Corridor Information Document Book 1 Generalities

For Timetable 2017/2018

List of modifications

Modification			Date of entering into force
Number	Subject	Remarks	

Table of contents

Annex 1 – Glossary/abbreviations

Term/expression	Definition
AB	Allocation Body. In this document, only the term Infrastructure Manager (IM) is applied. It refers to IMs and also – if applicable – to Allocation Bodies (ABs).
Allocation	Means the allocation of railway infrastructure capacity by an Infrastructure Manager or Allocation Body. When the Corridor OSS takes the allocation decision as specified in Art. 13(3) of Regulation 913/2010, the allocation itself is done by the Corridor OSS on behalf of the concerned IMs, which conclude individual national contracts for the use of infrastructure based on national network access conditions.
Applicant	Definition in Directive 2012/34/EU: *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 public-service or commercial interest in procuring infrastructure capacity.* In this document Applicant refers to both Railway Undertaking (RU) and Non-RU Applicant.

Term/expression	Definition
Capacity restrictions	Reduced availability of infrastructure. This can include times of possessions for maintenance, repair, renewal, enhancement, construction works. This includes also speed, length and weight restrictions or other influences on rolling stock (e.g. diesel only).
Catalogue path (CP)	Any kind of pre-constructed path if it is not a prearranged path on a Rail Freight Corridor according to Regulation 913/2010.
CID	Corridor Information Document Definition in Regulation 913/2010: *a document drawn up, regularly updated and published by the Corridor Management Board. This document comprises all the information contained in the network statement of national networks regarding the freight corridor in accordance with Article 3 of Directive 2001/14/EC; the list and characteristics of terminals, in particular information concerning the conditions and methods of accessing the terminals; information concerning the procedures of application for capacity, capacity allocation to freight trains, traffic management coordination, and traffic management in the event of disturbance.*
CIS	Charging Information System. A web-based application for Railway Undertakings (RUs), Infrastructure Managers (IMs) and Allocation Bodies (ABs) which provides fast information on charges related to the use of European rail infrastructure and estimates the price for the use of international train paths. For further information please visit: http://cis.rne.eu
Conflicting applications	The situation where, after co-ordination of the requested paths and consultation with Applicants, it is not possible to satisfy requests for infrastructure capacity adequately. This is because several Applicants are applying for the same/adjacent path sections in more or less the same time period.
Connecting point	A point in the network where two or more Corridors share the same infrastructure and it is possible to shift the services applied for from one Corridor to the other.
Corridor Organisation	Governance structure of a Rail Freight Corridor (RFC) according to Article 8 of Regulation 913/2010.
Corridor OSS (C-OSS)	Definition in Regulation 913/2010: *A joint body designated or set up by the RFC organisations for Applicants to request and to receive answers, in a single place and in a single operation, regarding infrastructure capacity for freight trains crossing at least one border along the freight Corridor.*
Corridor Train	The MB of RFC 7 found it necessary to define what shall be considered as a “Corridor train”. The following definition was accepted in terms of Traffic Management:

Term/expression	Definition
	The "Corridor train" • has to be submitted to a C-OSS, • using PCS system, • to include at least one PaP segment in the request, • to cross at least two borders or to cross one border + run 500 km on the Corridor. The MB has the right to add additional international freight trains (coming from different regions of the Corridor) to be treated as Corridor trains.
Dedicated capacity	Capacity which has to be foreseen by the Corridor Organisations to fulfil the requirements of Regulation 913/2010. It refers to pre-arranged paths and reserve capacity.
EB	Executive Board of the Rail Freight Corridor.
Feeder/outflow (F/O)	Any path/path section prior to reaching an operation point on RFC (feeder path) or any path/path section after leaving the RFC at an operation point (outflow path). The feeder and/or outflow path may also cross a border section which is not a part of a defined RFC.
Flexible approach	When an Applicant requests adjustments to a Pre-arranged Path, as e.g. different station for change of drivers or shunting that is not indicated in the path publication. Also if the Applicant requests feeder and/or outflow paths connected to the Pre-arranged Path and/or a connecting path between different RFCs, these requests will be handled with a flexible approach.
Force majeure	An unforeseeable exterior factor, which could also infer urgent and safety critical work.
Handover point	Point where the responsibility changes from one IM/AB to another.
IM	Infrastructure Manager. Definition in Directive 2012/34/EU: *'infrastructure manager' means any body or firm responsible in particular for establishing, managing and maintaining railway infrastructure, including traffic management and control-command and signalling; the functions of the infrastructure manager on a network or part of a network may be allocated to different bodies or firms.* In this document, only the term Infrastructure Manager (IM) is applied. It refers to IMs and also – if applicable – to Allocation Bodies (ABs).
Implementation Plan	Definition in Regulation 913/2010: *the document presenting the means and the strategy that the parties concerned intend to implement in order to develop over a specified period the measures*

Term/expression	Definition
	which are necessary and sufficient to establish the freight corridor.
Interchange point	Location where the transfer of responsibility for the wagons, engine(s) and the load of a train goes from one RU to another RU. Regarding a train running, the train is taken over from one RU by the other RU, which owns the path for the next journey section.
MB	Management Board of the Rail Freight Corridor.
Network Statement (NS)	Definition in Directive 2001/14: *the statement which sets out in detail the general rules, deadlines, procedures and criteria concerning the charging and capacity allocation schemes. It shall also contain such other information as is required to enable application for infrastructure capacity.*
Overlapping section	National infrastructure sections where two or more Corridors share the same infrastructure.
PCS	Path Coordination System, formerly known as Pathfinder. A web-based application developed by Rail Net Europe (RNE). Basic working tool for the C-OSS. For further information please visit: http://pcs.rne.eu
Possessions	Times when parts of the infrastructure are used by the IM in order to manage the infrastructure. The reasons may be any activities of the IM on the infrastructure or its equipment (e.g. maintenance, repair, renewal, enhancement, construction).
Pre-arranged Path (PaP)	A pre-constructed path on a Rail Freight Corridor according to the Regulation 913/2010. A PaP may be offered either on a whole RFC or on sections of the RFC forming an international path request crossing one or more international borders.
Pre-constructed path product	Any Kind of pre-constructed path, i.e. a path constructed in advance of any path request and offered by IMs; applicants can then select a product and submit a path request. Pre-constructed path products are either: - Pre-arranged paths (PaP) on Rail Freight Corridors or - Catalogue paths (CP) for all other purposes
RAG	Advisory Group of Railway Undertakings.
RB	Regulatory Body or Regulatory Authority (RA). An appeal body in case of disputes. Applicants have the right to appeal to the RB if they believe that they have been unfairly treated, discriminated against or are in any other way aggrieved. In particular, they may appeal against decisions adopted by the IM, C-OSS (or where appropriate the

Term/expression	Definition
	Railway Undertaking) concerning: a) the network statement; b) criteria contained within it; c) the allocation process and its outcome; d) the charging scheme; e) level or structure of infrastructure fees which it is, or may be, required to pay; f) arrangements for access.
Reserve Capacity (RC)	Capacity – e.g. Pre-arranged paths kept available during the running timetable period for ad-hoc market needs (Art 14 (5) Regulation 913/2010).
RFC	Rail Freight Corridor. A Corridor organised and set up in accordance with Regulation 913/2010.
RFC-Handbook (DG MOVE working document)	Handbook on Regulation concerning a European rail network for competitive freight.
Rail Freight Regulation (RFR)	Regulation (EU) No. 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight.
RNE	Rail Net Europe. International cooperation between Infrastructure Managers.
RU	Railway Undertaking. Definition in Directive 2012/34/EU: *'railway undertaking' means any public or private undertaking licensed according to this Directive, the principal business of which is to provide services for the transport of goods and/or passengers by rail with a requirement that the undertaking ensure traction; this also includes undertakings which provide traction only.* In this document Applicant refers to both Railway Undertaking (RU) and Authorised Applicant.
TAF-TSI	Technical Specification for Interoperability relating to Telematic Applications for Freight.
TAG	Advisory Group of Terminal owners/managers.
Tailor made solution	Same definition as for flexible approach.
TCCCom	Traffic Control Centres Communication.
Terminal	Definition in Regulation 913/2010: *'terminal' means the installation provided along the freight corridor which has been specially arranged to allow either the loading and/or the unloading of goods onto/from freight trains, and the integration of rail freight services with road, maritime, river and air services, and either the forming or modification of the composition of freight trains; and, where necessary, performing border procedures at borders with European third countries.*

Term/expression	Definition
TIS	Train Information System. A web-based application that supports international train management by delivering real-time train data concerning international passenger and freight trains. The relevant data is processed directly from the Infrastructure Managers' systems. For more information please visit: http://tis.rne.eu
TMS	Transport Market Study. Prepared by the Marketing WG of the Corridor in every two years.
WG	Working Group of the Corridor.
Works	Any kind of maintenance or engineering works on the infrastructure and its equipment. In the Corridor Information Document the term "possessions" will be used.
X-/+n	First day of the annual timetable (X) and the months (n) prior to/subsequent to.
Y-n	First day of train running (Y) and the days (n) prior to.

1 Introduction

The Regulation (EU) 913/2010 of the European Parliament and the Council of 22 September 2010 lays down rules for the establishment and organisation of international rail corridors for competitive rail freight with a view to the development of a European rail network for competitive freight and it sets out rules for the selection, organisation, management and the indicative investment planning of freight corridors.

The Corridor Information Document provides all information in one document in relation with Rail Freight Corridor 7, 'Orient Corridor' (hereinafter RFC 7 – among Railway Infrastructure Managers and Allocation Bodies of the Czech Republic, Slovak Republic, Austria, Hungary, Romania, Bulgaria and Greece) from the national network statements. This document ensures the existence of the Corridor and gives the overall, basic structure of the applicable rules, procedures and available data of RFC 7.
The creation of the Corridor contributes to the development of the international freight market. As for the comparison of the other modes of transport, the competitiveness of the railway sector is essential; therefore a proper railway infrastructure and good quality regarding the freight transport services should be applied and generated along the Corridor. According to the fulfilment of the Regulation (EU) 913/2010 the cooperation of the infrastructure Managers and Allocation Bodies is indispensable at international level.

2 Structure of the Corridor Information Document

On the basis of the Rail Net Europe (RNE) structure, the Corridor Information Document, which is a single document, is consisted of 5 different Books. There are proposed structures available for each book; the Network Statement Excerpts part follows the structure of national Network Statements.
The Corridor Information Document is built up as follows:

- Book 1 – Generalities
- Book 2 – Network Statement Excerpts
- Book 3 – Terminal Description
- Book 4 – Procedures for Capacity and Traffic Management
- Book 5 – Implementation Plan

All Books can be executed under different processes but the Network Statement Excerpts part should be drawn up in accordance with the procedure set out in Directive 2012/34/EU.

The Corridor Information Document should contain:

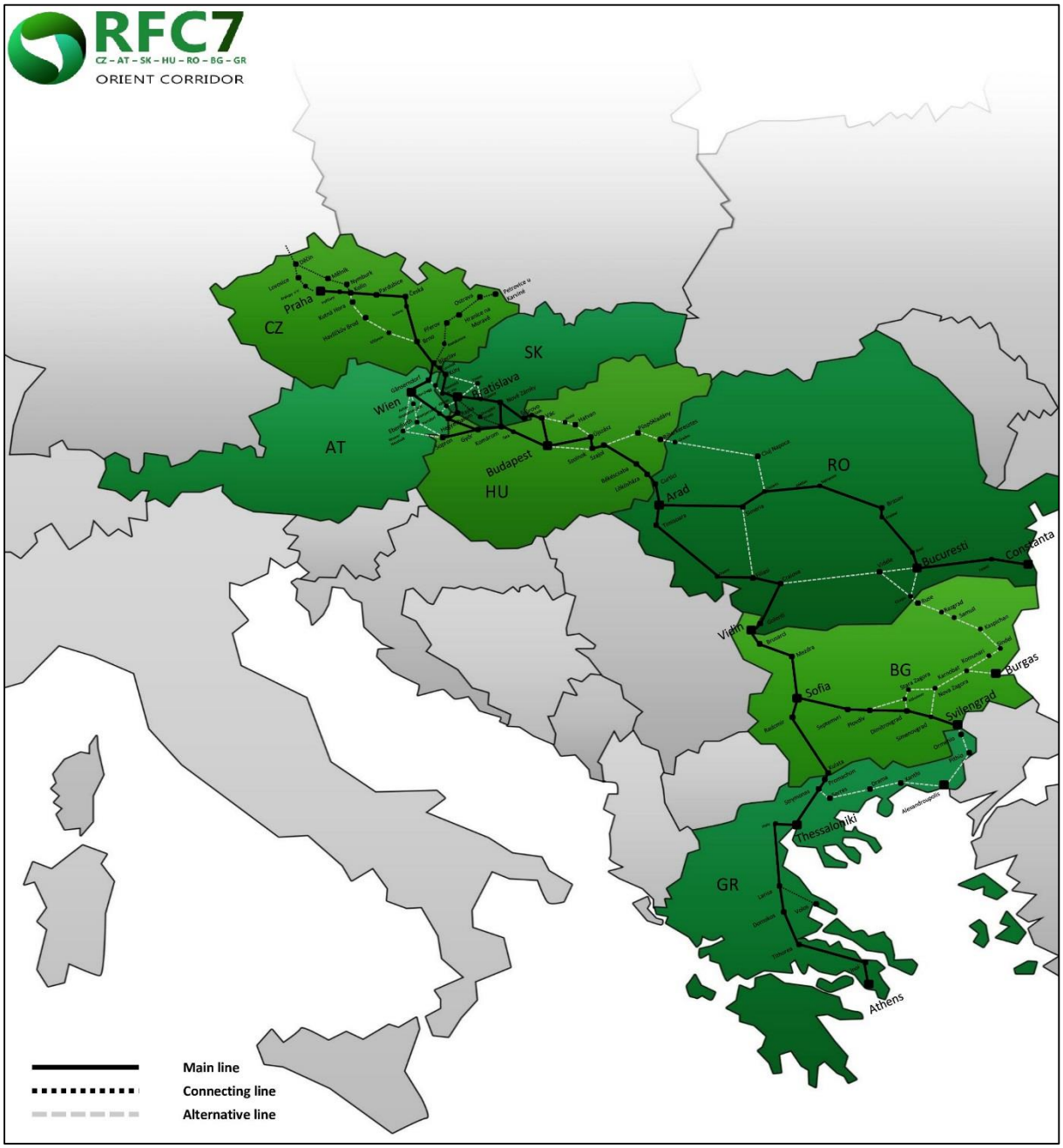
- all the information in relation with the freight corridor from the national network statements
- information on terminals
- information on capacity allocation (OSS operation) and traffic management, also in the event of disturbance
- the implementation plan that contains:
    - the characteristics of the freight corridor
    - the essential elements of the transport market study that should be carried out on a regular basis
    - the objectives for the freight corridor
    - the investment plan described in the regulation
    - measures to implement the provisions for co-ordination of work, capacity allocation (OSS), traffic management etc.

The Corridor Information Document is an international document, therefore it is written in English language.

3 Corridor Description

The RFC 7 runs in the following 7 countries: Czech Republic, Slovak Republic, Austria, Hungary, Romania, Bulgaria and Greece, between the cities of Prague–Vienna/Bratislava–Budapest–Vidin–Sofia–Thessaloniki–Athens as well as Budapest–Bucharest–Constanta.

Map of Rail Freight Corridor 7



Detailed description will be available in Book 2 of this Corridor Information Document, the main line sections (from South to North) are as follows:

Czech Republic:

Character	Line section/Terminal/Marshalling yard
Main lines	Praha – Poříčany
	Poříčany – Kolín
	Kolín – Pardubice
	Pardubice – Česká Třebová
	Česká Třebová – Svitavy
	Svitavy – Brno
	Brno – Břeclav
	Břeclav/Hohenau (CZ/AT)
	Břeclav/Kúty (CZ/SK)
Alternative lines	Kolín – Kutná Hora
	Kutná Hora – Havlíčkův Brod
	Havlíčkův Brod – Křižanov
	Křižanov – Brno
Connecting lines	Děčín – Kralupy n.V. –Praha
	Děčín – Nymburk – Kolín
Terminals	Praha Uhříněves
	Praha Žižkov
	Česká Třebová
	Brno Horní Heršpice
	Lovosice (50km from Corridor)
Marshalling yards	Kolín seř. nádraží
	Praha – Libeň
	Pardubice
	Česká Třebová
	Brno Maloměřice
	Břeclav přednádraží
	Havlíčkův Brod

Austria:

Character	Line section/Terminal/Marshalling yard
Main line	Břeclav/Hohenau (CZ/AT)
	Hohenau – Gänserndorf
	Gänserndorf – Wien Zvbf
	Wien Zvbf – Nickelsdorf
	Nickelsdorf/Hegyeshalom (AT/HU)
Alternative lines	Wien Zvbf – Achau – Ebenfurth
	Ebenfurth –Wulkaprodersdorf
	Wulkaprodersdorf/Sopron (AT/HU)
	Ebenfurth – Wiener Neustadt

Character	Line section/Terminal/Marshalling yard
	Gänserndorf – Marchegg
	Marchegg/Devínska Nová Ves (AT/HU)
	Parndorf – Kittsee
	Kittsee/Bratislava Petržalka (AT/SK)
	Gramatneusiedl – Wampersdorf
	Wien Zvbf – Wiener Neustadt via Baden
	Wiener Neustadt – Sopron via Loipersbach–Schattendorf
	Schattendorf/Sopron (AT/HU)
Connecting line	Wien Zvbf – Wien Freudenau – Wien Nordwestbahnhof
Terminals	Wien Freudenau
	Wien Nordwestbahnhof
	Wien Inzersdorf (planned)
Marshalling yard	Wien Zentralverschiebebahnhof

Slovakia:

Character	Line section/Terminal/Marshalling yard
Main lines	Břeclav/Kúty (CZ/SK)
	Kúty – Devinska N.Ves
	Devínska N.Ves – Bratislava hl.st.
	Bratislava hl.st. – Rusovce
	Rusovce/Rajka (SK/HU)
	Bratislava hl.st.– Nove Zamky
	Nove Zamky – Komano
	Komarno/Komarom (SK/HU)
	Nove Zamky – Sturovo
	Sturovo/Szob (SK/HU)
Alternative lines	Marchegg/Devínska Nová Ves (AT/SK)
	Kittsee/Bratislava Petržalka (AT/SK)
	Kúty – Trnava
	Trnava – Bratislava východ
	Trnava – Galanta
Connecting lines	Bratislava hl.st. –Dunajská Streda
	Dunajská Streda – Komarno št.hr.
Terminals	Bratislava UNS – Intrans, Slovnaft
	Bratislava Pálenisko – SpaP
	Sládkovičovo – Lörinz
	Štúrovo – Business park Štúrovo
	Dunajská Streda – Metrans
Marshalling yards	Bratislava východ
	Nové Zámky
	Štúrovo

Hungary:

Character	Line section/Terminal/Marshalling yard
Main lines	Rusovce/Rajka (SK/HU)
	Nickelsdorf/Hegyeshalom (AT/HU)
	Hegyeshalom – Tata
	Tata – Biatorbágy
	Biatorbágy – Kelenföld
	Kelenföld – Ferencváros
	Komarno/Komarom (SK/HU)
	Ferencváros – Kőbánya felső
	Kőbánya felső – Rákos
	Rákos – Újszász
	Újszász – Szolnok
	Szolnok – Szajol
	Szajol – Gyoma
	Gyoma – Murony
	Murony – Lőkösháza
	Lőkösháza/Curtici (HU/RO)
	Ferencváros – Kőbánya–Kispest
	Kőbánya – Kispest – Vecsés
	Vecsés – Albertirsa
	Albertirsa – Szolnok
	Sturovo/Szob (SK/HU)
	Szob – Vác
	Vác – Kőbánya felső
	Sopron – Pinnye
	Pinnye – Fertőszentmiklós
	Fertőszentmiklós – Petőháza
	Petőháza – Győr
Alternative lines	Wolkaprodersdorf/Sopron (AT/HU)
	Vác – Rákospalota–Újpest
	Szajol – Püspökladány
	Püspökladány – Biharkeresztes
	Biharkeresztes/Episcopia Bihor (HU/RO)
	Rákospalota–Újpest – Angyalföld elág.
	Angyalföld elág.–Kőbánya felső/Rákos
	Vác – Vácrátót
	Vácrátót – Galgamácsa
	Galgamácsa – Aszód
	Aszód – Hatvan
	Hatvan – Újszász
Connecting lines	Ferencváros – Soroksári út
	Soroksári út – Soroksár
	Soroksár – Soroksár–Terminál
Terminal	Sopron LSZK
	Győr LCH
	Székesfehérvár

Character	Line section/Terminal/Marshalling yard
	BILK
	Budapest Szabadkikötő (port)
	Szolnok
	Debrecen
	Szeged–Kiskundorozsma
	Békéscsaba

Romania:

Character	Line section/Terminal/Marshalling yard
Main lines	Lőkösháza/Curtici (HU/RO)
	Curtici – Arad
	Arad – Simeria
	Simeria – Coslariu
	Coslariu – Sighişoara
	Sighişoara – Braşov
	Braşov – Predeal
	Predeal – Brazi
	Brazi – Bucureşti
	Bucureşti – Feteşti
	Feteşti – Constanţa
	Arad – Timişoara
	Timişoara – Orșova
	Orsova – Filiaşi
	Filiaşi – Craiova
	Craiova – Calafat
	Calafat/Vidin (RO/BG)
Alternative lines	Biharkeresztes/Episcopia Bihor (HU/RO)
	Episcopia Bihor – Coslariu
	Simeria – Gura Motru
	Craiova – Bucuresti
	Videle – Giurgiu
	Bucuresti – Giurgiu
	Giurgiu – Ruse (RO/BG)
Terminal	Bucurestii Noi
	Semenic (Timisoara Sud)
	Brasov Triaj
	Allianso Terminal (Crangul lui Bot)
	Tibbett Logistics (Chiajna)
	Medias

Bulgaria:

Character	Line section/Terminal/Marshalling yard
Main lines	Calafat/Vidin (RO/BG)
	Vidin – Sofia
	Sofia – Kulata

Character	Line section/Terminal/Marshalling yard
	Kulata/Promachonas (BG/GR)
	Sofia – Plovdiv – Dimitrovgrad – Svilengrad
Alternative lines	Ruse – Sindel – Karnobat – Nova Zagora – Simenovgrad – Svilengrad
	Karnobat – Burgas Port
	Nova Zagora – Stara Zagora – Dimitrovgrad
	Plovdiv – Skutare – Belozem – Mihailovo – Kaloyanovetz – Stara Zagora

Greece:

Character	Line section/Terminal/Marshalling yard
Main lines	Kulata/Promachonas (BG/GR)
	Promachonas – Strimonas
	Strimonas – Mouries
	Mouries – Thessaloniki (rail way yard)
	Thessaloniki (rail way yard) – Plati–Sindos
	Plati – Katerini
	Katerini – Leptokaria
	Leptokaria – Evangelismos
	Evangelismos – Larisa
	Larisa – Mesourlo–Palaiofarsalos
	Palaiofarsalos – Domokos
	Domokos – Lianokladi
	Lianokladi – Tithorea
	Tithorea – Thiva
	Thiva – Inoi
	Inoi – SKA (SKA= operation center)
	SKA – Thriassio Thriassio – Pireus (ikonio port)
	SKA – Athens RS
Alternative lines	Svilengrad – Alexandroupolis
	Alexandroupolis – Strimonas
Connecting lines	Thessaloniki (rail way yard)–Thessaloniki Port
	Larisa – Volos Port
	Athens RS – Piraeus
Terminal	Volos Port
	TRIASSIO PEDIO (intermodal freight center)
	Ikonio port Pireus
	Alexandroupolis Port
	Sindos
	Inoi

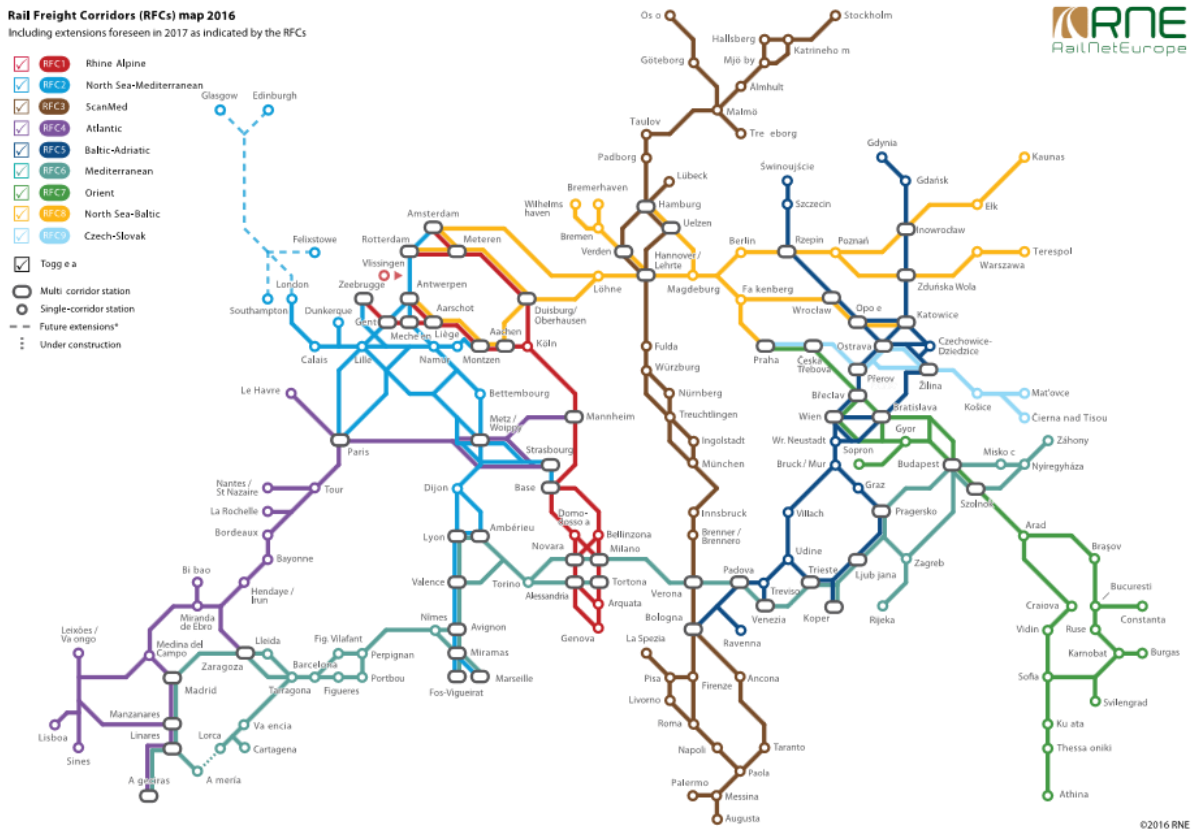
Character	Line section/Terminal/Marshalling yard
Marshalling yards	Mezourlos
	Strimonas
	Thessaloniki (rail way yard)
	Central station of Alexandroupolis

RFC 7 has connections with the following other RFCs:

- in Prague with Rail Freight Corridor 8 and 9
- in Bratislava/Vienna with Rail Freight Corridor 5
- in Budapest with Rail Freight Corridor 6

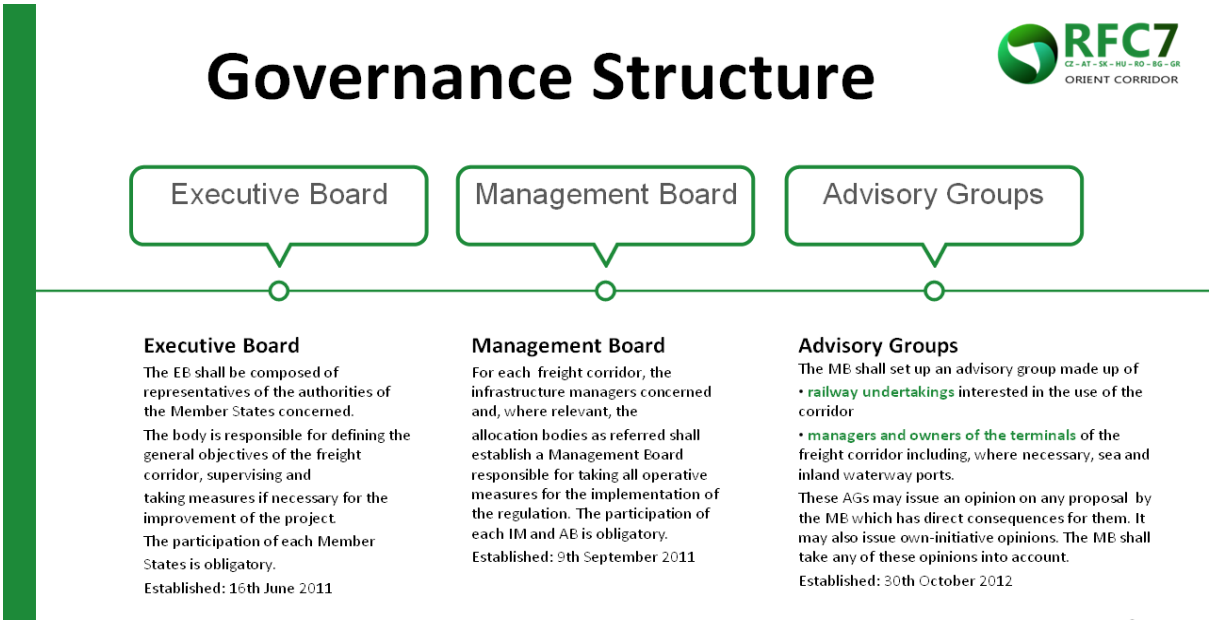
Common line sections of rail freight corridors are described in the Transport Market Study.

The initial network formed by Rail Freight Corridors is as follows:



4 Corridor organization

The Regulation (EU) 913/2010 defines three levels in the governance structure.



Seven EU member states are involved in RFC 7 as the picture below shows. The Management Board has even more members, as in Hungary there are two infrastructure managers registered and therefore a capacity allocation office is also concerned. Both the EB and the MB takes its decisions based on a mutual consent. These two bodies were established by a signature of a memorandum of understanding among the parties, signed already in 2011.

The voice of customers is taken into account via the Terminal and the Railway Undertaking Advisory Groups. In these groups participation is on a voluntary basis. Advisory Groups members have a dedicated area in the RFC 7 website, where all materials on consultation are available, including the Consultation Rules, which is a public document. Registered members also got information via e-mail.

Nine Advisory Group meetings have been organized so far:

- 30th October 2012, Kick-off meeting in Budapest
- 30th April 2013 in Budapest
- 14th October 2013 at WienCont Terminal in Vienna
- 2nd April 2014 in Sopron
- 14th October 2014 in Bratislava
- 28th April 2015 in Prague
- 21st October 2015 in Budapest
- 24th May 2016 in Budapest
- 24th November 2016 in Bucharest

To join the Advisory Groups please contact the Secretariat and/or the representative of the Advisory Group.

- Representative of RFC 7 RU AG is RCH.
- Representative of RFC 7 Terminal AG is RCA, the deputy representative is WienCont.

The main role of the representatives is to coordinate the position of the group. The group's opinion has to contain both majority and minority opinions.

The Management Board acts in the form of cooperation, apart from the Memorandum of Understanding which set up officially this body, the rules of cooperation are laid down in the document called Internal Rules and Procedures. On long term the Management Board is in favour of taking the form of an EEIG (European Economic Interest Grouping).
The tasks of the Management Board are coordinated by a Secretariat, carried out by the Hungarian member MÁV. The activities of ERTMS Corridor E were integrated in a separate working group which was restructured from 2015 and formed into "Interoperability WG" with a special status, given the fact that DB Netz is also a full member of it, while for other activities the Germany party is an observer. The other five working groups deal with the preparation of the tasks listed in the Regulation.

The Corridor One-Stop Shop (C-OSS), will be carried out by VPE, the Hungarian Rail Capacity Allocation Office, applying the representative C-OSS model of RNE.

The main aim of the work is to increase the competitiveness of rail freight services by the means the Regulation describes.

5 Contacts

The following national contact persons are available for give further information regarding the Corridor Information Document:

Company	Representative	E-mail address	Phone number
SZDC (CZ)	Jiří Černý	CernyJ@szdc.cz	+420 972 244 308 +420 602 237 480
ZSR (SK)	Ing. Miroslav Zuber	zuber.miroslav@zsr.sk	+421 2 2029 3024
ÖBB-Infrastruktur (AU)	Wolfgang Schneider	wolfgang.schneider@oebb.at	+43 664 88422548
GYSEV (HU)	Andrea Mosóczi	amosoczi@gysev.hu	+36 1 224 5824
MÁV (HU)	Krisztián Urvald	urvaldk@mav.hu	+36 1 511 4096
VPE (HU)	József Ádám Balogh	baloghj@vpe.hu	+36 1 301 9931
CFR (RO)	Marian Cotofana	marian.cotofana@cfr.ro	+40 21 3192510
NRIC (BG)	Nikola Mishev	n.mishev@rail-infra.bg	+ 359 2 932 3539
OSE (GR)	Konstantinos Kontopodis	k.kontopodis@osenet.gr; ckonto10@gmail.com	+30 210 5297654

Other relevant contacts of the corridor organization are listed in Annex 1.

6 Legal Framework

The main international regulations to be considered in relations with Rail Freight Corridors are Regulation 913/2010/EU of the European Parliament and of the Council of 22 September 2010 concerning a European Rail Network for Competitive Freight and Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 Establishing a Single European Railway Area (recast).

The framework for the allocation of infrastructure capacity on the RFC has to be defined by the Executive Board of each Rail Freight Corridor according to Article 14 (1) of the Regulation (EU) 913/2010. Once approved; it will be available on the website of RFC 7.

Further applicable legislations and regulations will be indicated in Book 2 of this Corridor Information Document.

7 Legal Status

The designation of a joint body by the Management Board for applicants to request and to receive answers, in a single place and in a single operation, regarding infrastructure capacity for freight trains crossing at least one border along the freight corridor is legally binding.

According to the decision of the RFC 7 Management Board, the parties agreed that the C-OSS of RFC 7 will be operated as a 'representative C-OSS' by VPE (Hungary) until 2018.

8 Validity and Updating process

The Regulation (EU) 913/2010 states that the Corridor Information Document should be drawn up, published and regularly updated by the MB.

Corridor Information Document for Timetable 2017/2018 is valid from 9th January 2017 till 8th January 2018.

Due to the type of content all five Books of the Corridor Information Document have different updating needs, therefore different updating procedures shall be drawn up.

Based on MB decision Book 1, Book 2 and Book 4 shall be updated continuously by the Corridor OSS according to:

- changes in the rules and deadlines of capacity allocation process;
- changes in the railway infrastructure of the member states;
- changes in services provided by the member states;
- changes in charges set by the member states, etc.

The IMs are responsible for informing the Corridor OSS immediately about any modifications in the Network Statements which are relevant to the Corridor so that the Corridor OSS can implement these changes to the Corridor Information Document.

Book 3 and Book 5 shall be updated once in every year by the RFC 7 Secretariat if the MB does not decide otherwise.

All CID updates shall be registered in Book 1 under Modifications and Updating section by the Corridor OSS.

9 Publishing

Corridor Information Document has been available on the RFC 7 website (http://www.rfc7.eu) since 10th November 2013 and updated according to the rules set in point 8 of this document. The language of the Corridor Information Document is English.

IMs shall also provide information about the Corridor in their Network Statements at least by a link to the RFC 7 website or by keeping up a chapter for basic description, list of contact persons furthermore indicating relevant RFC 7 infrastructure data.

10 IT-Tools

10.1 Path Coordination System (PCS)

PCS is the only tool for publishing the offer of PaPs and Reserve Capacity and for placing 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.

More information, and access to the tool can be found on http://pcs.rne.eu.

10.2 Charging Information System (CIS)

CIS is an online tool which allows the rapid estimation of infrastructure charges for international train paths. It combines the various national rail charging systems to calculate the price for the use of international train paths.

More information, and access to the tool can be found on http://cis.rne.eu.

10.3 Train Information System (TIS)

The main purpose of TIS is the real time monitoring of international trains via a web based interface. The tool can be used by IMs, RUs, and more recently, by Terminals. In order for RUs to see trains from other companies, mutual agreements have to be signed. A similar document has to be signed between terminals and RUs.

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.

More information, and access to the tool can be found on http://tis.rne.eu.

11 Corridor Language

In RFC 7 official language for correspondence is English.

Annex 1 - Contact points

Czech Republic:

Infrastructure Manager:

SŽDC

Address:	Dlážděná 1003/7, Praha 1, 110 00, Czech Republic
Phone:	+420 222 335 201, 211
Fax:	+420 222 335 298
E-mail:	szdc@szdc.cz
Web page:	http://szdc.cz

OSS office:

Address:	Dlážděná 1003/7, CZ - 110 00, Praha 1
Phone:	+420 972 244 633
Fax:	+420 972 244 619
E-mail:	oss@szdc.cz

Contact persons:

Name:	Phone:	E-mail:
Markéta Šlachtová OSS manager	+420 972 244 556	Slachtova@szdc.cz
Čejchan Lukáš	+420 972 244 606	Cejchan@szdc.cz
Kuběna Ondřej	+420 972 244 991	Kubena@szdc.cz
Svoboda Richard	+420 972 741 419	Svobodar@szdc.cz
Lamacz Jan	+420 972 241 557	Lamacz@szdc.cz
Vydra Daniel	+420 972 244 853	Vydra@szdc.cz
DISK non stop	+420 972 244 633	oss@szdc.cz

Regulatory Body:

Drazni urad

Address:	Wilsonova 300/8, 121 06 Prague 2, Czech Republic
Phone:	+ 420 972 241 840
E-mail:	drazni.urad@ducr.cz
Web page:	http://www.ducr.cz

Austria:

Infrastructure Manager:

ÖBB-Infrastruktur AG

Address:	Praterstern 3, 1020 Vienna, Austria
Phone:	+43 1 93000-0
E-mail:	infra.kundenservice@oebb.at
Web page:	http://www.oebb.at/infrastruktur/en

OSS office:

Address:	Nordbahnstraße 50, 1020 Vienna, Austria
Phone:	+43 1 93000 33480
Fax:	+43 1 93000 25227
E-mail:	oss.austria@oebb.at

Contact person:

Name:	Phone:	E-mail:
Wilhelm Campagna (Annual TT)	0043 1 93000 33950	wilhelm.campagna@oebb.at
Robert Glinz (Annual TT)	0043 664 884 250 55	robert.glinz@oebb.at
Hans Pfarr (Ad-hoc)	0043 1 93000 50503	hans.pfarr@oebb.at
Gerhard Pfeifer (OSS)	0043 1 93000 33480	gerhard.pfeifer@oebb.at

Regulatory Body:

Schienen-Control GmbH

Address:	Praterstraße 62–64, 1020 Vienna, Austria
Phone:	+43 1 5050707
Fax:	+43 1 5050707 180
E-mail:	office@schienencontrol.gv.at
Web page:	http://www.schienencontrol.gv.at/englisch/

Bundesministerium für Verkehr, Innovation und Technologie

Operating license, transport concession, safety certificate:

Address:	Radetzky Straße 2, 1030 Wien, Austria
Phone:	+43 1 71162 652204
Fax:	+43 1 71162 652298
E-mail:	sch5@bmvit.gv.at
Web page:	http://www.bmvit.gv.at/

Vehicle and driver license:

Address:	Radetzky Straße 2, 1030 Wien, Austria
Phone:	+43 1 71162 652211
Fax:	+43 1 71162 652299
E-mail:	sch2@bmvit.gv.at
Web page:	http://www.bmvit.gv.at/

Slovakia:

Infrastructure Manager:

ŽSR

Address:	Klemensova 8, 813 61 Bratislava, Slovakia
Phone:	+421 2 2029 1111
E-mail:	n.a.
Web page:	http://www.zsr.sk

OSS office:

Address:	Klemensova 8, 813 61 Bratislava, Slovakia
E-mail:	oss@zsr.sk

Contact persons:

Name:	Responsibility:	Phone:	E-mail:
Peter Šulko	OSS manager	+421-2-2029-3026	Sulko.Peter@zsr.sk
Vladimír Nastišin	ad-hoc	+421-2-2029-2886	Nastisin.Vladimir@zsr.sk
Marta Gajdošová	ad-hoc	+421-2-2029-7225	Gajdosova.Marta@zsr.sk
Dušan Šinka	ad-hoc	+421-2-2029-2552	Sinka.Dusan@zsr.sk
Miroslava Michalcová	ad-hoc	+421-2-2029-2552	Michalcová.Miroslava@zsr.sk
Florián Ferdinand	annual time tabling	+421-2-2029-3025	Ferdinand.Florian@zsr.sk
Peter Gergely	annual time tabling	+421-2-2029-2616	Gergely.Peter@zsr.sk

Regulatory Body:

Dopravný úrad / Transport Authority

Address:	Letisko M.R.Štefánika, 823 05 Bratislava, Slovak Republic
Phone:	00421 2 50 255 202
Fax:	00421 2 55 568 002

E-mail:	info@nsat.sk
Web page:	http://www.nsat.sk

Hungary:

Infrastructure Managers:

MÁV Zrt.

Address:	H-1087 Budapest, Könyves Kálmán krt. 54-60.
Phone:	+36-1-511-4801
Fax:	+36-1-511-3307
E-mail:	ertekesites.palyavasut@mav.hu
Web page:	http://www.mav.hu/szolgaltatasok/palyakapacitas.php

GYSEV Zrt.

Address:	H-9400 Sopron, Mátyás király u. 19.
Phone:	+36-99-517-405
Fax:	+36-99-517-308
E-mail:	palyavasut@gysev.hu
Web page:	http://www2.gysev.hu

OSS office:

Address:	H-1054 Budapest Bajcsy-Zsilinszky út 48.
Phone:	+36 1/301-9925 / +36 1/301-9926
Fax:	+36 1/269-0631 / + 36 1/332-8025
E-mail:	oss@vpe.hu
Web page:	http://www2.vpe.hu

Contact persons:

Name:	Assignment:	Phone:	E-mail:
Ágnes Szabó	**Head of Section**	+36 1 301-99-26	szaboa@vpe.hu
Barnabás Bodrogi	OSS Manager	+36 1 301-99-25	bodrogib@vpe.hu
Ákos Rőfi	OSS Manager	+36 1 301-99-25	rofia@vpe.hu
Tamás Sipos	OSS Manager	+36 1 301-99-25	sipost@vpe.hu
Jácint Szalai	OSS Manager	+36 1 301-99-25	szalaij@vpe.hu
Csaba Valkó	OSS Manager	+36 1 301-99-25	valkocs@vpe.hu
József Bundik	OSS Manager	+36 1 301-99-07	bundikj@vpe.hu

Regulatory Body:

Nemzeti Közlekedési Hatóság

Address:	H-1066 Budapest Teréz krt. 62.
Phone:	+36 1 474 1760

E-mail:	vasut@nkh.gov.hu
Web page:	http://www.nkh.hu/en/railway/

Romania:

Infrastructure Manager:

CFR SA

Address:	Bd. Dinicu Golescu 38, RO-010873 Bucuresti 1.
Phone:	(+)40 21 319 25 10
Fax:	(+)40 21 319 25 11
E-mail:	marian.cotofana@cfr.ro
Web page:	http://www.cfr.ro/

OSS office:

Address:	Bd. Dinicu Golescu 38, RO-010873 Bucuresti 1.
Phone:	+40 21 314 25 77
Fax:	+40 21 319 25 11
E-mail:	oss@cfr.ro

Contact person:

Name:	Phone:	E-mail:
Monica Pavel	+40 21 314 25 77	monica.pavel@cfr.ro

Regulatory Body:

AFER

Address:	Calea Grivitei #393, Sector 1, Zip code 010719, Bucharest, ROMANIA
Phone:	+40-21-307 79 00 +40-21-307 79 01
Fax:	+40-21-316 42 58 +40-21-316 05 97
E-mail:	afer.secretariat@afer.ro
Web page:	http://www.afer.ro

Bulgaria:

Infrastructure Manager:

NRIC

Address:	Sofia 1233.Mariya Luiza Blvd 110, Bulgaria
Phone:	(+359 2) 932 39 69
E-mail:	office@rail-infra.bg
Web page:	http://www.rail-infra.bg

OSS office:

Address:	Sofia 1233.Mariya Luiza Blvd 110, Bulgaria
Phone:	+ 359 2 932 35 39;
Fax:	+ 359 2 932 35 39
E-mail:	n.mishev@rail-infra.bg

Contact person:

Name:	Phone:	E-mail:
Nikola Mishev	n/a	n.mishev@rail-infra.bg

Regulatory Body:

Railway Administration Executive Agency

Address:	1080 Sofia, 5 Gen. Iosif Gurko Str.
Phone:	(+359 2) 9 409 428
Fax:	(+359 2) 987 67 69 (+359 2) 940 93 65
E-mail:	iaja@mtitc.government.bg
Web page:	www.iaja.government.bg

Greece:

Infrastructure Manager:

OSE

Address:	1-3 Karolou st., T.K.104-37, Athens
Phone:	+30 210 5297665
Fax:	+30 210 5297652
E-mail:	c.chrissagis@osenet.gr
Web page:	http://www.ose.gr

OSS office:

Address:	1-3 Karolou st., T.K.104-37, Athens
Phone:	+30 2 1052 97612
Fax:	+30 2 1052 97652
E-mail:	a.lambropoulos@osenet.gr

Contact person:

Name:	Phone:	Fax:	E-mail:
Anastasios Lampropoulos	+30 2 1052 97612	+30 2 1052 97652	a.lambropoulos@osenet.gr

Regulatory Body:

RAS

Address:	31 Lekka Street, 105 62 Athens, Greece
Phone:	+30 210 3860141 +30 210 3860142
Fax:	+30 210 3860149
E-mail:	info@ras-el.gr
Web page:	http://www.ras-el.gr

Rail Net Europe:

RNE Joint Office:

Address:	Oelzeltgasse 3/8, 1030 Vienna, Austria
Phone:	+43 1 907 62 72 00
Fax:	+43 1 907 62 72 90
E-mail:	mailbox@rne.eu
Web page:	http://rne.eu

IT Support:

Tool:	Phone:	E-mail:
PCS	+43 1 907 6272 25	support.pcs@rne.eu
TIS	+43 1 907 6272 25	support.tis@rne.eu
CIS	+43 1 907 6272 25	support.cis@rne.eu

Contact persons:

Questions regarding the annual timetable process:

Name:	Phone:	E-mail:
Philipp Koiser	+43 1 907 6272 15	philipp.koiser@rne.eu

Questions regarding PCS:

Name:	Phone:	E-mail:
Máté Bak	+43 1 907 6272 24	mate.bak@rne.eu
Jorge Campo	+43 1 907 6272 19	jorge.campo@rne.eu

RNE Content Management System:

http://cms.rne.eu/

PCS Scool

https://pcsschool.rne.eu/pcs/login

RFC 7 Contacts:

RFC 7 Secretariat:

Address:	H-1087 Budapest, Könyves Kálmán krt. 54-60.
Phone:	+36 1 511 3793
E-mail:	rfc7secretariat@mav.hu
Web page:	http://www.rfc7.eu

Corridor OSS:

Name:	Address:	Phone:	E-mail:
József Ádám Balogh	VPE Rail Capacity Allocation Office Ltd. H-1054 Budapest Bajcsy-Zsilinszky út 48.	+36 1 301 9931 +36 30 696 8555	baloghj@vpe.hu coss@rfc7.com