

GENERAL INFORMATION FOR TIMETABLE 2024

C-OSS NEWSLETTER

23 January 2023



Co-financed by the European Union
Connecting Europe Facility

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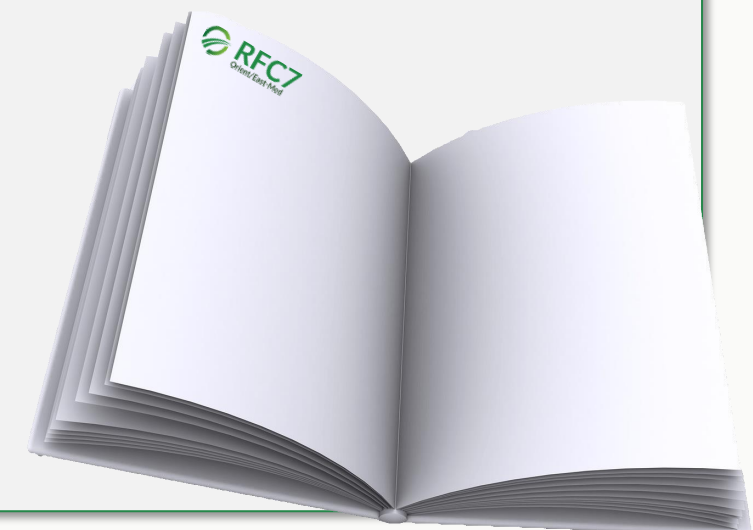
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CORRIDOR INFORMATION DOCUMENT – OUR NETWORK STATEMENT

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

The CID is divided into the following sections:

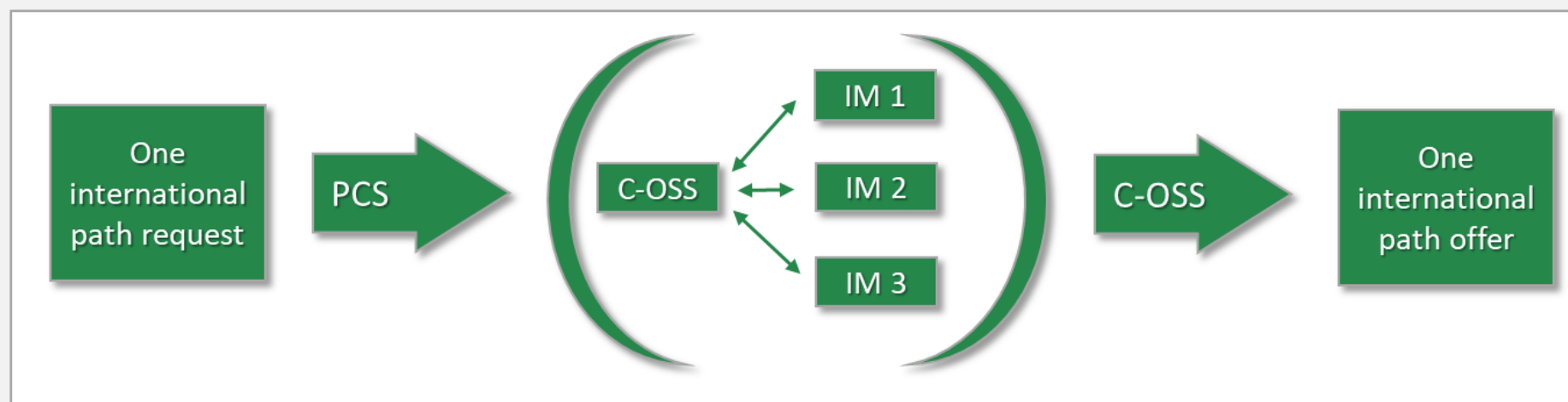
- ☐ Section 1 - Generalities
- ☐ Section 2 - Network Statement Excerpts
- ☐ Section 3 - Terminal Information
- ☐ Section 4 - Procedures for Capacity and Traffic Management
- ☐ Annexes
 - Implementation Plan
 - Transport Market Study
 - Investment Plan
 - Framework for Capacity Allocation
 - C-OSS Operational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



The CID is available here:
<https://www.rfc7.eu/corridor-information-document>

CORRIDOR ONE-STOP SHOP (C-OSS)

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



PRE-ARRANGED PATHS OFFER FOR TIMETABLE 2024

What are the Pre-arranged Paths (PaPs)?

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

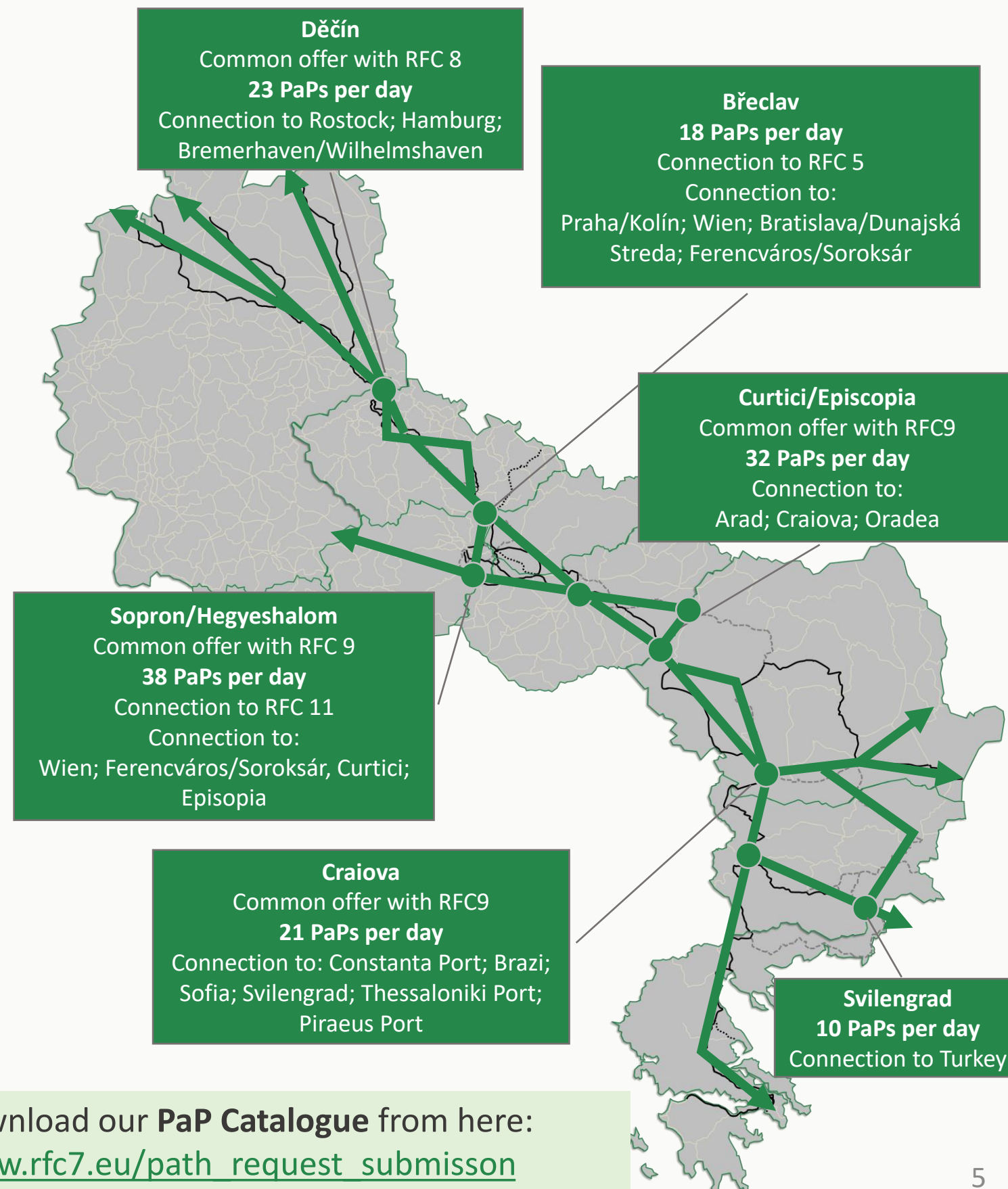
RFC OEM PaPs consist of **harmonized border-crossings** with optimal travel times between the borders.

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

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

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

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



You may download our **PaP Catalogue** from here:
https://www.rfc7.eu/path_request_submission

PROCESS STEPS FOR PAP REQUESTS WITH NON-AVAILABLE DAYS

PaPs on SZCZ, ŽSR, GYSEV, MÁV, CFR, NRIC and OSE networks are published in PCS with full calendar, but the availability of running days is according to the list of planned capacity restrictions (last updated on 9th January 2023).

PaPs on DB Netz, and ÖBB network are published with available days only.

Detailed information on planned infrastructure works, total closures and alternative routes is available on the corridor's website (<https://www.rfc7.eu/track-possessions>)

Process steps:

- 1) Customer requests PaPs selecting any calendar days.
- 2) During the pre-booking phase the C-OSS reserves requested PaPs
- 3) The timetable offer from the IM shall be divided into the following subpaths:
 - a) Days marked as available – PaP offer
 - b) Days marked by the IM as non-available – PaP replaced by tailor-made offer
 - c) Days removed by the IM – published TCR with no alternative route option
- 4) On SZCZ network alternative PaPs are available during the total closure between Havlíčkův Brod and Brno **to ensure smooth trains running on PaPs during the whole timetable year.**

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

UPDATED: 09-01-2023



Havlíčkův Brod – Brno total closure
From 01-03-2024 till 30-09-2024
Alternative route:
Kolín – Česká Třebová – Brno

UPDATED: 09-01-2023



Hegyeshalom – Rajka total closure
From 15-04-2024 till 30-04-2024
Alternative routes:
Bratislava-Petržalka – Parndorf – Hegyeshalom
Bratislava-Vajnory – Nové Zámky – Komárno/Štúrovo



UPDATED: 09-01-2023



— Route on RFC 7

— Total closure on the section

— Alternative route option

PLANNED MAJOR CAPACITY RESTRICTIONS ON CFR NETWORK – TT2024

UPDATED: 09-01-2023

Reconstruction and modernization of lines Episcopia Bihor – Cluj Napoca

Start: 2023

Expected end: 2025

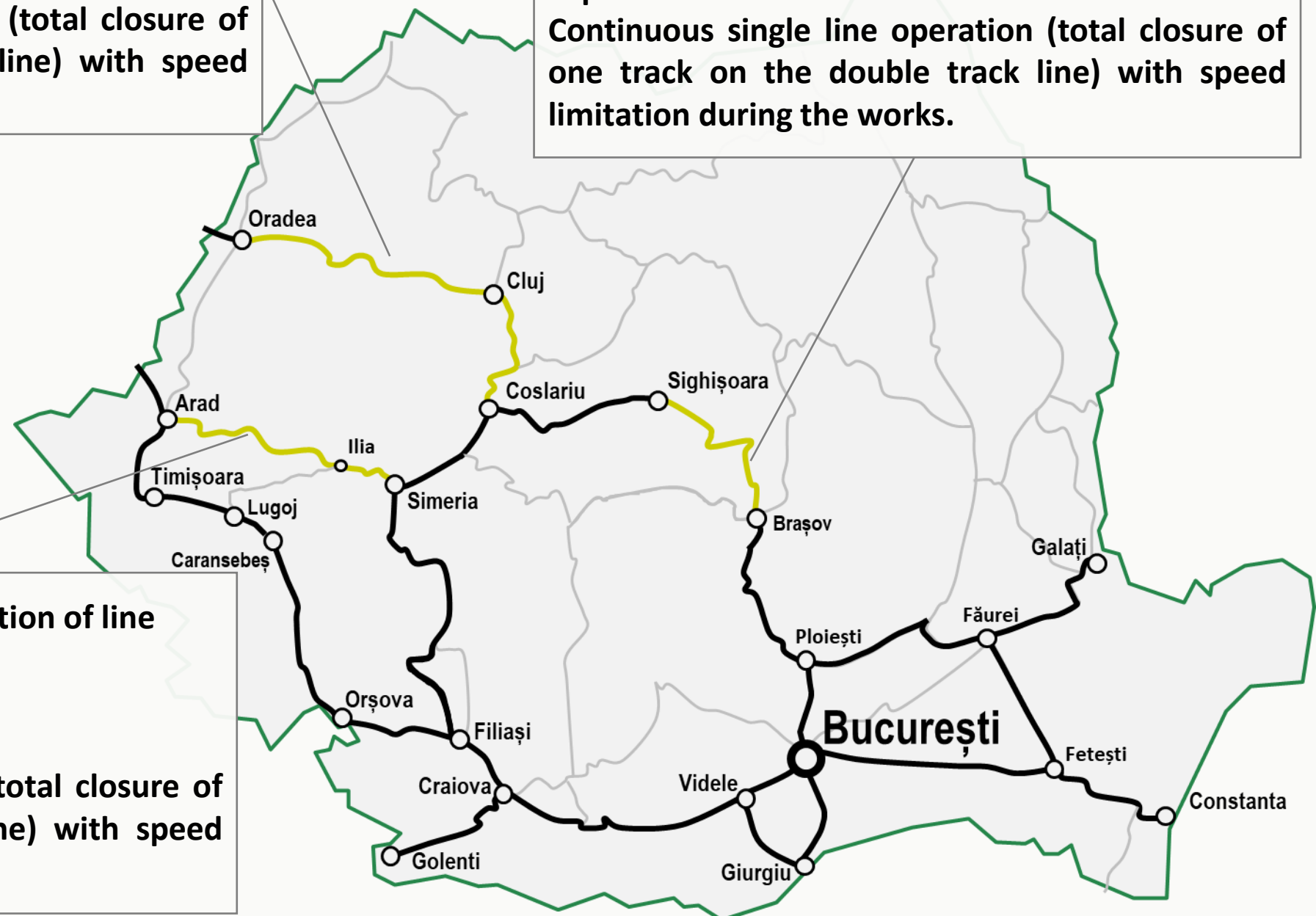
Continuous single line operation (total closure of one track on the double track line) with speed limitation during the works.

Reconstruction and modernization of lines Sighișoara – Brașov

Start: 2020

Expected end: 2025

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



Reconstruction and modernization of line Arad – Simeria

Start: March 2018

Expected end: September 2024

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

■ Route on RFC 7 ■ Reduced capacity on the section

PLANNED MAJOR CAPACITY RESTRICTIONS ON NRIC NETWORK – TT2024

UPDATED: 09-01-2023



Obraztsov chiflik total closure

From 21-04-2024 till 26-04-2024

Vetovo total closure

From 30-06-2024 till 07-07-2024

Prostorno total closure

From 19-09-2024 till 24-09-2024

Visoka polyana total closure

From 19-09-2024 till 24-09-2024

Samuil total closure

From 30-11-2024 till 07-12-2024

Alternative route:

Ruse razpredeliteln – Gorna Oryahovitsa –
Kaspichan/Komunari (P/C 70/400, 550m)

Nova Zagora – Simeonovgrad total closure

From 20-04-2024 till 19-06-2024

Alternative route:

Nova Zagora – Stara Zagora – Dimitrovgrad
– Simeonovgrad (P/C 70/400, 550m)

Yambol – Zimnitsa total closure

From 01-03-2024 till 30-06-2024

Alternative route:

Stara Zagora – Tulovo – Zimnitsa
(P/C 70/400, 550m)

■ Route on RFC 7 ■ Total closure on the section ■ Alternative route option

PLANNED MAJOR CAPACITY RESTRICTIONS ON NRIC NETWORK – TT2024

UPDATED: 09-01-2023



Lozarevo total closure
From 15-05-2024 till 24-05-2024
Daskotna – Tarnak total closure
From 01-08-2024 till 15-08-2024

Alternative routes:

- 1) Ruse razpredelitelnata – Gorna Oryahovitsa – Tulovo – Stara Zagora – Dimitrovgrad – Svilenograd (P/C 45/364, 500m)
- 2) Ruse razpredelitelnata – Mezdra – Iliantsi – Karlovo – Plovdiv – Dimitrovgrad – Svilenograd (P/C 70/400, 550m)

Orizovo – Mihailovo total closure
From 01-07-2024 till 01-12-2024
Alternative route:
Plovdiv – Dimitrovgrad - Mihailovo

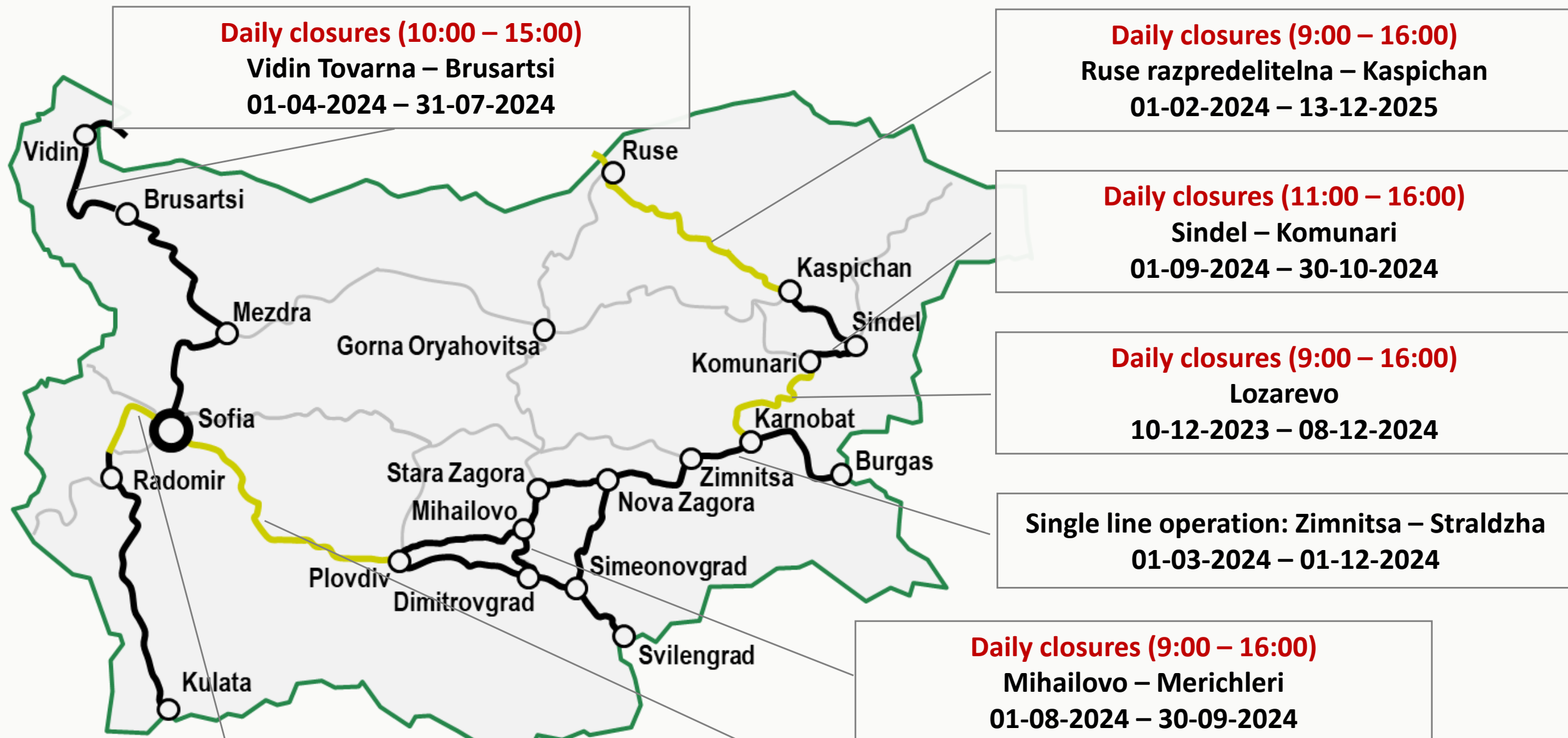
Dupnitsa – Kresna total closure
From 01-07-2024 till 20-07-2024
No capacity

Razmenna – Batanovtsi total closure
From 01-06-2024 till 31-08-2024
Alternative route:
Razmenna – Pernik razpredelitelnata – Batanovtsi

— Route on RFC 7 — Total closure on the section — Alternative route option

PLANNED MAJOR CAPACITY RESTRICTIONS ON NRIC NETWORK – TT2024

UPDATED: 09-01-2023



■ Route on RFC 7 ■ Reduced capacity on the section

VIDEO TUTORIAL

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

<https://rne.eu/it/rne-applications/pcs/documentation/>

C-OSS SUPPORT

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

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