CID Book 4 - Procedures for Capacity and Traffic Management

Harmonised texts concerning capacity management, coordination and publication of planned temporary capacity restrictions, traffic management for all corridors

2020 timetable year

(Chapter 5 already valid as of 2019 timetable year)

Version Control

Version number	Chapter changed	Changes	X marks, which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
	x.x.x			X

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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 RFC OEM 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. 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 RFC OEM'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 RFC OEM are placed under the common texts and marked as shown below.

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The RFC OEM-specific parts are displayed in this frame with the RFC OEM logo on the top.

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.

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The glossary can be found at: http://www.rfc7.eu/corridor_information_document

2 Corridor OSS

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

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 RFC OEM. 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

RFC7 Orient/East-Med	
Address	VPE Rail Capacity Allocation Office Ltd. H-1054 Budapest, Bajcsy-Zsilinszky út 48.
Phone	+36 1 301 9931 (office) +36 30 696 8555 (mobile)
Email	baloghj@vpe.hu coss@rfc7.com

2.3 Corridor language

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

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The C-OSS of RFC OEM has additional official languages for correspondence: Hungarian.

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 on the capacity offer, based on input received from the applicants, and the experience of the C-OSS and IMs/ABs, based on 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 (annual timetable process)
  - 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 RFC OEM (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 (annual timetable process)
  - 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) (running timetable process)
  - 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

2.4.1 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.

2.5 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

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.

In other words, PaP/RC applications cannot be placed through any other tool than PCS.

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 RFC OEM adopting the Framework for capacity allocation on the Rail Freight Corridor” (FCA), which was signed by representatives of the ministries of transport on (DD-MM-YYYY). The document is available under:

- Annex 4.A Framework for Capacity Allocation

The FCA can be found at: http://www.rfc7.eu/public

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.

Applicants shall accept the general terms and conditions of the Corridor in PCS before placing their 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 RFC OEM CID 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.

IM:	Deadline:
DB Netz	30 days before the train run
SŽDC	Time of path request
ŽSR	30 days before the train run
ÖBB Infra	• Until 30 days before the train run • At least with the introduction of the desire if the time is shorter
MÁV/GYSEV/VPE	10 days before the train run
CFR	30 days before the train run
NRIC	30 days before the train run
OSE	15 days before the train run

3.3 Requirements for requesting capacity

RFC OEM 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 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 PaP/RC 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 IMs for which capacity was requested).
    - Transshipment from one train onto different trains (or vice versa) because of infrastructure restrictions.

- The IM/AB specifically asks the applicant to split the request into two or more dossiers.
- 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 a request has to be submitted in more than one dossier, the applicant should indicate the link among these dossiers 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.

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 applicants' need for flexibility and the market demand on RFC OEM, PaPs are split up in several sections, instead of being supplied as entire PaPs, as for example from [Start Point(s)] to [End Point(s)]. 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 the Corridor's website.

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The PaP catalogue can be found under the following link: PaP Catalogue RFC OEM

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

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Symbols in schematic corridor map:

Nodes along the Corridor, shown on the schematic map are divided into the following types

- Handover Point
  Points where the task of planning responsibility changes between two IMs. In case there are two consecutive Handover Points, only departure from the first Handover Point and arrival to the second Handover Point cannot be changed.

  On the maps shown as:

   Handover Point
- Border Point

  On the map shown as:

   Border Point
- 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 has to be mentioned. Intermediate Points, especially in combination with Flex PaP, also allow stops for train handling, e.g. loco-change, driver-change, etc.
  Intermediate Point can be combined with Handover Point.

  On the maps shown as

   Intermediate Point
- Destination Point
  Port or inland terminal.

  On the maps shown as:

   Destination Point

A schematic map of the Corridor 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 (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 (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, stopping times and train parameters. 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.
- 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.

The C-OSS promotes the PaPs by presenting them to existing and potential applicants.

RFC7 Orient/East-Med
RFC OEM offers PaPs 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.

RFC7 Orient/East-Med		
RFC OEM is connected to	at / between	offer
RFC Mediterranean	Győr – Ferencváros (RFC 6 diversionary), Ferencváros–Szajol	partially harmonised
RFC Baltic-Adriatic	Břeclav – Wien, Wien–Bratislava	partially harmonised
RFC North Sea-Baltic	Praha/Kolín	harmonised
RFC Czech-Slovak	Praha – Česká Třebová	partially harmonised
RFC Amber	Bratislava – Rajka Bratislava – Dunajská Streda – Komárom Nová Zámky – Komárom Sopron – Győr – Komárom Komárom - Ferencváros	harmonised

	Hegyeshalom Hatvan – Szolnok (RFC OEM diversionary route) Cegléd - Szolnok (RFC OEM diversionary route)	

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.

RFC7 Orient/East-Med		
Description of common offers on overlapping sections on RFC OEM		
Overlapping section with common offer	Involved corridors	Responsible C-OSS
Wilhelmshaven – Bremen	RFC NS-B RFC OEM	RFC NS-B
Bremerhaven – Bremen	RFC NS-B RFC OEM	RFC NS-B
Bremen – Magdeburg	RFC NS-B RFC OEM	RFC NS-B
Hamburg – Magdeburg	RFC NS-B RFC OEM	RFC NS-B
Magdeburg – Bad Schandau	RFC NS-B RFC OEM	RFC NS-B
Bad Schandau – Děčín	RFC NS-B RFC OEM	RFC NS-B
Děčín – Lovosice – Praha	RFC NS-B RFC OEM	RFC NS-B

Děčín – Mělník – Kolín	RFC NS-B RFC OEM	RFC NS-B
Bratislava - Rajka	RFC OEM RFC Amber	RFC OEM
Bratislava – Dunajska Streda – Komárom	RFC OEM RFC Amber	RFC OEM
Sopron – Győr – Komárom	RFC OEM RFC Amber	RFC OEM
Komárom - Ferencváros	RFC OEM RFC Amber	RFC OEM
Nové Zámky – Štúrovo – Ferencváros	RFC OEM RFC Amber	RFC OEM

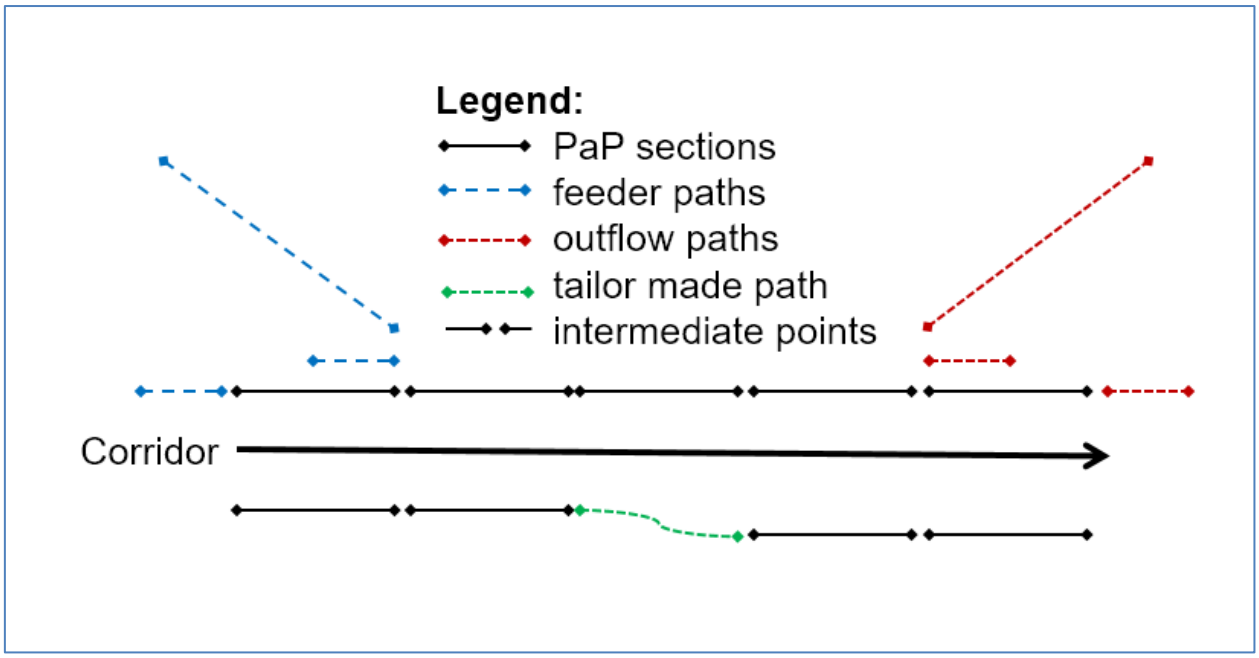
3.4.1.6 Feeder, outflow and tailor-made paths

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 (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)						

On DB Netz, SŽDC and ŽSR networks the national IT system is the only tool to place request for modification and cancellation.

On NRIC network paths allocated by C-OSS can only be modified/cancelled in PCS.

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, for all incoming capacity requests it will perform the following plausibility checks:

- Request for freight train using PaP and crossing at least one border on a corridor
- Request without major change of parameters

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 request 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).

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 is 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 also 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.
   a. Cases where no Network PaP is involved (see 3.4.3.3)
   b. 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.

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RFC OEM does not apply the resolution through A) 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.

RFC7 Orient/East-Med

RFC OEM 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:

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

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 (YRD);*
- *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.

RFC7 Orient/East-Med

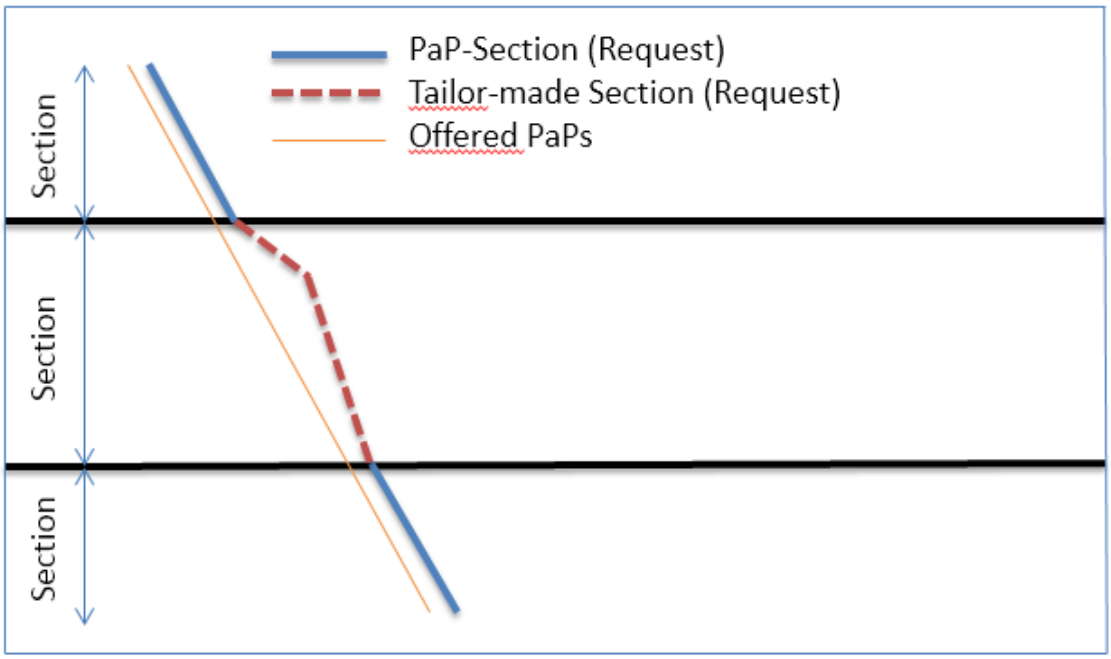
Implementation of the random selection is based on the choice of the respected RUs concerning the exact procedure to be applied.

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 applicants concerned are informed about 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.

3.4.3.8 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.

RFC7 Orient/East-Med

RFC OEM handles non-Requested PaPs according to **B**, with the following difference: the decision on the further proceeding of the non-requested PaPs is made by the individual IM – based on decision no. 11 of the MB, Sept. 2014.

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 IM/AB concerned will elaborate the flexible parts of the requests:

- Feeder, outflow or intermediate sections
- 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.

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.

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).

3.4.4.4 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.

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

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

RFC7 Orient/East-Med

RFC OEM can offer the possibility to place late path requests (depends on the actual business demand) between X-7.5 and X-2.

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.

RFC Orient/East-Med

RFC OEM may offer the possibility to place late path request by using the variant **A**.

On the German section of RFC OEM a late path request will be handled in the ad-hoc traffic starting at X-4.

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.

RFC Orient/East-Med

Corridor North Sea-Baltic does not offer the possibility to place late path requests. In case of overlapping sections with RFC NS-B, the applicant can make a late path request on RFC OEM and request a feeder/outflow for the lines of RFC NS-B.

3.5.2 Handling of requests

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

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
Leading tool	PCS	PCS	PCS	PCS	National tool/PCS	National tool/PCS

RFC7 Orient/East-Med

On DB Netz, SŽDC and ŽSR networks the national IT system is the only tool to place request for modification and cancellation.

On NRIC network paths allocated by C-OSS can only be modified/cancelled in PCS

3.5.2.2 Check of the applications

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

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”.

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.

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 and closing 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.

3.6 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 for 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 construction starting points. The indications should respect the indicated standard running times as far as possible.

RFC OEM offers RC by variant **A** and **B** according to the product offered in each involved network.

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

The RC catalogue can be found under the following link: RC Catalogue RFC OEM

The IMs can modify or withdraw RC 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.

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.

With **RFC North Sea-Baltic** there are overlapping sections between Prague/Kolin and

- Bremerhaven
- Wilhelmshaven
- Hamburg
- Rostock

The connecting points between both corridors are Prague and Kolin. On the overlapping sections the **C-OSS of RFC North Sea-Baltic** is responsible for uploading and allocating Reserve Capacity. The capacity offer of both corridors is harmonized at the connecting points. To provide a single point of contact applicants can contact C-OSS of both RFCs for further information and support.

With **RFC Amber** the overlapping sections are as follows:

- Bratislava – Rajka
- Bratislava – Dunajská Streda – Komárom
- Sopron – Győr – Komárom
- Komárom – Ferencváros
- Nové Zámky – Štúrovo – Ferencváros

On the overlapping sections the **C-OSS of RFC OEM** is responsible for uploading and allocating Reserve Capacity. The capacity offer of both corridors is harmonized at the connecting points. To provide a single point of contact applicants can contact C-OSS of both RFCs for further information and support.

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 and allocation (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

On DB Netz, SŽDC and ŽSR networks the national IT system is the only tool to place request for modification and cancellation.

On NRIC network paths allocated by C-OSS can only be modified/cancelled in PCS

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 and closing 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.

RFC OEM does not apply additional rules.

3.7.2 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.

3.7.2.1 Overview of withdrawal fees and deadlines

RFC7 Orient/East-Med	
IM	Withdrawal fees and deadlines
DB Netz	No charges.
SŽDC	No charges.
ŽSR	No charges.
ÖBB Infra	No charges.
MÁV/GYSEV/VPE	No charges.
CFR	No charges.
NRIC	No charges.
OSE	No charges.

3.7.3 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 a transfer.

3.7.4 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.

3.7.4.1 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.

3.7.4.2 Overview of cancellation fees and deadlines

IM	Cancellation fees and deadlines	
DB Netz	Until 30 calendar days before the running day, a minimum cancellation fee has to be paid: • In case of cancellations, a minimum cancellation fee is generally charged for each day of service cancelled, depending on the expense associated therewith. • No minimum cancellation fee accrues for days of service for which an increased cancellation fee is charged • The minimum cancellation fee is calculated by multiplying the timetable costs according to the working timetable by the number of train-path kilometers affected by the amendment, multiplied by the number of amended days of service. The minimum cancellation fee is limited by a maximum of € 416. Calculation: 0,03 * number of train-path kilometers * number of amended days of service.	
	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	15 % of calculation basis * number of train-path kilometers * number of amended days of service
	Between 4 days and 24h hours before the running day	30 % of calculation basis * number of train-path kilometers * number of amended days of service
	24h hours or less before the running day	80 % of calculation basis * number of train-path kilometers * number of amended days of service.
	Calculation basis: 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. 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.	
SŽDC	a) Capacity reservation fee (according to Network Statement)	100%

	b) If the applicant does gives up allocated infrastructure capacity less than thirty calendar days before the planned day of ride or the allocated infrastructure capacity forfeits due to a train delay longer than 1,200 minutes for reasons on the side of the applicant or nobody uses the allocated infrastructure capacity the applicant is obliged to pay to the allocator a sanction.	Maximum 7,- CZK per trainkilometer per day of ride (depending on route classification and time of path cancellation). Some routes are excluded from this fee. For details see the Network Statement – chapter 6.4.1 and Annex "C".
ŽSR	Charging formula consist of 3 parts. U1 - for capacity allocation U2 - for traffic steering U3 - for securing the infrastructure to be in the optimal shape In case of cancellation, once the allocation is done ŽSR does charge just U1. Cancellation fee also depends on line category and unused train-km.	
ÖBB Infra	No charges.	
MÁV/GYSEV/VPE	Cancellation before scheduled departure: only the fee for ensuring of train path shall be paid. (~0,04 EUR / km)	
CFR	Introduction of cancellation fees is expected on medium term, following the implementation of the performance regime (which is still at the beginning of the process). PLAN: Beyond 24 hours before the scheduled time of train run: 0,1% of the basic service charge.	
NRIC	There is no any charges up to the 17th day of the preceding month. Cancelation after 17th day of the preceding month - charge for requested but unused capacity - 0,25 BGN/км.	
OSE	No charges.	

3.7.5 Unused paths

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

3.7.5.1 Overview of fees and deadlines for unused paths

RFC7 Orient/East-Med	
IM	Non-usage fees
DB Netz	100% of the path charge

SŽDC	100 % of Reservation fee plus: Maximum 7,- CZK per trainkilometer per day of ride (depending on route classification and time of path cancellation). Some routes are excluded from this fee (see Network Statement).
ŽSR	Charging formula consist of 3 parts. U1 - for capacity allocation U2 - for traffic steering U3 - for securing the infrastucture to be in the optimal shape In case of cancellation, once the allocation is done ŽSR does charge just U1. Cancellation fee also depends on line category and unused train-km.
ÖBB Infra	No charges.
MÁV/GYSEV/VPE	- Without cancellation/beyond 24 hours after the scheduled time of train run: 100% of the basic service charge. - Cancellation after departing: 30% of the non-used part of the basic service charge. (Network access contract contains both rules).
CFR	- Without cancellation/beyond 24 hours before the scheduled time of train run: 0,1% of the basic service charge. - Cancellation after departing: 0,1% of the non-used part of the basic service charge. (Network access contract contains both rules).
NRIC	Charge for requested but unused capacity – 0.25 BGN/км.
OSE	No charges.

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 RFC OEM.

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.

RFC7 Orient/East-Med	
IM	Explanations
DB Netz	Path charge will be invoiced to the party of the infrastructure user contract.
SŽDC	RU that used a path, except situation when no RU is assigned. In this case Applicant is charged.
ŽSR	RU that used a path, except situation when no RU is assigned. In this case Applicant is charged.
ÖBB Infra	The RU has to pay the used path whereas the non RU is liable for the payment.
MÁV/GYSEV/VPE	Path charge will be invoiced to the applicant, which requested the path.
CFR	The invoice is issued to the RU that has used the path.
NRIC	The invoice is issued to the RU that has used the path.
OSE	The invoice is issued to the RU that has 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.

The Cooperation Agreement can be found under

Link to the Agreement of the RBs

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 fulfil the criteria listed in Chapter 4.6.1, RFC's coordination process can 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 OEM's specific procedures.**

4.3 Coordination process

4.3.1 Coordination

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

4.3.1.1 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 OEM's coordination features are described in the specific OEM's box below.

RFC7 Orient/East-Med

First level coordination is carried out by bilateral or trilateral working groups between neighbouring IMs. These working groups are organised by IMs´ on their responsibility. Timelines are compliant with the rules set up by Annex VII, mentioned in **Hiba! A hivatkozási forrás nem található.**. Outcomes of these working groups (attendance, TCRs discussed, unsolved conflicts) have to be reported to the RFC TCR coordinator.

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

4.3.1.2 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.

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 RFC OEM's MB.

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

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:

1. The results of the TCRs´ coordination that are relevant for principal and diversionary lines of OEM RFC are published on OEM RFC's website. Applicants may send their comments on the planned activities to the involved IMs, who provide this information to the OEM RFC TCR Coordinator and the OEM 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) 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)
Major impact TCR[1]	More than 30 consecutive days	More than 50% of the estimated traffic volume on a railway line per day
High impact TCR[1]	More than 7 consecutive days	More than 30% of the estimated traffic volume on a railway line per day
Medium impact TCR[1]	7 consecutive days or less	More than 50% of the estimated traffic volume on a railway line per day
Minor impact TCR[2]	unspecified[3]	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.

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Notwithstanding this categorisation, OEM strives to provide more detailed information by applying the following criteria for publication. DB Netz will do that during first level coordination.

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

RFC OEM publishes the coordinated TCRs on the following dates:

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

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Notwithstanding the above publications dates, which are applied by the individual IMs as required by Annex VII mentioned above, OEM 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); OEM RFC shortens this deadline to provide a harmonised publication date (July 31st) to its customers

Lately announced TCRs may be published even between the above stated official publication dates, if necessary.

4.6.3 Tool for publication

After coordination between all IMs involved on RFC OEM the results are published in the harmonised Excel overview on the Corridors´ website.

As soon as the RNE TCR tool will be ready for use, OEM will publish the TCR on the tool. A provisionary 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 OEM. 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) 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.

In the normal daily business the trains run according to their timetable, and there is no need for coordination or communication between the TCCs on the corridor. If there is any significant deviation from the timetable or in case of disturbance regardless of the cause, communication and coordination between the related TCCs is necessary. The main tool to perform those tasks is the TCCCom, which is an internet based multilingual communication application. The infrastructure managers of the freight corridor and the advisory group set up Train Performance Management Coordination to ensure optimal coordination between the operation of the railway infrastructure and the customers.

5.1 Cross-border section information

In the table below, all cross-border sections covered by RFC OEM are listed:

Cross-border section	IM 1	IM 2
Děčín - Bad Schandau	SŽDC	DB Netz
Břeclav-Hohenau	SŽDC	ÖBB
Břeclav-Kúty	SŽDC	ŽSR
Nickelsdorf-Hegyeshalom	ÖBB	MÁV
Wulkaprodersdorf-Sopron	GYSEV	GYSEV
Marchegg-Devínska Nová Ves	ÖBB	ŽSR
Kittsee-Bratislava Petržalka	ÖBB	ŽSR
Schattendorf-Sopron	ÖBB	GYSEV
Rusovce-Rajka	ŽSR	GYSEV
Komarno-Komarom	ŽSR	MÁV
Štúrovo-Szob	ŽSR	MÁV
Lőkösháza-Curtici	MÁV	CFR
Biharkeresztes-Episcopia Bihor	MÁV	CFR
Golenti-Vidin	CFR	NRIC
Giurgiu-Ruse	CFR	NRIC
Kulata-Promachonas	NRIC	OSE

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).

Detailed technical parameters of lines and stations are in Annex XII.5 of the RFC OEM Implementation Plan (Transport Market Study), sheets B 5 and B 8. The document is available at the website: http://www.rfc7.eu/public

Detailed operational rules of border sections on RFC OEM are available at the website: http://www.rfc7.eu/border_documents

5.1.2 Cross-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 RFC OEM 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.

The documents are available on the RFC's website: http://www.rfc7.eu/border_documents.

5.2 Priority rules in traffic management

In accordance with the Regulation, IMs involved in RFC OEM 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.

On the feedback from the market, to strengthen the harmonisation and to serve better the market needs RFC OEM has implemented priority rules on the corridor applying the following traffic management rules in groups of Infrastructure Managers listed below:

- SŽDC
- ŽSR
- MÁV

- GYSEV
- CFR
- NRIC
- OSE

General principles of prioritisation are as follows:

1. If the Corridor train is on time, it has the priority against other freight trains.
2. In case of conflict between 2 delayed trains, priority is given to the faster train.
3. RUs can give priority to specific train within their trains.

Order of priority of train types on RFC OEM:

1. Emergency trains (breakdown, rescue, fire-fighter trains)
2. High speed passenger trains and long distance passenger trains
3. Passenger trains, priority freight trains (including Corridor trains) – faster trains have principally priority to slower trains
4. Other freight trains
5. Service trains

To see the overview of national IM priority rules in traffic management, please visit: **http://www.rne.eu/tm-tpm/other-activities-2/**

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.

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In case of disturbances on borders, which are shorter than three days, the concerned TCCs and RUs have available Operation Scenarios in the CIP uploaded. The scenarios involve the updated parameters of the alternative routes. See Chapter 5.3.2.

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.

In case of international disruptions longer than 3 days with a high impact on international traffic, the International contingency management communication procedures as described in Chapter 4.2 of the ICM Handbook apply.

For communication with neighbouring IMs about disturbances, IMs along RFC OEM have agreed to follow rules based on RNE's "Guidelines for communication between traffic control centres" (http://www.rne.eu/tm-tpm/other-activities-2/). These rules can be found (specify which Corridor documents contains the detailed rules and where it can be found).
To exchange this information between IMs, the TCCCom tool (available in TIS) will be used.

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.

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).

Information about extraordinary capacity restrictions:

The relevant information shall be provided by the IMs based on the rules set up in document 'RFC OEM Protocol on the Publication of Extraordinary Capacity Restrictions'. The C-OSS manager is responsible for the publication of the information on the RFC OEM website also to notify the interested applicants via regular newsletters

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 RFC OEM. 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 RFC OEM. 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, Chapter 10 IT tools) by all involved IMs.

RFC OEM has set up a group within the framework of its organisational structure that is responsible for the train performance management of the corridor. In this group IMs, RUs and Terminals work together in order to make the railway business more attractive and competitive. The details can be found in the document: ”Train Performance Management Rules of Procedure”.

Annexes:

Annex 4.A Framework for Capacity Allocation

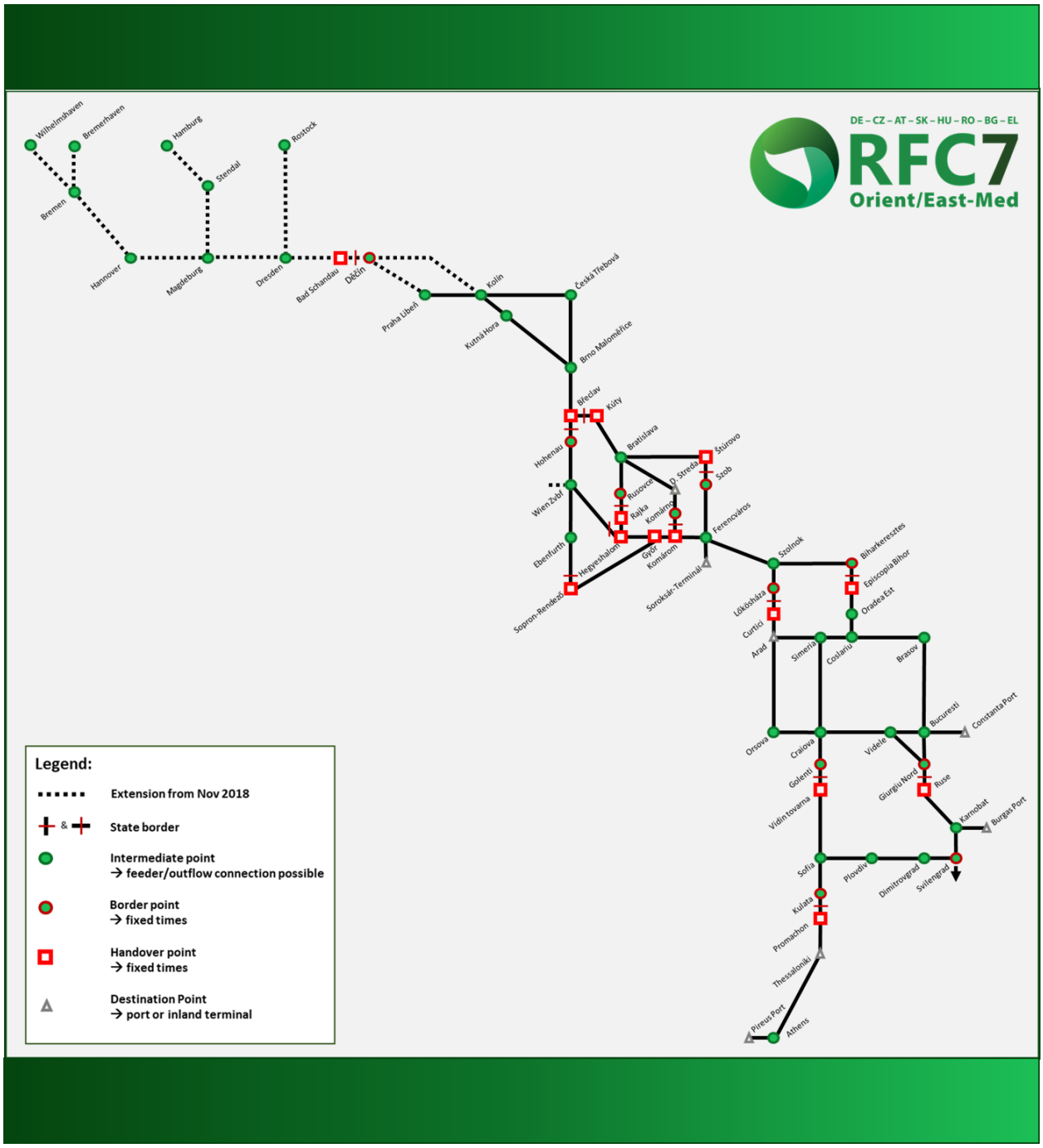
Mentioned in Chapter 3.1

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
1July 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-3.5 – X-1	Late path request allocation phase
19 August 2019	X-3.5	Publication of final offer
25 August 2019	X-2.5	Acceptance of final offer
15 October 2019	X-2	Publication of RC
15 December 2019	X	Timetable change
15 October 2019 – 13 December 2020	X-2 - X+12	Application and allocation phase for RC

Annex 4.C Maps of RFC OEM

Mentioned in Chapter 3.4.1.2



Annex 4.D Specialities on specific PaP sections on RFC OEM

Mentioned in Chapter 3.4.1.2

Bandwidth for IMs:	Request at border	Request inland	Construction at border
DB Netz	+/- 60 min	+/- 60 min	+/- 60 min
SZDC*	+/- 60 min	open	+/- 60 min

* on border crossing Bad Schandau - Děčín

Annex 4.E Table of distances (PaP sections)

Mentioned in Chapter 3.4.1.3

IM/AB	PaP section		Number of kilometres
	From	To	
DB Netz	Bremerhaven	Bremen	72,7
	Wilhelmshaven	Bremen	103,3
	Bremen	Wunstorf	100,2
	Wunstorf	Magdeburg	174,2
	Hamburg	Stelle	15,4
	Stelle	Uelzen	61,5
	Uelzen	Veerßen	3
	Veerßen	Stendal	104,2
	Stendal	Magdeburg	56,5
	Magdeburg	Roßlau	48,6
	Roßlau	Falkenberg	81,5
	Falkenberg	Dresden	79,2
	Rostock	Neustrelitz	115,7
	Neustrelitz	Berlin	138,1
	Berlin	Elsterwerda	103,7
	Elsterwerda	Dresden	52,8
	Dresden	Děčín	41,1
SŽDC	Praha-Libeň	Kolín seř.n.	57,8
	Kolín seř.n.	Česká Třebová odj.sk.	100,8
	Česká Třebová odj.sk.	Brno-Maloměřice	85,8
	Kolín seř.n.	Havlíčkův Brod	116,7
	Havlíčkův Brod	Brno-Maloměřice	73,1

	Brno-Maloměřice	Břeclav pred	64,5
	Břeclav pred	Kúty	18,4
ŽSR	Kúty	Rusovce	95
	Rusovce	Rajka	3,6
	Kúty	Dunajská Streda	110,8
	Kúty	Bratislava UNS	75,2
	Kúty	Komárno	183,8
	Dunajská Streda	Komárno	52
	Komárno	Komárom	5,4
	Kúty	Štúrovo	199,1
	Bratislava UNS	Štúrovo	139,5
	Štúrovo	Szob	13,4
ÖBB Infra	Břeclav pred	Hohenau	19,86
	Hohenau	Wien zvbf	70,45
	Wien zvbf	Hegyeshalom	66,46
	Wien zvbf	Ebenfurth	36
	Ebenfurth	Sopron-Rendező	33
VPE	Sopron-Rendező	Ferencváros	216,1
	Rajka	Hegyeshalom	13,8
	Hegyeshalom	Ferencváros	178
	Komárom	Ferencváros	94,3
	Szob	Ferencváros	71,37
	Ferencváros	Lőkösháza	218
	Ferencváros	Biharkeresztes	221
	Lőkösháza	Curtici	10,8
	Biharkeresztes	Episcopia Bihor	12,5

CFR	Curtici	Simeria	174
	Simeria	Craiova	237
	Curtici	Orsova	260,8
	Orsova	Craiova	137,8
	Craiova	Giurgiu Nord	221
	Craiova	Constanta Port Zona B	444
	Simeria	Vintu de Jos	43,8
	Vintu de Jos	Braşov	251
	Braşov	Chitila	149,2
	Chitila	Videle	50
	Videle	Giurgiu Nord	63
	Giurgiu Nord	Ruse	4,8
	Craiova	Golenti	96
	Episcopia Bihor	Cluj Napoca Est	164,4
NRIC	Ruse	Kaspichan	137,3
	Kaspichan	Karnobat	169,3
	Karnobat	Nova Zagora	93,5
	Nova Zagora	Svilengrad	104,2
	Golenti	Vidin tovarna	21,7
	Vidin tovarna	Mezdra jug	178,6
	Mezdra jug	Sofia	80,9
NRIC	Sofia	Radomir	64,6
	Radomir	Kulata	161,4
	Kulata	Promachon	2,5
	Sofia	Svilengrad	304,4
	Nova Zagora	Stara Zagora	33

	Stara Zagora	Svilengrad	122,7
OSE	Promachon	Thessaloniki Port A	143,4
	Thessaloniki Port A	Athine	499,14
	Athine	Ikonio A (Piraeus)	44