCS.

**Contact your C-OSS for assistance:**

[coss@rfc7.com](mailto:coss@rfc7.com)



## PROCESS STEPS FOR PAP REQUESTS WITH NON-AVAILABLE DAYS

PaPs in PCS are displayed with full calendar, but the availability of running days is according to the list of planned capacity restrictions published on 28th January 2020.

Detailed information on planned infrastructure works, total closures and alternative routes is available on the corridor's website ([http://www.rfc7.eu/track\\_possessions](http://www.rfc7.eu/track_possessions))

### Process steps:

- 1) All PaPs are published with full calendar (exception: joint offer on RFC 8 network is published with available days only).
- 2) Customers request PaPs selecting any calendar days.
- 3) During the pre-booking phase the C-OSS will reserve requested PaPs.
- 4) The timetable offer from the IM will be divided into the following subpaths:
  - a) Days marked as available – PaP offer;
  - b) Days marked as non-available – tailor-made offer;
  - c) Days removed by the IM – TCR was published with no alternative route option.

**Feel free to contact your C-OSS in case you need assistance!**



# PLANNED MAJOR CAPACITY RESTRICTIONS ON CFR NETWORK – TT2021

UPDATED: 28-01-2020

Reconstruction and modernization of lines Arad – Simeria;  
Simeria - Sighișoara

Start: March 2018

Expected end: December 2021

Continuous single line operation (total closure of one track on the double track line) with speed limitation during the works.

**Significant capacity reduction**

**Estimated freight capacity: 10 train pairs per day**

Reconstruction and modernization of lines Arad –  
Timișoara; Timișoara - Caransebeș

Expected start: 2020

Expected end: 2023

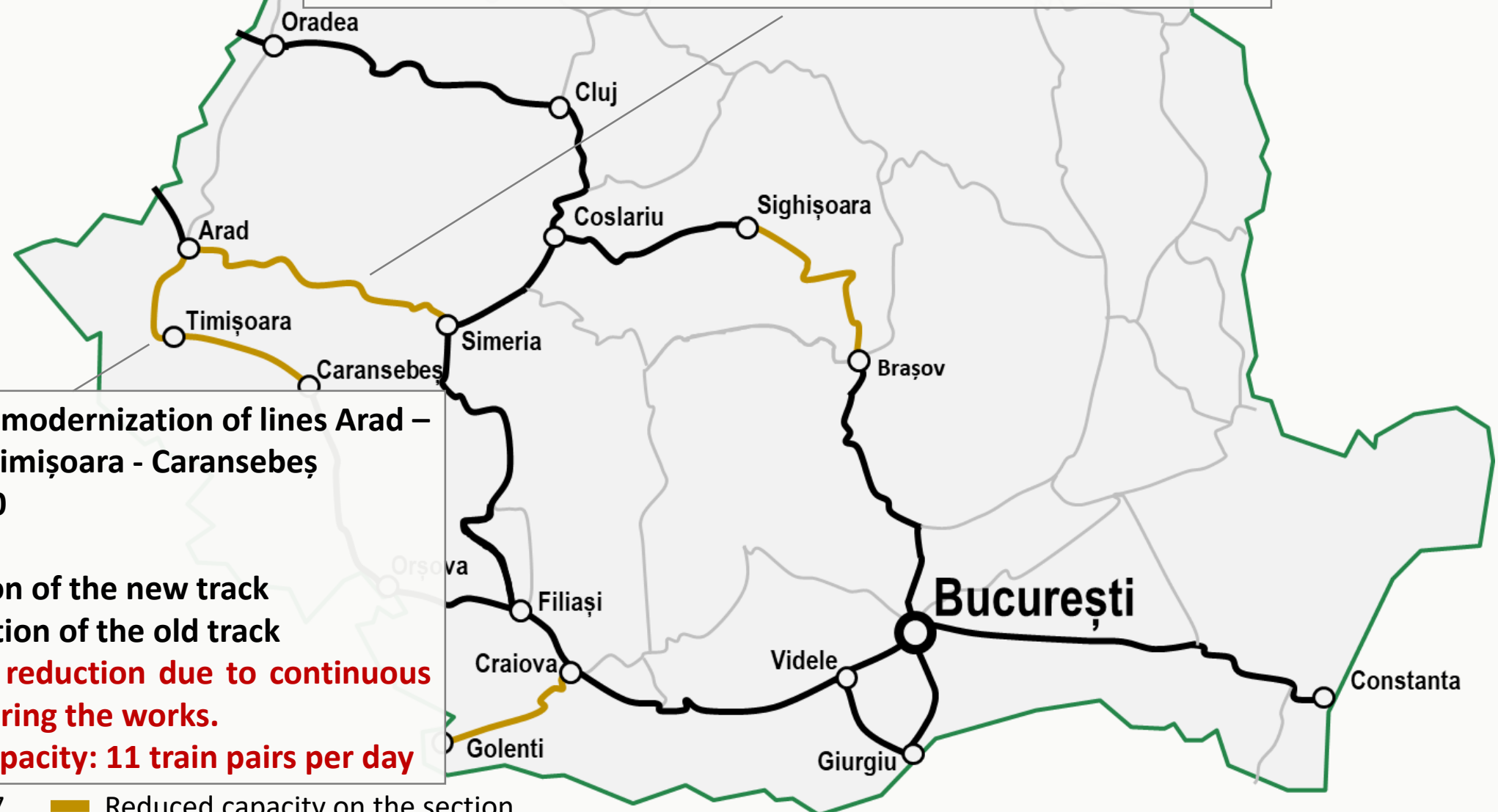
1st step: construction of the new track

2nd step: rehabilitation of the old track

**Significant capacity reduction due to continuous speed limitation during the works.**

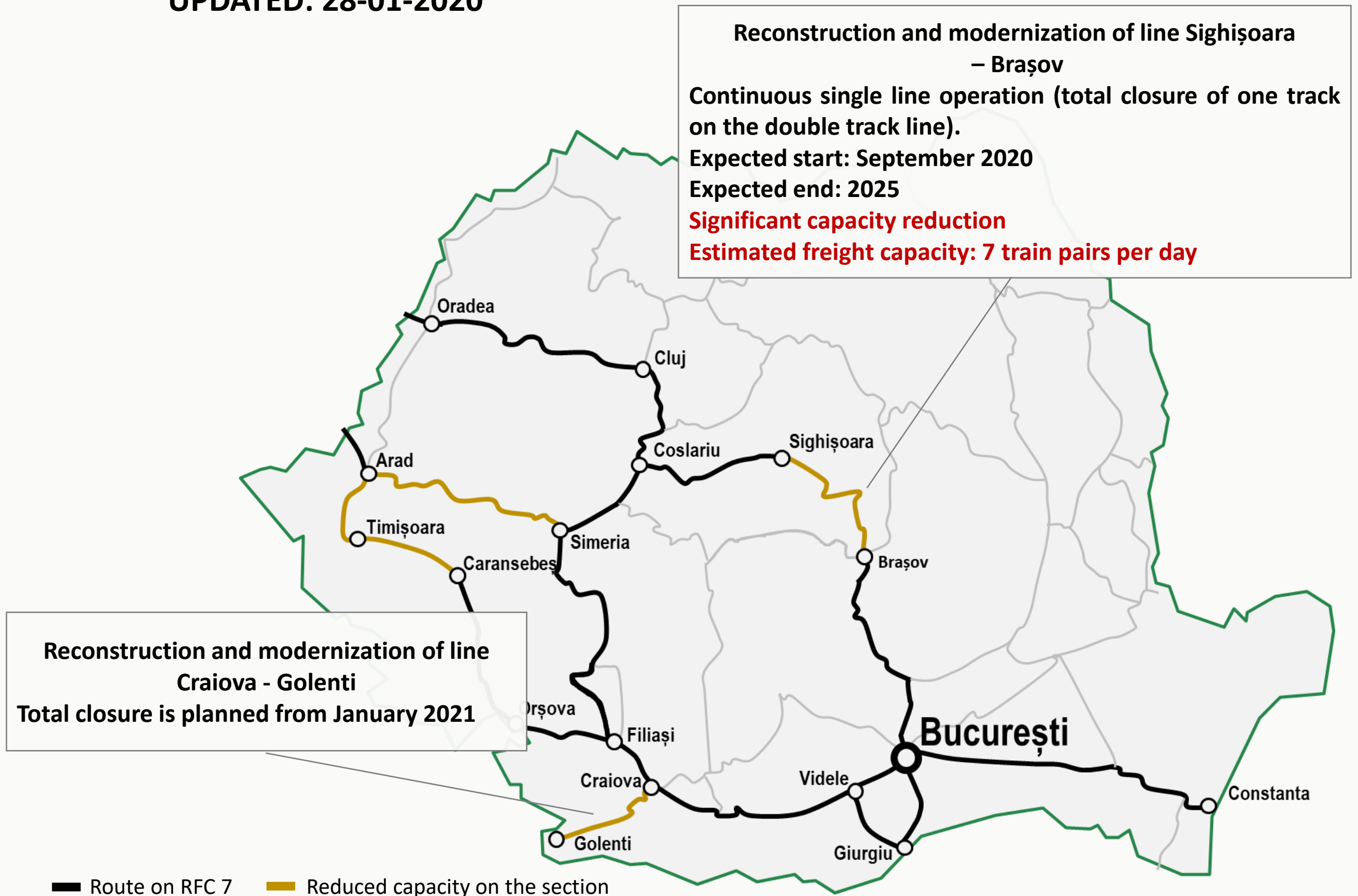
**Estimated freight capacity: 11 train pairs per day**

■ Route on RFC 7    ■ Reduced capacity on the section



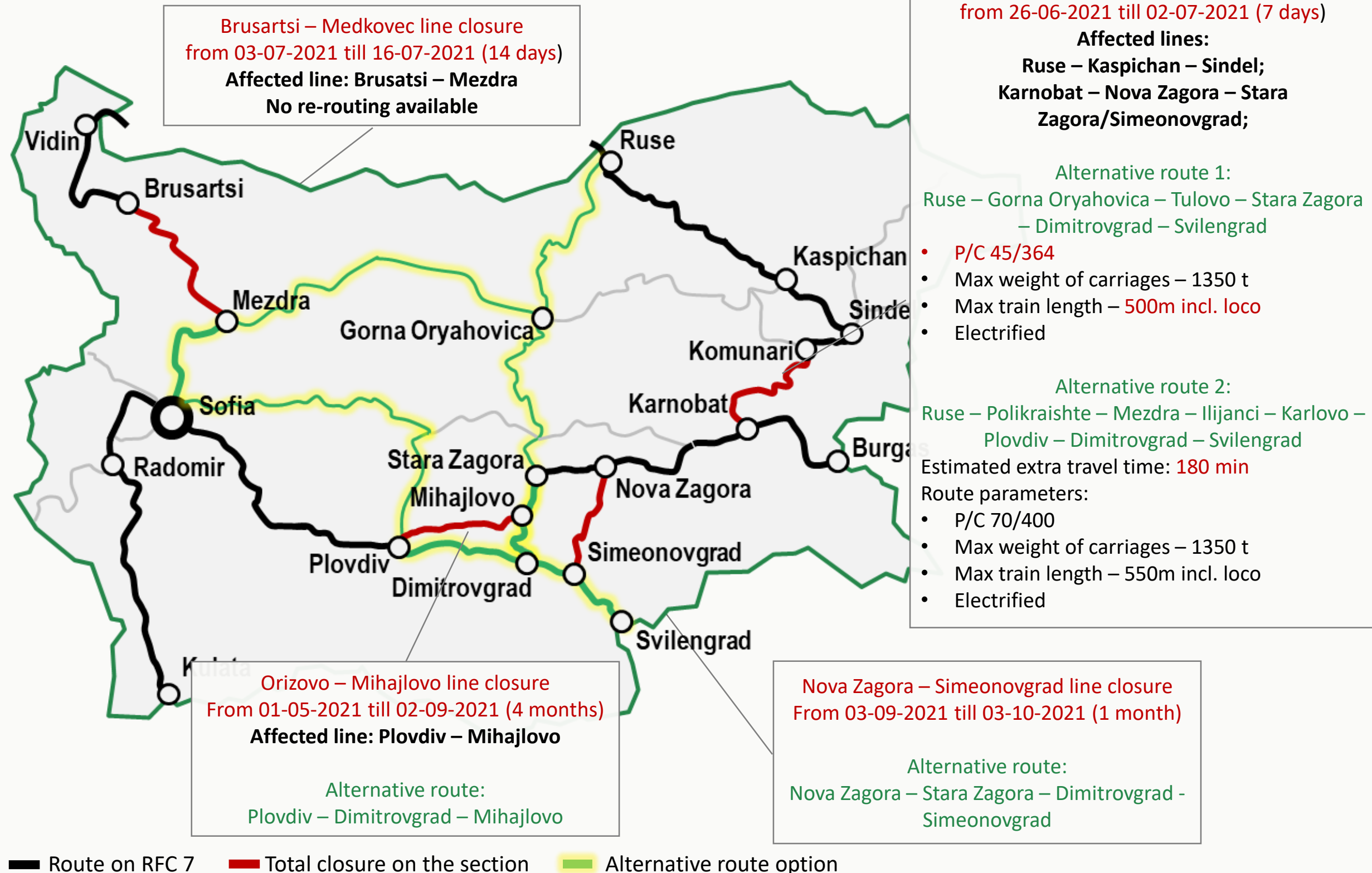
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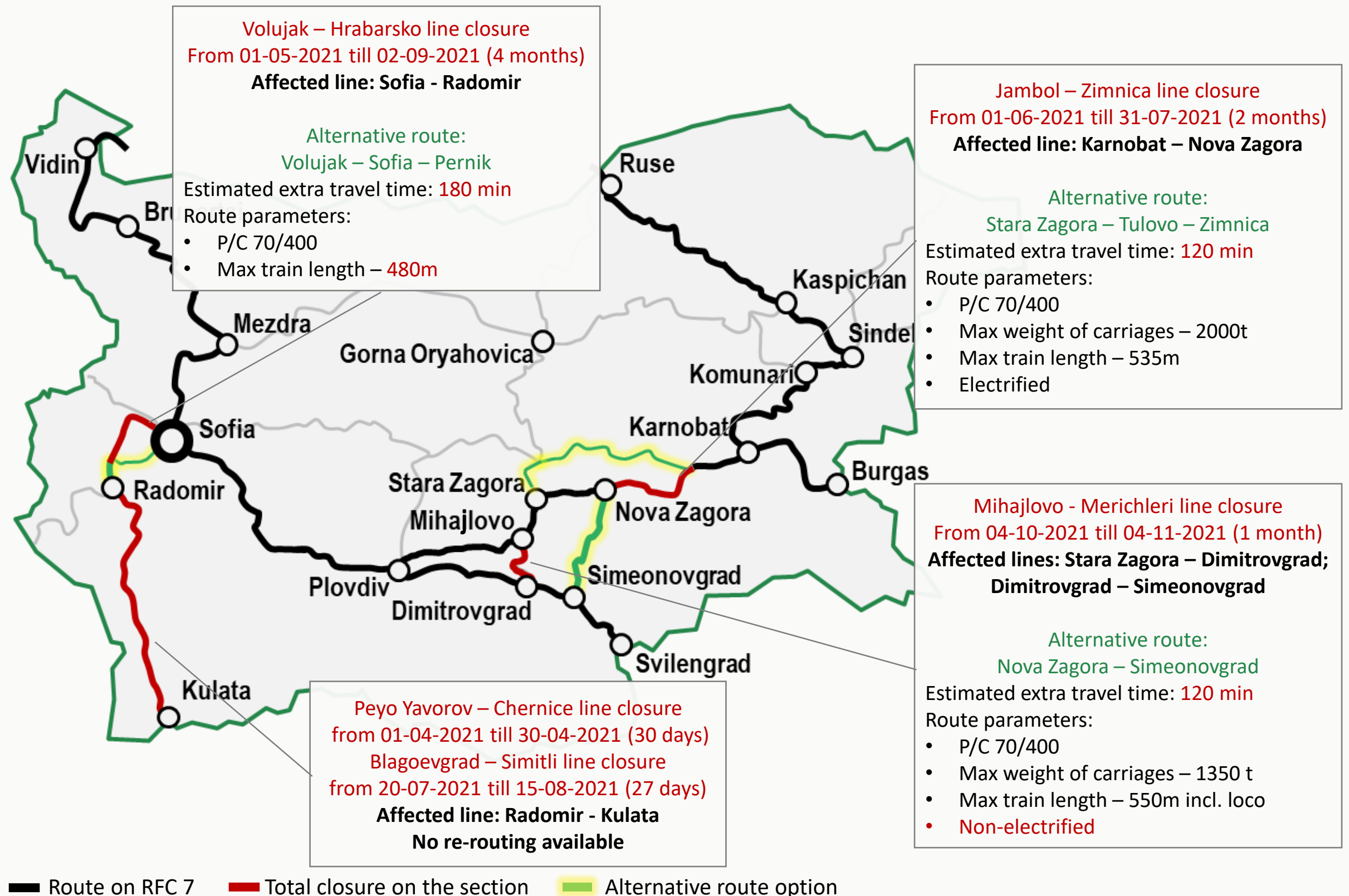
# PLANNED MAJOR CAPACITY RESTRICTIONS ON NRIC NETWORK – TT2021

**UPDATED: 28-01-2020**



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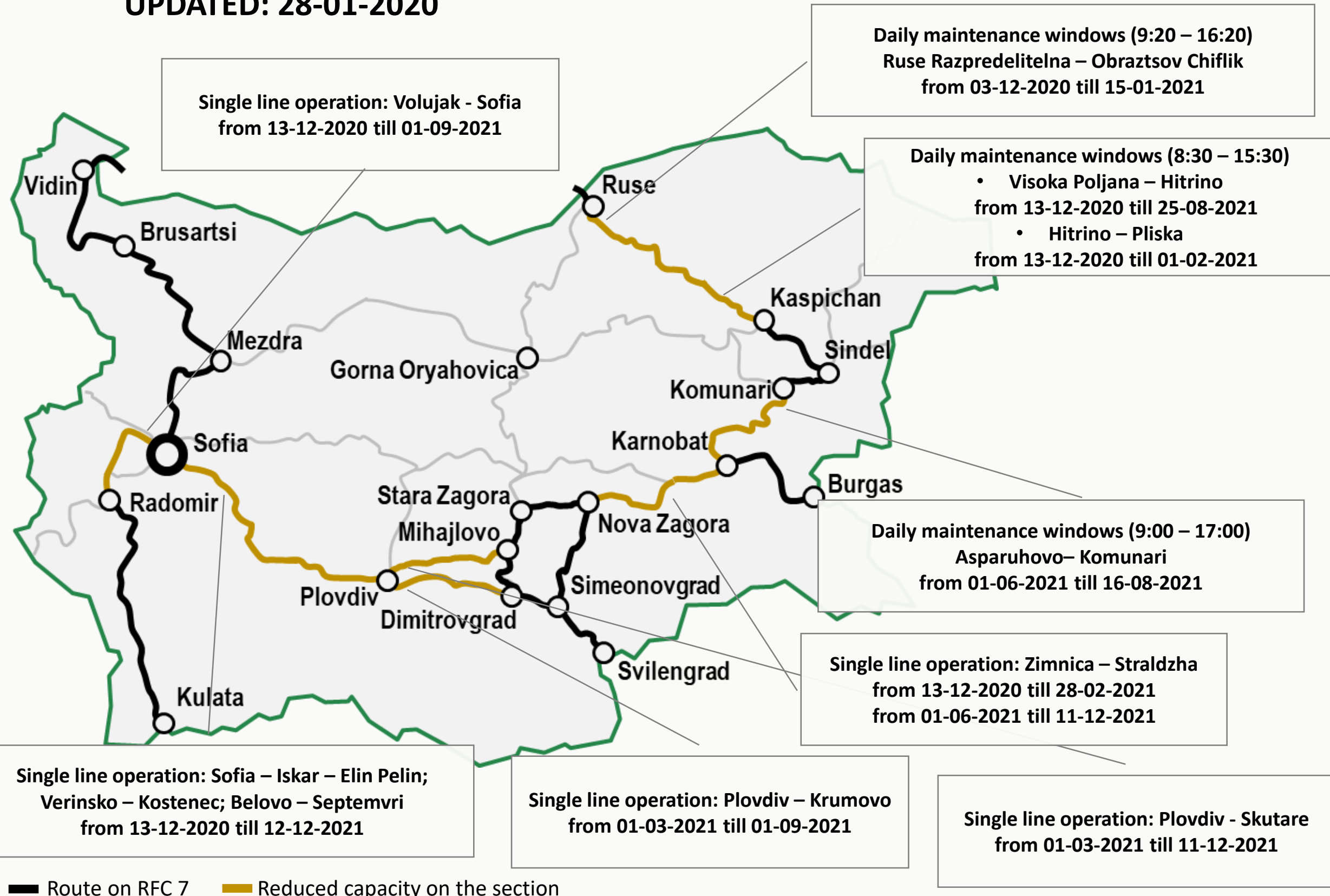
**UPDATED: 28-01-2020**





# PLANNED MAJOR CAPACITY RESTRICTIONS ON NRIC NETWORK – TT2021

**UPDATED: 28-01-2020**





## VIDEO TUTORIAL

You may watch detailed video guides about PCS Envelope and ordering PaPs here:

<https://cms.rne.eu/pcs/pcs-documentation-0>

## C-OSS SUPPORT

Should you need assistance any time, do not hesitate to contact your C-OSS Manager!

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