

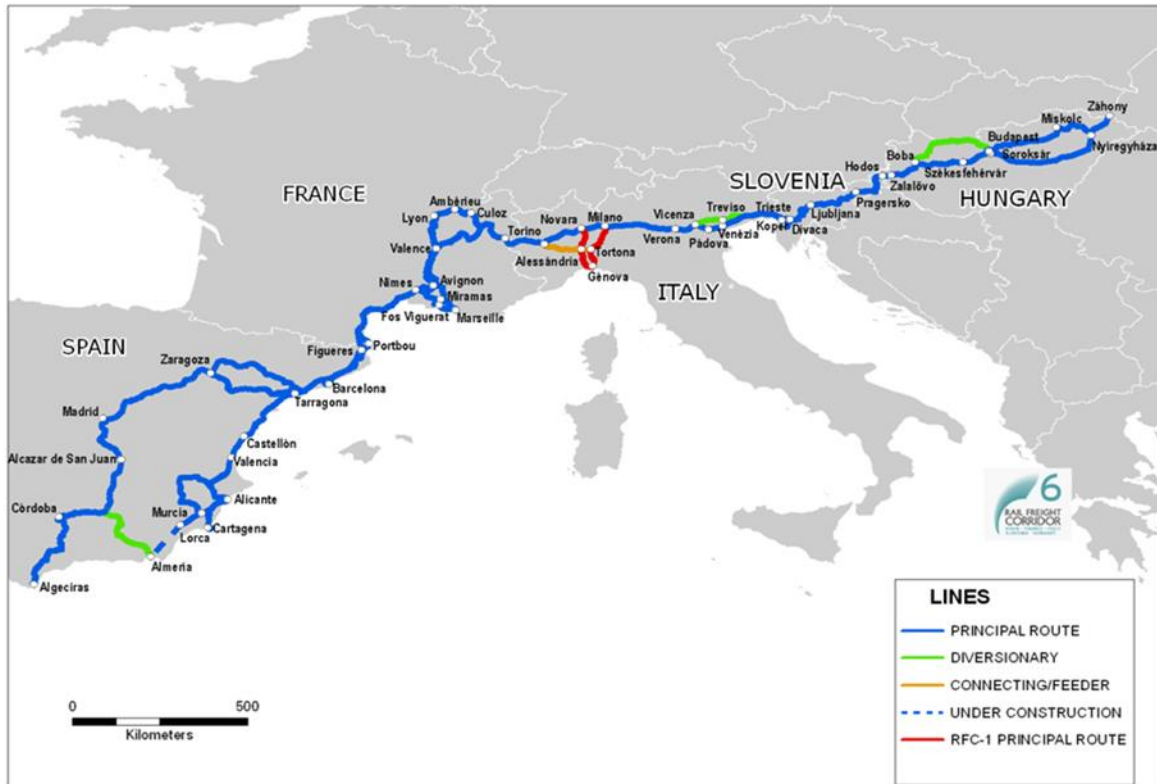


BOOK 4

**PROCEDURES FOR CAPACITY
AND TRAFFIC MANAGEMENT**

TIMETABLE YEAR

2015/2016



Change history

VERSION	AUTHOR	DATE	CHANGES
1	WG "CID, book 4"	2013-09-20	Creation of the document on the basis of the draft version of RFC 2
2	C-OSS	2013-10-8	Including traffic management chapters Taking into account comments and feedback from members.
3	C-OSS	2013-10-18	Final version improvements with update on AA chapter and Traffic management. Includes all tables.
4	C-OSS	2013-11-08	Fine tuning with applicant definition and minor corrections.
5	C-OSS	2014-1-13	Modifications for TT2015 version
6	C-OSS		Mod chap 7.4 change of date from November to October Mod chap 20.2 prio
7	C_OSS	15/12/2014	Version 1 for TT 2016
8	C_OSS	09/01/2015	Version 2 for TT 2016

Index

1. Introduction and legal bases	6
2. Corridor – One – Stop – Shop (C-OSS).....	6
2.1. Task of the C-OSS.....	6
3. Capacity Allocation for Freight Trains	7
3.1. Framework for Capacity Allocation	7
3.2. Applicant	7
3.3. Generalities on RFC 6.....	7
3.3.1. Corridor overview for applicants not being an RU	8
3.4. Corridor related Path Products.....	9
3.5. Three types of requests are existing on the corridor	9
Definition of the available corridor path products	9
3.5.1. Pre-arranged paths (PaPs) for Annual Timetable.....	10
3.5.2. Pre-arranged paths (PaPs) for Late path request	11
3.5.3. Reserve capacity (RC).....	11
3.5.4. Feeder/Outflow paths.....	11
3.5.5. Multiple corridor requests.....	12
3.6. Conditions for booking capacity via the C-OSS.....	12
3.7. Handling of Capacity Request.....	12
3.7.1. Path Request Phase (annual timetable)	12
3.7.1.1. Check of capacity requests.....	14
3.7.1.2. Capacity requests for multiple corridors.....	14
3.7.1.3. Additional services.....	14
3.7.1.4. Communication with applicant	14
3.7.1.5. Allocation	15
3.7.2. Priority rules in capacity allocation	15
3.7.2.1. Need for priority determination.....	15
3.7.2.2. Coordination principles.....	15
3.7.2.3. Priority determination by distance and days of operations.....	16
3.7.2.4. Additional element for priority determination: "Network PaP"	16
3.7.2.5. Definition of Network PaP	16
3.7.2.6. Criteria for "Network PaP designation	16
3.7.2.7. "Network PaP" designation process	17
3.7.2.8. Satisfied request.....	19
3.7.2.9. Non satisfied request (applicant who did not get the PaP as requested)	19

3.7.3. Handling of unused PaPs at X-7.5.....	19
4. Modifications of requests	20
5. Path Alteration process:.....	20
6. Withdrawal of request.....	20
6.1. Generalities on RFC 6.....	20
6.2. Overview of the current national conditions for withdrawal of request	20
7. Complaints	21
8. Transfer of capacity	21
9. Cancellation	21
9.1. Overview of cancellation fees and deadlines on RFC 6	21
10. Non usage conditions.....	23
11. Invoicing	23
12. Monitoring of the allocation phase.....	24
13. Traffic Management.....	25
13.1. Pre-arranged train paths for trains running on the corridor	25
13.2. Priority rules in traffic management.....	25
13.3. Strategy and coordination procedures for traffic management.	25
13.4. Connections at borders information	26
Spain – France	26
France – Italy	27
Italy – Slovenia	27
Slovenia - Hungary	27
13.5. Coordination of traffic management along the corridor and with terminals	28
14. Traffic Management in case of disturbances	28
14.1. Communication procedures.....	29
14.2. Coordination procedures	29
14.3. Operational procedures	29
15. Performance monitoring	29
16. Coordination of possessions.....	31
Annex 1 – Glossary/abbreviations.....	32

1. Introduction and legal bases

Book 4 of the CID explains the processes and provisions for ordering and allocating dedicated capacity and related paths corridor as well as the steps which need to be taken before and after the allocation procedure, and mention the relevant regulations. It also contains information on the traffic management.

The processes, provisions and steps related to PaPs and RC refer to the EU Regulation 913/210 and are therefore mandatory and applicable to all applicants. For all other issues, the relevant conditions set in the Network Statements of the corridor are binding.

All Network Statements are published by IMs/ABs and are applicable by the involved parties.

2. Corridor – One – Stop – Shop (C-OSS)

OSS contacts are: OSS@railfreightcorridor6.eu

Tel: +39 0236742661

One Stop Shop Rail Freight Corridor 6

Via Ernesto Breda 28 Milano Italy

WEB: www.railfreightcorridor6.eu

The C-OSS is the only body for applicants to request and to receive answers, for the dedicated capacity related to PaPs and RC in a single place and in a single operation, regarding infrastructure capacity on RFC 6. The C-OSS “owns” the dedicated corridor capacity and takes an allocation decision with regard to applications for PaPs and RC

The Corridor OSS is carrying out his assigned working task on behalf of the Management Board consistent of cooperating IM in a RFC. The task shall be carried out in a non-discriminatory way and under customer confidentiality. The functionality of the Corridor OSS is based on trust between all involved stakeholders.

2.1. Task of the C-OSS

As a single contact point for Applicants, the Corridor OSS shall provide all the information that allows customers to submit applications for PaPs/RC.

Its task are to:

- give information regarding access to the Corridor infrastructure
- publish the PaP Catalogue and Reserve Capacity, provided by IMs, into PCS
- collect all the applications for PaPs or RC
- create and update a register containing the date of the applications, the name of the applicants, the documents supplied by these applicants and the incidents that occurred in the allocation phase
- solve conflicting applications by coordination process or applying the priority rules set in the corridor framework for capacity allocation, defined by the Executive Board in accordance with article 14.1 of Regulation 913/2010
- propose alternative PaPs, if available, to the applicants whose applications have a lower priority or forward them to IMs for an alternative tailor made solution
- transmit the path requests that can't be treated to the concerned IM/AB, who shall take a decision on these requests
- monitor the construction of feeder or outflow paths by sending these requests to the concerned IMs/ABs

- send the responses/offers to the applicants on behalf of the concerned IMs/ABs
- Keep the PaP catalogue updated during the late phase
- Allocate capacity for late PaP requests
- Allocate the reserve capacity
- Keep the reserve capacity path catalogue updated

3. Capacity Allocation for Freight Trains

According to the article 13-3 of the Regulation 913/2010, the One-stop-shop shall take a decision regard to applications for pre-arranged train paths and the reserve of capacity.

The Corridor dedicated capacity shall be allocated in line with the rules set up in the directive 2012/34 and in this Corridor Information Document.

3.1. Framework for Capacity Allocation

Referring to article 14.1 of the EU Regulation 913/2010, the ministries of transport of the corridor countries publish a Framework related to capacity procedures on RFC 6. The document is available on RFC6 WEB

3.2. Applicant

3.3. Generalities on RFC 6

Article 3 Definitions of the directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area defines an applicant as: *"Applicants : a railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities under Regulation (EC) n°1370/2007 and shippers, freight forwarders and combined transport operators, with a public-service or commercial interest in procuring infrastructure capacity."*

Article 15 of the regulation 913/2010/EU of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight is stating *"Notwithstanding Article 16(1) of Directive 2001/14/EC, applicants other than undertakings or the international groupings that they make up, such as shippers, freight forwarders and combined transport operators, may request international pre-arranged train paths specified in Article 14(3) and the reserve capacity specified in Article 14(5). In order to use such a train path for freight transport on the freight corridor, these applicants shall appoint a railway undertaking to conclude an agreement with the infrastructure manager in accordance with Article 10() of Directive 91/440/EEC."*

The C-OSS will act according to the above mentioned regulation in cooperation with the concerned IMs/ABs in order to assess the commercial interest of the Applicant.

The applicant commits to comply with all relevant regulations regarding its path request via the RFC 6 C-OSS, by signing the "General Terms and Conditions" (GTC) for requesting international freight paths through the Rail Freight Corridor 6 one stop shop of the C-OSS, at the latest before placing the request, otherwise the request will not be handled. The General Terms and Conditions have to be signed by all applicants.

General Terms and Conditions can be found on:

<https://www.railfreightcorridor6.eu/RFC6/web.nsf/Pub/index.html>

3.3.1. Corridor overview for applicants not being an RU

Currently, there are different national regulations regarding the nomination of the RU(s) by an applicant, not being an RU, who has requested either PaPs or RC:

IM/AB	Deadline for nominating RU for the annual TT	Deadline for nominating RU for the running TT	Conditions, remarks
ADIF	5 days before the train run		The applicant needs to hold a license of Authorized Applicant issued by the Ministry of Transport (Fomento) in order to request for capacity in Adif Network.
TP FERRO			
RFF	A path allocation contract must be signed by the applicant prior to path request. RFF may ask for further information concerning the financial status of the applicant.		Normal deadline 30 days before operation
RFI	45 days before the Timetable Change	21 days before the train run	These deadlines will not apply to feeder and outflow; Nomination shall be done at the time of the request.
AZP / SZ	In case the Applicant is not a RU, it shall hold a signed contract with a RU. Contract must be signed by the applicant prior to path request.		
VPE / MAV	10 Days before train running		

The applicant has to appoint the executing RU(s) either when placing the request for PaP/RC or at the latest before allocation. If the necessary authorisations are not provided at this date, the allocation process of the PaP will end.

When necessary, the C-OSS will forward the name of the RU(s) to the concerned IM(s)/AB(s), without prejudice of the conditions of the IM(s)/AB(s).

If RFC 6 does not supply PaPs/RC on a line (Feeder and Outflow PaPs), the applicant can request a catalogue or tailor-made path for this segment only if it is authorised in the national legislation to do so. The deadline for the appointment of the executing RU(s) will also follow the national legislation in this case.

Corridor capacity application	Applicant
Request only PaP	Sign General Terms and conditions (GTC) and complying with National legislation
Request PaP + Feeder	GTC + IM Rules
Request PaP + Feeder + Outflow	GTC + IM Rules
Request PaP + Outflow	GTC + IM Rules

3.4. Corridor related Path Products

Based on Article 14 of Regulation 913/2010 the supply of capacity in a Rail Freight Corridor 6 shall be in the form of:

- Pre-arranged Paths – covering the requests for the annual timetable and the late requests
- Reserve capacity – covering the ad-hoc requests

3.5. Three types of requests are existing on the corridor

Place request to	→	OSS	Infrastructure Manager
Request only PaP		X	
Request PaP + Feeder and/or + Outflow		X	X
Request without PaP			X

Definition of the available corridor path products

The first steps regarding the available capacity to be offered start 22 months prior to a timetable change. In this phase, the following elements regarding capacity requirements will be analysed:

- ✓ Results of the Corridor Transport Market Study, the outcome of the Capacity Framework elaborated by the Executive Board and Customer Satisfaction Survey;
- ✓ The available capacity, both in respect of overall capacity as well as capacity restrictions due to IMs' own requirements (e.g. construction works, specific possessions, maintenance works);
- ✓ Figures from previous timetable periods related to path requests;
- ✓ Need for capacity of other types of transport, including passenger transport;

- ✓ Analysis of the available capacity in line with maintenance and specific possessions planned by the IMs;
- ✓ National Framework Agreements (FA) between an IM and an applicant affecting the domestic section of the dedicated corridor capacity...

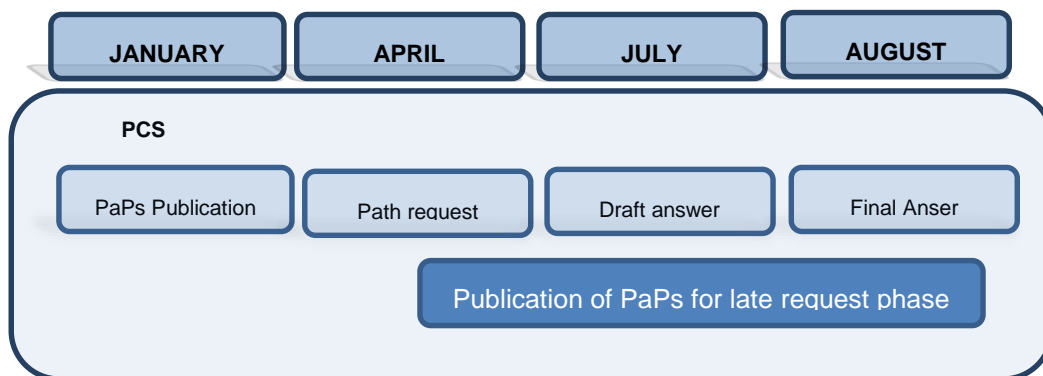
Approximately 18 months prior to the timetable change, the proposed figures will be presented to the applicants (e.g. in the frame of a RAG meeting). Observations from the applicants will be taken into account for the final definitions of the number of PaPs per corridor section. In January (eleven months prior to the timetable change), the PaPs for the following timetable period will be published in PCS and also listed on the corridor Web site.

The RC offer will be defined in August (four months prior to the timetable change) based on the number of PaP requests placed in April and during the late path request phase (April – August) as well as on the remaining IM capacity. An update of the available capacity for the upcoming running timetable will be published in mid-October.

The Pre-arranged path catalogue could include:

- **Fixed PaP**, where the timing have been fixed in every location (Origin, Destination, Borders, intermediate stops);
- **Flex PaP**, where the border times are the only fixed attribute. The other parameters are a framework of solely maximum/minimum values. The Flex PaP is an additional product and can be used in the discretion of the IMs.

3.5.1. Pre-arranged paths (PaPs) for Annual Timetable



PaPs on RFC 6 will be a collection of several PaPs sections and not just only an entire PaP on the corridor – respectively its terminals – in order to be compliant with applicants need for flexibility and market demand. Therefore, the offer might also include purely national PaPs sections – to be used in the context of international path requests to the C-OSS. Intermediate points (between two PaPs sections) will be included in order to respect the amount of freight traffic entering and/or leaving the corridor in an intermediate location.

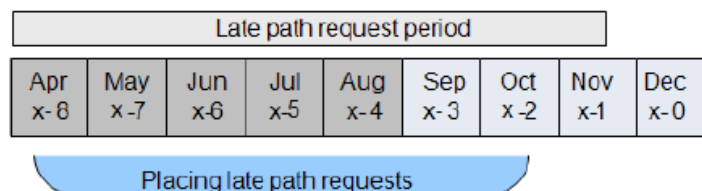
It is essential to know that published PaPs are protected in the IMs planning system/tool against major changes (dislocation, shifting, etc.) due to other path requests during the allocation phase performed by the C-OSS.

The PaPs for the annual timetable, will be published in PCS on **the 2nd Monday in January** (eleven months before the timetable change) until the **2nd Monday in April** (path request deadline).

3.5.2. Pre-arranged paths (PaPs) for Late path request

All requests coming after the 2nd Monday in April until at least 8 weeks before the new timetable starts, are so-called late path request.

In order to meet the Applicants needs of PaPs within this timeframe, the Corridor 6 will provide the publication of the remaining – non-booked – PaPs by end of April. The period between X-8 and X-7,5 (end of April) will be used for the management of paths requests and finding appropriate solutions like, solving conflicts (double bookings). Therefore, the C-OSS needs all remaining PaPs for this task until X-7.5



3.5.3. Reserve capacity (RC)

Reserve Capacity consists in remaining capacity in the running timetable dedicated to international ad-hoc freight trains along the corridor.

The IMs have decided to create a reserve capacity (article 14 (5) of the regulation 913/2010/EU) based on PaPs to allow a quick and optimal answer to the requests.

Reserve capacity on RFC 6 will be a collection of several sections along the corridor.

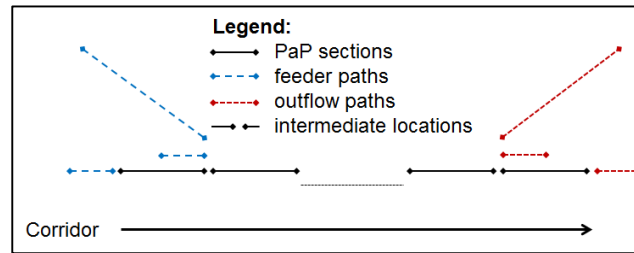
Reserve capacity may consist either in non-requested PaPs or PaP constructed out of remaining capacity by the IMs after the allocation of the overall capacity for the Annual Timetable.

RC will be published in form of PaPs in PCS and listed on the Web site from Mid-October (2 months before timetable change) until 21 days before the day of train running. After this deadline, requests will have to be addressed to the concerned IMs/ABs.

3.5.4. Feeder/Outflow paths

In case the available PaPs or RC do not cover the entire requested path, the applicant may include, within the same application, a feeder and/or outflow path request in connection with the PaP section(s) addressed to the C-OSS via PCS.

A feeder/outflow path refers to any path/path section prior to reaching an intermediate point on the corridor (feeder path) or any path/path section after leaving the corridor at an intermediate point (outflow path).



Graph with possible scenarios for feeder/outflow paths in connection with a request for one or more PaPs section(s)

In case of applications including feeder/outflow paths and/or Terminal slots, the Corridor OSS will forward the request to the concerned national IMs and ensure a consistent path construction between the feeder and the Corridor-related path section.

3.5.5. Multiple corridor requests

It is possible for capacity requests to cover multiple corridors. The Applicant may choose in the list of available PaPs through several corridors.

The leading/coordinating C-OSS shall be assigned according to the reference point given by the Applicant in PCS. This coordinating role can be changed later among the C-OSSs depending on the situation. Draft and final offers is communicated only by the leading/coordinating C-OSS.

3.6. Conditions for booking capacity via the C-OSS

For Corridor dedicated capacity Applicants are allowed to address their international path request to one single point, as is the C-OSS, via PCS. The request will be managed by the COSS and a joint offer will be provided by the COSS via PCS.

All technical information is available in the implementation plan of the corridor.

RFC 6 applies the internationally agreed deadlines for placing path requests as well as for allocating paths (for the calendar, see: www.rne.eu)

3.7. Handling of Capacity Request

3.7.1. Path Request Phase (annual timetable)

The applications for the annual timetable must be applied within the 2^o Monday of April (x-8), the international deadline established on European level.

In order to apply requests for the Corridor dedicated capacity, the Applicants shall:

- ✓ submit the path application to a C-OSS of RFCs;
- ✓ use the PCS tool;
- ✓ apply the complete international path request from the origin to the final destination applied in a single PCS dossier, which could consist of several PaP sections on one or more corridors including feeder and/or outflow paths and also national catalogue paths.

The path request to be considered as international must cross a least one border on a corridor.

- ✓ respect the technical parameters (Length, type of loco, profile, weight...) of the path sections on the path request IMs will consider the requests for different parameters in the context of Flex PaP.

In case of use of Flex PaP the following principles concerning feeder and outflow connections must be applied:

- Handover Point
Points with fixed times, Stops and feeder and outflow-connection possible. If no further path, feeder/outflow or additional PaP section is applied the destination terminal of the train has to be mentioned.
 - Intermediate Point
Stops and feeder and outflow-connection possible. If no further path, feeder/outflow or additional PaP section is applied the destination terminal of the train has to be mentioned.
 - Operational points
Stops possible, no feeder/outflow connection.
- ✓ include the non-PaP sections, (Feeder / Outflow connecting to PaP sections) into the request with the indication of the timing of departure, arrival, stopping times in order to provide information to IMs on possible solutions within range of margins (PCS provides a special field for this purpose)

List of the various booking possibilities:

- ✓ 1 One RU for the entire path (PaP/RC + feeder/outflow), will use the path on its own;
- ✓ 1 One RU (PaP/RC + feeder/outflow), will use the path together with Partners RU(s);
- ✓ 2 Two or more RUs (PaP/RC + feeder/outflow);
- ✓ 1 One applicant, not being an RU, for the entire path (PaP/RC + feeder/outflow), possibilities for booking feeder/outflow depend on national regulation(s);
- ✓ Combination of an applicant, not being an RU, with one or more RUs for the entire train run (PaP/RC + feeder/outflow);

3.7.1.1. Check of capacity requests

The C-OSS collects and registers all the incoming capacity requests. The C-OSS will only treat requests for freight trains requesting PaPs and crossing at least one border on the corridor. The C-OSS checks the quality of the path request and in case it is either incomplete or inconsistent, the C-OSS will contact the applicant(s) in order to complete the missing information within five (5) working days. If the required information is not delivered within this timeframe, the request will not be treated further.

The Corridor OSS has to forward to the competent IMs, the applications which contain feeder and/or outflow paths, or any other modifications that cannot be covered by the PaP but the related answer will be communicated by the C-OSS as single face to the customer.

For any request which cannot be met by the Corridor PaP catalogue, the C-OSS will forward the application to the competent IMs, that have to consider the application as sent on time and the related answer will be communicated by the C-OSS as single face to the customer.

All other requests, non-fitting the above requirements, will be immediately forwarded to the concerned IMs/ABs for further treatment and the related answers will be provided directly by the concerned IMs/ABs.

For any request which cannot be met by the Corridor PaP catalogue, the C-OSS will forward the application to the competent IMs that have to consider the application as sent on time.

3.7.1.2. Capacity requests for multiple corridors

In case of the application contains several PaPs sections of more than one Corridor that is a multi-corridor request, the IC-OSS, will carry on all the tasks involving the other participating C-OSS to ensure their cooperation in treating multiple corridor requests.

3.7.1.3. Additional services

Requests for additional services (e.g. shunting, parking) have to be addressed in PCS where the appropriate field is available and if not directly to the appropriate IM/AB on national level

3.7.1.4. Communication with applicant

The C-OSS will handle all communication concerning requests by PCS or via e-mail

Handling late path requests:

The Corridor OSS may also receive late path requests referring to the PAPs kept available at X-7.5 by the updating of the PaP catalogue into PCS. As well as for the annual timetable, the C-OSS will carry on the same tasks related to applications, in the late phase.

The late path requests will be treated, with related feeder / outflow paths once the timetable with requests placed on time has been finalised. This means, the applicant(s) will receive an offer for the entire path not before the end of August according to RNE International calendar.

If the late path request cannot be met by the C-OSS and there is no other/suitable alternative PAP or if the request is rejected or if a flexible approach is needed, the Corridor OSS forwards the

application to the competent IMs. The concerned IMs deliver their results to the Corridor OSS, so that the Corridor OSS can communicate the final offer to the Applicants.

The C-OSS is responsible for the continuous updating of the PAP catalogue in PCS.

The C-OSS is responsible for their allocation base on the process for late path requests following the principle "first come - first served"

3.7.1.5. Allocation

The decision on the allocation of PaPs and reserve capacity on the corridor is taken by the C-OSS. For the feeder and outflow paths, the allocation decision is made by the relevant IMs/ABs and communicated to the applicant by the C-OSS.

All necessary contractual relations regarding network access or allocation contract procedures have to be dealt between the applicant and each individual IM/AB.

3.7.2. Priority rules in capacity allocation

3.7.2.1. Need for priority determination

In the path request phase of the annual timetabling process it is very likely that several applicants request the same PaP or PaP sections published by the RFCs at X-11. One of the main tasks of the C-OSS is to identify multiple requests for the same PaP and to solve the conflicts.

The aim of the conflict solving process is to allocate the requested PaP to one applicant and to offer alternative solutions to the other applicants. Alternative solutions may be either an alternative PaP (if available) or a tailor-made path to be constructed and provided by the IMs.

3.7.2.2. Coordination principles

In case of conflicts, conflict solving should be done in the first step by consultation, if the following criteria are met:

- The difference between the priority values (as described in annex 3) of the conflicting requests is not higher than 20% of the highest priority value
- Only 2 requests for the same PaP.
- Only one RFC involved (conflict is on a single RFC)
- Alternative PaPs are available

The C-OSS addresses both applicants and proposes a solution. If both applicants agree to the proposed solution within 5 days, the coordination process ends. In case of no agreement, the priority rules described have to be applied.

Experiences of the conflict solving process should be evaluated and taken into consideration for the PaP planning process of following timetable periods. Changing the PaP offer according to the experiences may reduce the number of conflicts in following years

3.7.2.3. Priority determination by distance and days of operations

One way for calculating a value for comparison of several requests for the same PaP or PaP sections is based on the total length of consecutive PaP sections requested (on a single corridor or on connected corridors) multiplied by the number of requested days of operations. This calculation results in a “priority value” for each conflicting request. In case a conflict cannot be solved by consultation, the PaP shall be allocated to the applicant whose request has the highest priority value.

3.7.2.4. Additional element for priority determination: “Network PaP”

The method for priority determination described in section 11.1 does not take into account capacity availability in specific geographical relations or of market segments with special requirements in train path characteristics on the Rail Freight Corridors. In some corridor sections, capacity may be scarce and priority rules should not lead to PaP sections remaining unused and thus wasting capacity.

For better matching specific traffic demands – especially for capacity requests involving more than one RFC – the corridors may designate a certain number of the published PaPs as “Network PaPs”.

3.7.2.5. Definition of Network PaP

“Network PaPs (in short “NetPaPs)” are PaPs designated to foster the optimal use of infrastructure capacity and address the needs for capacity in specific geographical relations or of market segments with special requirements in train path characteristics. They may be offered on a single RFC or on two or more connected RFCs. “Network PaPs” consist of contiguous PaP sections linked together and are identified by a special ID or marker in PaP catalogues and IT tools.

3.7.2.6. Criteria for “Network PaP designation

“Network PaPs” aim at better matching traffic demands and best use of available capacity, especially for capacity requests involving more than one RFC.

Origin and destination of “Network PaPs” and the number of “Network PaPs” offered will depend on

- Results of Transport Market Studies
- Experiences of RFCs and IMs from previous years (e.g. number of requests, number of requests involving more than one RFC)
- Customer feedback concerning previous years (e.g. received from RAG)
- Customer expectations and forecast (e.g. received from RAG)
- Evaluation of the available capacity according to possessions planning.

In particular PaP sections connected to, running through or going around infrastructure with scarce capacity (including congested lines) should be taken into consideration when designating “Network PaPs”.

Traditional PaPs (i.e. PaPs which are no Network PaPs) and “Network PaPs” are very similar and managed in the same way whenever possible. Differences are summarised in the following table:

Traditional Pre-arranged Path (PaP)	Network PaP
The offer is provided by the IMs/ABs of one corridor	The offer may involve more than one corridor. In that case, it is provided by the IMs/ABs of all involved corridors
Connecting sections on one corridor	Connecting sections on one corridor or on more than one corridor
Connecting consecutive sections	Connecting consecutive sections or direct relation origin/destination without possibility to enter or leave the path on intermediate handover points
Relations are mentioned in CID book 4	Relations and share of Network PaPs in relation to normal PaPs are mentioned in CID book 4
Priority calculation when just ‘normal’ PaPs are part of the conflict: $L_{PAP} \times Y_{RD} = K$	Priority calculation when a Network PaP is part of the conflict: $L_{NetPAP} \times Y_{RD} = K$

3.7.2.7. “Network PaP” designation process

- “Network PaPs” shall be designated in a transparent and non-discriminatory manner.
- RFCs seeing the need for “Network PaPs” create a list of “Network PaP” origins and destinations and an indicative share of all PaPs for each timetable period.
- Arguments for “Network PaP” designation, RFC sections to be covered by “Network PaPs” and an indicative share of “Network PaPs” in regards of all PaPs offered on the RFC.
- “Network PaP” construction shall follow the same rules as the traditional PaPs procedures and priorities. However, it is possible that “Network PaPs” and PaPs have different technical parameters (e.g. speed, profiles).
- Both “Network PaPs” and traditional PaPs shall be published at X-11.

If no “Network PaP” is involved in the conflicting requests

L^{PAP} = Total requested length of pre-arranged path.

L^{FO} = Total requested length of the feeder/outflow path(s); 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.

K = The rate for priority

All lengths are counted in kilometres.

The priority is calculated according to this formula:

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

This formula has to be used so that

in a first step the priority value (K) is calculated using only total requested length of pre-arranged path (L^{PAP}) 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 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 request cannot be separated in this way, a random selection is used to separate the requests.

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:

$$K = (L^{NetPAP} + L^{Other P\text{AP}} + L^{F/O}) \times Y^{RD}$$

K = Priority value

L^{NetPAP} = Total requested length (in kilometres) of the PaP defined as "Network PaP" on either RFC

$L^{Other P\text{AP}}$ = Total requested length (in kilometres) of the PaP (not defined as "Network PaP") on either RFC

$L^{F/O}$ = Total requested length of the feeder/outflow path(s); 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

This formula shall be used so that

- in a first step the priority value (K) is calculated using only 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 ($L^{NetPAP} + L^{Other P\text{AP}}$) 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 ($L^{NetPAP} + L^{Other P\text{AP}} + L^{F/O}$) multiplied by the Number of requested running days (Y_{RD}) in order to separate the requests

All detailed scenarios and example are explained in the RNE guidelines for Corridor OSS.

In cases, where there will be exactly the same request by two or more applicants; the following steps will be applied:

- ✓ A consultation phase between all applicants and the C-OSS will take place.

3.7.2.8. Satisfied request

In case the priority rule has to be applied, the applicant prioritised will be informed, at x-7.5 by the C-OSS (before the draft timetable offer)

3.7.2.9. Non satisfied request (applicant who did not get the PaP as requested)

In case the priority rule has to be used, the applicant who did not get the requested corridor PaP section in conflict, will be informed by the COSS -at x-7.5

In this case, the C-OSS will offer an alternative PaP as close as possible to the first request. The “unserved applicant” has to accept or reject the offered alternative within 5 working days. In case there is no answer by the applicant or the alternative will not be accepted, the C-OSS will forward the original request to the concerned IM/AB providing information about the conditions for acceptance from the customer. In case of refusal IMs will base the tailor made offer on the “tolerances” provided by the applicant in the original request. The request will be treated by the IM/AB as placed in time (i.e. until the 2nd Monday in April). Feeder and/or outflow paths may have to be adapted as a consequence. Tolerance will be used and coordination with applicant with the support of COSS when necessary.

3.7.3. Handling of unused PaPs at X-7.5

The Corridor GA will make a decision regarding the number of PaPs to be kept after X-7.5. The decision on which PaPs to keep or to return to the respective IMs/ABs will depend on the “booking situation” at that moment. More precisely, at least the following three criteria will be taken into account (by decreasing order of importance):

- ✓ There must be enough capacity for late requests and reserve capacity;
- ✓ the demand for international paths placed by other means than PCS must be considered;
- ✓ Need for adaptation of PaP offer due to possible changes in the planning of possessions;

The PaPs that will be returned to the IMs/ABs are published in PCS as catalogue paths unless each IM/AB individually decides to withdraw them entirely from PCS in order to use them as free capacity on their network.

The remaining PaPs will be published during the late request phase in PCS with continuous updating from X-7.5.

4. Modifications of requests

Modification of request) cannot happen before the full acceptance of the final offer by applicant and will be treated as late path request, except for:

- ✓ Cancellation of part of the running days;
- ✓ Shortening the route in the context of the corridor as long as the modified path(s) still has at least one border crossing on a corridor;

5. Path Alteration process:

According to article 14.8 of the regulation it may be possible for IMs to make PaPs alteration not less than 2 months before scheduled time. This situation may happen when due to capacity constraints IMs need to make adaptations to the timetable. In any case Applicants will be consulted for alternative proposals that can be accepted or refused. IMs will propose a train path of an equivalent quality and reliability.

6. Withdrawal of request

Withdrawing a request is only possible between X-8 (after path requests deadline) and X-4 (before final allocation) for annual timetable requests and between the date of request and date of allocation for late request and reserve capacity. Once the allocation is done, only cancellation remains possible.

6.1. Generalities on RFC 6

At the moment, no harmonised rules for conditions for withdrawing a request are valid for the entire corridor can be presented. The tables are showing general indications. For further detail contact the C-OSS might be necessary.

6.2. Overview of the current national conditions for withdrawal of request

Applicant may withdraw a request before the final allocation, the following rules applied:

Country:	Condition:
Spain	Free of charge
TP FERRO	Free of charge
France	Free of charge
Italy	Please find the relevant rules via the following link: http://www.rfi.it/cms-file/immagini/rfi/PIR_2015_cap4.pdf See Art. 4.6.1
Slovenia	Free of charge

Hungary	Free of charge
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7. Complaints

There could be cases when despite of all efforts from applicant, from C-OSS and from IM an agreement has not been successfully reached, it is possible for the applicant to address the complaint to one of the regulatory body along the corridor. Contacts can be found on the following link or under Annex 2 Book 1 of corridor information document.

http://ec.europa.eu/transport/modes/rail/market/regulatory_bodies_en.htm

The regulatory bodies along the corridor have signed an agreement in order to nominate a central point of contact:

ART – Autorità di Regolazione dei Trasporti

Via Nizza 230, 10126 Torino

Telefono: 011.0908500

E-mail: art@autorita-trasporti.it

PEC: pec@pec.autorita-trasporti.it

The cooperation agreement can be found at:

<http://www.mit.gov.it/mit/site.php?p=cm&o=vd&id=2856>

8. Transfer of capacity

Once capacity is allocated to an applicant, it shall not be transferred by the recipient to another applicant, except in case the applicant is not a licensed RU with safety certificates and therefore nominates the executing RU. C OSS needs to be informed of this situation.

9. Cancellation

Cancellation refers to the phase between the 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 path

9.1. Overview of cancellation fees and deadlines on RFC 6

At the moment, no harmonised rules for the entire corridor can be presented. So this topic will follow the national rules below.

Country:	Cancellation fees:
Spain	All requested paths are charged a reservation fee. This fee will not be charged if the cancellation of the path is communicated to ADIF before 12h00 a.m. of the working day before the day of the train run.
France	All requested paths are charged a reservation fee.

	All modifications or cancellations are charge 36 Euros. The reservation fee is due for paths cancelled after X-2	
Italy	Please find the relevant rules via the following link: http://www.rfi.it/cms-file/immagini/rfi/PIR_2015_cap4.pdf See Art. 4.6.2 A) and B)	
Slovenia	Cancellation less than 6 hours prior to the scheduled time of departure	50% of user charge for allocated train path
	AD-hoc train path cancellation prior to the scheduled time of departure	25 € + VAT

Hungary	<p>Cancellation fees depend on the time before train run VPE is informed. The early, the cheaper. It is calculated as a percentage of the basic service charge. Details can be found on VPE WEB (http://www2.vpe.hu/en/performance-regime)</p>	<p>Up to 5 days before the schedule of the train = 0% Between 5 days and 24 hrs before the schedule of the train = 1% Within 24hrs of the schedule of the train = 3% Within 24 hrs after the schedule time of the train run (if the train has not departed yet) = 5% Without cancellation beyond 24 hrs after the schedule time of train run = 100%</p>
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10. Non usage conditions

If the RU does not show up, the case will be treated as follows.

Country:	Explanations:	
Spain	The rail infrastructure manager may reduce reserved capacity when, in a period of at least one month, this has been used less than the quota allocated to the Applicant. If the capacity is used in different conditions than requested (length, load, etc.) the IM would also be able to reduce the reserved capacity.	
France	If non usage is evident and can be demonstrated there is no charge.	
Italy	100% of the charge, net of cost of electricity	
Slovenia	The train path has not been cancelled and the train does not run or cancellation after the scheduled time of departure	100% of user charge for allocated train path
	- - (ad-hoc train path)	25 € + VAT and 100% of user charge for allocated train path
Hungary	Please find the relevant rules via the following link: http://www2.vpe.hu/en/performance-regime (from page 17)	

11. Invoicing

The C-OSS is not involved in invoicing. All costs (charges for using a path, administration fees, etc.) are invoiced by the respective IMs/ABs.

Currently, there is a difference within the various countries regarding the invoice for the path charge. In some countries, the path applicants will receive the invoice, in other countries the invoice will be sent to the applicant which has applied/used the path.

Country:	Explanations:
Spain	Reservation fee is charged to the applicant who requests the capacity. Circulation fee is charged to the RU which make effective use of the capacity (<i>RU that does the traction</i>)

France	Path charge will be invoiced to the applicant who requested the path.
Italy	Path charge will be invoiced to the RU which signed the contract
Slovenia	The Applicant who has been allocated train paths, before starting perform transport services, sign with the Agency a Contract on PRI usage charge payment. SZ inputs for charging principles and process. Meeting Vienna 2014_07_30
Hungary	Path charge will be invoiced to the applicant, which requested the path.

12. Monitoring of the allocation phase

RF6 is evaluating all along the process the performance of the corridor based on KPI proposed in the Framework for Capacity allocation:

Monitoring on a bi-annual basis as a minimum.

- Pre-arranged paths (PaP)
 - ✓ Number of PaPs for which standard priority rule applies
 - ✓ Number of PaPs for which Network PaP priority rule applies
- The number of requests period X-11 till X-8 and X-8 (-1 day) till X-2 (with feeder/outflow sections)
 - ✓ Total number of requests
 - ✓ Number of requests covering only PaP sections where standard priority rule applies
 - ✓ Number of requests covering only PaP sections where Network PaP priority rule applies
- Number of PaPs which are allocated by C-OSS
 - ✓ Number of PaPs for which standard priority rule applies
 - ✓ Number of PaPs for which Network PaP priority rule applies
- Number of PaPs which reached the active timetable phase
- Number of conflicting applications (double booking at X-8)
 - ✓ Conflicts solved by consultation
 - ✓ Conflicts decided based on standard priority rule
 - ✓ Conflicts decided based on the Network PaP priority rule
- Indicator for reserve capacity to be allocated by C-OSS between X-2 and X+12
 - ✓ Paths offered
 - ✓ Paths allocated
 - ✓ Paths reaching the status of active timetable

13. Traffic Management

The Art.16 of the regulation is stating that “the management board of the freight corridor shall put in place procedure for coordinating traffic management along the freight corridor. The management boards of connected freight corridors shall put in place procedures for coordinating traffic between such freight corridors”

13.1. Pre-arranged train paths for trains running on the corridor

The infrastructure managers of the freight corridors shall jointly define and organise international pre-arranged train paths for freight trains.

The C-OSS defines pre-arranged paths and these paths are offered to freight trains crossing at least one border (Art. 14(4)).

The corridor trains running on these international paths are high priority international freight trains.

13.2. Priority rules in traffic management

Legal frame:

- ✓ PaP trains on time have to be kept on time (art 17.3);
- ✓ A common quality standard has to be decided, taking in account the priority rules really applied (art 17.1);

There is no need to apply the same priority rules in the different network along the corridor, only target has to be common.

IM of the RFC6 usual PRIORITY RULES, are available on the RNE WEB site, by the “Priority rules in operations” web page, at the following link:

http://www.rne.eu/priority_rules/index.php.

13.3. Strategy and coordination procedures for traffic management.

Since the Infrastructure Managers are working together, there are existing bilateral agreements. These procedures are in place among Spain – France, France – Italy, Italy – Slovenia, Slovenia – Hungary. Bilateral agreements can be obtained **on demand at C-OSS**.

In addition, when existing there are specific cross border procedures in place between IM’s according to the border point. These procedures detail the operational link between all the actors at a specific point. (Cross - Border traffic).

- A: List of Bilateral agreements (including those in national languages)
B: List of cross borders procedures and documents

For the starting phase of the corridor Rail Freight Corridor 6 considers that bilateral agreements and cross border procedure are in place.

At a later stage, in order to improve the performance along the corridor, RFC6 will define the scope of the traffic management process including:

- ✓ Main routes and diversionary routes and main characteristics;
- ✓ Operational scenarios;
- ✓ Existing traffic management priority criteria and tools;
- ✓ Communication flows between actors and tools commonly used.

13.4. Connections at borders information

Spain – France

This connexion supports specific characteristics, due to the different track gauge, UIC in French side and a specific gauge in Spanish side. The transfer between the two networks is done inside the complex Cerbere / Port Bou with different gauge tracks and blended itineraries between the two stations...

Regarding the different types of freights and loads, different procedures may be applied:

- ✓ Container transfer using gantry cranes;
- ✓ Manual transfer for different size merchandises (as motor vehicles);
- ✓ In certain cases, load transfer using individual cranes;
- ✓ Axle changing is done by the private company TRANSFESA;

The main difficulty for an efficient transit between Spain and France is the different gauge in both networks. A transfer operation may last from 6 less/more, depending on the methods and characteristics of operations

On the other hand, the fixed link between Spain and France operated by TP Ferro is offering the same UIC gauge using ERTMS on board equipment.

France – Italy

The Modane section and sidings are belonging to RFF and SNCF/Infra. Operations are controlled by SNCF/Infra.

Interoperable trains may run through the station to and from Italy. No specific conditions are necessary apart from those listed in the implementation due to infrastructure constraints.

Italy – Slovenia

The main operational obligation is changing a locomotive in station Villa Opicina because of different auto-stop devices between Slovenia and Italy. By implementation of ETCS by both IMs (RFI and SŽ-Infrastruktura) this problem should be solved. Villa Opicina border station is located 4 km from the State line with Slovenia, on the Italian side.

This station is managed by RFI, the territorially competent Infra Manager, both for the maintenance, timetabling and operations point of view so that, with regards to operations as well as for safety and security matters, particularly as concerns the dangerous goods transports, RFI provisions apply.

Railway Undertakings' rolling stock and staff is required to own the prescribed certificates and qualifications and the professional knowledge to operate in the border station and section.

Provided that both Infra Managers (RFI and SŽ) must ensure the safety and regularity of the railway service on the respective networks, information on operations is continuously exchanged between the Villa Opicina station master and the correspondent colleague in Sežana.

In case of relevant Disruption, accident and/or any other event having a significant impact on the service regularity, the needed measures –such as a temporary operation suspension or the trains re-routing- are agreed by RFI and SŽ competent Traffic Control Centres in Venezia and Ljubljana.

Slovenia - Hungary

The main operational obligation is changing a locomotive in station Hodoš because of line Pragersko – Hodoš, which is not electrified yet, so in Hodoš electrical locomotive has to be changed with diesel and vice versa.

By electrifying this line (work is in progress) the different electrification systems will appear, so at those point the single-system electrical locomotive has to be changed or a multisystem electrical locomotive has to be used.

The employees of RUs related to Óriszentpéter – Hodoš border crossing, who work at Hodoš station, has to be aware of the rules of the document "Kézikönyv a vasúti társaságok végrehajtó szolgálatot ellátó dolgozóinak munkájához Hodos üzemváltó állomáson"

13.5. Coordination of traffic management along the corridor and with terminals

Among the IMs and between the IM and Terminal to coordinate and monitor the traffic, the following RNE IT tool will be used as a basis:

- ✓ Train Information System (TIS): a web-based application monitoring international traffic on real time and providing historical information through its reporting function; not all involved parties are currently using such a tool, but a roll-out to other partners is foreseen;
- ✓ Traffic Control Centres Communication (TCCCom) (under development): the TCCCom tool that allows a better and interoperable communication between cross border dispatching centres. Before this tool is fully in place, the already existing national tools are used;
- ✓ The presented tools and procedures shall be applied for all cross border traffic. The main strategy is to improve the already existing means in order to ensure that all communication needs are fulfilled on a standardised way and that the used tools are integrated and user-friendly at the maximum possible extent;
- ✓ TIS – Train Information System: as an RNE tool can be useful for the IMs and RU for free of charge. TIS is a web-based application that supports international train management by delivering real-time train data concerning international passenger and freight trains. The relevant data is processed directly from the Infrastructure Managers' systems;
- ✓ If all of the members will use TIS, each IM can follow the trains along the corridor;
- ✓ Till the full implementation of the TIS on the whole corridor line, members could use TCCCOM between dispatching centres and „TIS Light” to inform each other;
- ✓ TIS Light – manual data entry;

14. Traffic Management in case of disturbances

Art 17 of the regulation is stating that “Management Board of the freight corridor shall adopt common targets for punctuality and/or guidelines for traffic management in the event of disturbance to train movements on the freight corridor.....”

14.1. Communication procedures

The IM should inform the neighbouring IMs and the concerned RUs in their own country. These activities are part of the bilateral agreements.

As soon as the concerned IM is aware of the existing of a disruption affecting a corridor PaP it has to inform the PMO as soon as possible. RFC6 is studying a solution for using both TCCCom as well as any alternative ways for communicating real time information. A specific periodical information will be given for monitoring/reporting purposes.

14.2. Coordination procedures

The coordination procedures are included in the bilateral agreements. These procedures are covering what is happening in case of disturbance on sections of the corridor such as diversionary routes/connecting lines technical equipment and restrictions, coordination flow to inform IMs and Applicants and also some indication of recovery time according to sections of lines.

14.3. Operational procedures

In case of deviations from timetable or use of diverted route, the operational procedures are covered by the bilateral agreement and procedures. In case of event mentioned the PMO must be informed about the situation. Information should be sent to PMO using as much as possible TCCCom when available

15. Performance monitoring

The performance monitoring is to be managed upon the provisions of Train Performance Management Manual of RFC 6. The performance monitoring of RFC6 will be done in two steps:

- 1) Monitoring of PaPs allocated by C-OSS (Short term objective);
- 2) Monitoring of selected international freight trains passing through the corridor lines and border.

Punctuality targets:

- ✓ Punctuality threshold for corridor trains is 30 minutes at the final destination;
- ✓ At least 60 % of the monitored corridor trains should be punctual at the destination point;

Long term performance objectives (KPIs):

- ✓ Number of corridor trains per month;

- ✓ Length of PaP (km);

Monitoring tools:

Trains will be monitored on the basis of information provided by TIS. In case TIS is not fully operational on the corridor especially at the beginning of the implementation of the corridor, RFC6 will look at possibilities to use IM's internal information systems. This would require regular data to be provided to C-OSS identifying Train on PaPs and all trains.

On the other hand, RFC6 will look at possibilities to involve data from the terminals. RFC6 will issue a periodical annual train performance report on the corridor to be shared with Applicants and Terminals concerned.

16. Coordination of possessions

IM/AB/RFC are aiming at securing the coordination of possessions from the long term to the short term. The planning of works should limit the risk of blocking the capacity and allow a minimum of available capacity on lines crossing borders.

Coordination principles:

- ✓ In the case of a capacity restriction on one section of the Corridor which does not allow re-routings, further restrictions in other sections of the corridor should be avoided, unless they do not affect the total capacity offer (also over a longer period) of the RFC in a negative way;
- ✓ In case of total closure the aim should be to plan the maximum amount of works simultaneously if technically possible;
- ✓ A capacity restriction on one section of the Corridor which requires re-routing of traffic shall be coordinated with capacity available over alternative routes and border crossings to limit the negative impact on the capacity offer of the RFC. This may be done for example by prohibiting planned capacity restrictions on the alternative route;
- ✓ A capacity restriction on one section of the Corridor which requires re-routing of traffic shall be coordinated or combined with additional restrictions on neighbouring sections of the corridor if the same re-routings may be used. If possible, modifying the time of additional possessions shall be taken into consideration;
- ✓ Possessions should not be planned in such a way that they conflict with published PaPs. This demands active communication between the possession planning IMs and the C-OSS.

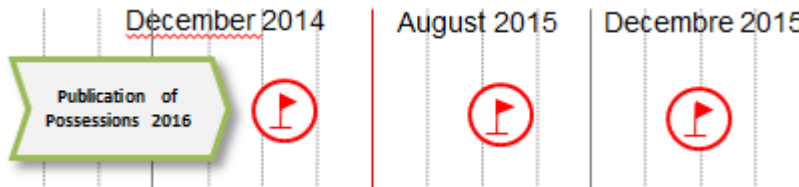
IM/AB is putting in place process for coordinating works along the corridor. When necessary applicants have to be involved in the discussions. Applicants are informed either directly by the IM's or by Corridor OSS

The coordination process for RFCs should start at around 25 months in advance of the timetable change with the first publication of major possessions from X-24

After coordination of capacity restrictions among IMs involved in the RFC publication of the coordinated possessions, RUs should be given the possibility to comment on the planned activities. Comments should be sent to the Corridor Organisations.

The comments of RUs have only an advisory and supportive character but shall be taken into consideration. Regular meetings of the Railway Advisory Group (RAG) of the RFCs should be used as information platform regarding the planning of possessions. If necessary, RFCs/IMs will initiate special meetings with RUs/Applicants for discussing and solving open issues.

The publication of the possession programs is made at the end of December, August and December each year on RFC WEB. RFC provides a selected list of possessions that may have an impact on the capacity.



Annex 1 – Glossary/abbreviations

Term/expression	Definition
AB	In this document, only the term Infrastructure Manager (IM) is applied. It refers to IMs and also – if applicable – to Allocation Bodies (ABs).
Allocation	Means the allocation of railway infrastructure capacity by an Infrastructure Manager or Allocation Body. When the C-OSS takes the allocation decision as specified in Art. 13(3) of Regulation 913/2010, the allocation itself is done by the C-OSS on behalf of the concerned IMs, which conclude individual national contracts for the use of infrastructure based on national network access conditions.
Applicant	Definition in Directive 2012/34/EU: <i>a railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities under Regulation (EC) No 1370/2007 and shippers, freight forwarders and combined transport operators, with a public-service or commercial interest in procuring infrastructure capacity.</i>
Capacity restrictions	Reduced availability of infrastructure. This can include times of possessions for maintenance, repair, renewal, enhancement, construction works. This includes also speed, length and weight restrictions or other influences on rolling stock (e.g. diesel only).
Catalogue path (CP)	Any kind of pre-constructed path if it is not a prearranged path on a Rail Freight Corridor according to Regulation 913/2010.

Term/expression	Definition
CID	<p>Corridor Information Document</p> <p>According to the Regulation 913/2010: a document drawn up, regularly updated and published by the Corridor Management Board. This document comprises all the information contained in the network statement of national networks regarding the freight corridor in accordance with Article 3 of Directive 2001/14/EC; the list and characteristics of terminals, in particular information concerning the conditions and methods of accessing the terminals; information concerning the procedures of application for capacity, capacity allocation to freight trains, traffic management coordination, and traffic management in the event of disturbance.</p>
CIS	<p>Charging Information System. A web-based application for Railway Undertakings (RUs), Infrastructure Managers (IMs) and Allocation Bodies (ABs) which provides fast information on charges related to the use of European rail infrastructure and estimates the price for the use of international train paths.</p> <p>For further information please visit: http://cis.rne.eu</p>
Conflicting applications	<p>The situation where, after co-ordination of the requested paths and consultation with Applicants, it is not possible to satisfy requests for infrastructure capacity adequately. This is because several Applicants are applying for the same/adjacent path sections in more or less the same time period.</p>
Connecting point	<p>A point in the network where a Corridor cross another Corridor and it is possible to shift the services applied for from one Corridor to the other.</p>
Corridor OSS (C-OSS)	<p>A joint body designated or set up by the RFC organisations for Applicants to request and to receive answers, in a single place and in a single operation, regarding infrastructure capacity for freight trains crossing at least one border along the freight Corridor. (EU Regulation No 913/2010, Art. 13). The Corridor One-Stop Shop.)</p>
Dedicated capacity	<p>Capacity which has to be foreseen by the Corridor Organisations to fulfil the requirements of Regulation 913/2010. It refers to pre-arranged paths and reserve capacity.</p>
ERTMS (European Railway Traffic Management System)	<p>ERTMS is a major industrial project being implemented by the European Union, which will serve to make rail transport safer and more competitive. It is made up of all the train-borne, trackside and line side equipment necessary for supervising and controlling,</p>

Term/expression	Definition
	in real-time, train operation according to the traffic conditions based on the appropriate Level of Application.
ETCS (European Train Control System)	This component of ERTMS guarantees a common standard that enables trains to cross national borders and enhances safety. It is a signalling and control system designed to replace the several incompatible safety systems currently used by European railways. As a subset of ERTMS, it provides a level of protection against over speed and overrun depending upon the capability of the line side infrastructure.
ExBo	Executive Board of the Rail Freight Corridor.
Feeder/outflow path (F/O)	Any path/path section prior to reaching an operation point on RFC (feeder path) or any path/path section after leaving the RFC at an operation point (outflow path). The feeder and/or outflow path may also cross a border section which is not a part of a defined RFC.
Flexible approach	When an Applicant requests adjustments to a Pre-arranged Path, as e.g. different station for change of drivers or shunting that is not indicated in the path publication. Also if the Applicant requests feeder and/or outflow paths connected to the Pre-arranged Path and/or a connecting path between different RFCs, these requests will be handled with a flexible approach. When there is a case of 'force majeure', an unforeseeable exterior factor as well as the need for safety critical work the flexible approach justified.

Term/expression	Definition
Flex PaP	<p>Semi-finalised path product with the following, most relevant characteristics:</p> <ul style="list-style-type: none"> ➤ Harmonised handover times at network borders are fix and published ➤ Origin, destination, intermediate locations: <ul style="list-style-type: none"> ▪ IMs may communicate times for their own locations ➤ Indication for each corridor section: <ul style="list-style-type: none"> ▪ Standard journey times ▪ Parameters ➤ IMs may limit (per section or for the entire network) <ul style="list-style-type: none"> ▪ Number of stops ▪ Total stopping time ➤ In path elaboration phase (x-8 to X-5): <ul style="list-style-type: none"> ▪ Path planning by IMs can be done focussed on optimal capacity use but respecting agreed border time
Force majeure	An unforeseeable exterior factor, which could also infer urgent and safety critical work.
Handover point	Point where the responsibility changes from one IM/AB to another.
IM	<p>Infrastructure Manager.</p> <p>Definition in Directive 2012/34/EU: <i>'infrastructure manager' means anybody or firm responsible in particular for establishing, managing and maintaining railway infrastructure, including traffic management and control-command and signalling; the functions of the infrastructure manager on a network or part of a network may be allocated to different bodies or firms.</i></p> <p>In this document, only the term Infrastructure Manager (IM) is applied. It refers to IMs and also – if applicable – to Allocation Bodies (ABs).</p>
Implementation Plan	Definition in Regulation 913/2010: <i>the document presenting the means and the strategy that the parties concerned intend to implement in order to develop over a specified period the measures which are necessary and sufficient to establish the freight corridor.</i>
Intermediate location	It is the end and start of a Corridor section excluding border point

Term/expression	Definition
Interchange point	Location where the transfer of responsibility for the wagons, engine(s) and the load of a train goes from one RU to another RU. Regarding a train running, the train is taken over from one RU by the other RU, which owns the path for the next journey section.
KPIs (key performance indicators)	Performance factor with which the progress regarding important objectives can be measured within an organization
MB	Management Board of the Rail Freight Corridor.
Network PaPs (NetPaPs)	"Network PaPs (in short "NetPaPs)" are PaPs designated to foster the optimal use of infrastructure capacity and address the needs for capacity in specific geographical relations or of market segments with special requirements in train path characteristics. They may be offered on a single RFC or on two or more connected RFCs. "Network PaPs "consist of contiguous PaP sections linked together and are identified by a special ID or marker in PaP catalogues and IT tools.
Overlapping section	National infrastructure sections where two or more Corridors share the same infrastructure.
PCS	Path Coordination System, formerly known as Pathfinder. A web-based application developed by RailNetEurope (RNE). Main working tool for Corridor path requests management.
Possessions	Times when parts of the infrastructure are used by the IM in order to manage the infrastructure. The reasons may be any activities of the IM on the infrastructure or its equipment (e.g. maintenance, repair, renewal, enhancement, construction).
Pre-arranged Path (PaP)	A pre-constructed path on a Rail Freight Corridor according to the Regulation 913/2010. A PaP may be offered either on a whole RFC or on sections of the RFC forming an international path request crossing one or more international borders.
Pre-constructed path product	Any Kind of pre-constructed path, i.e. a path constructed in advance of any path request and offered by IMs; applicants can then select a product and submit a path request. Pre-constructed path products are either: - Pre-arranged paths (PaP) on Rail Freight Corridors or - Catalogue paths (CP) for all other purposes

Term/expression	Definition
RAG	Advisory Group of Railway Undertakings.
RB	Regulatory Body or Regulatory Authority (RA). An appeal body in case of disputes.
Reserve Capacity (RC)	Capacity – e.g. Pre-arranged paths still available or additional paths created during the running timetable period for ad-hoc market needs (Art 14 (5) Regulation 913/2010).
RFC	Rail Freight Corridor. A Corridor organised and set up in accordance with Regulation 913/2010. A 'List of initial freight corridors' is provided in the Annex of the Regulation.
RFC-Handbook (DG MOVE working document)	Handbook on Regulation concerning a European rail network for competitive freight.
Rail Freight Regulation (RFR)	Regulation (EU) No. 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight.
RNE	RailNetEurope. International cooperation among Infrastructure Managers.
RU	Railway Undertaking. Definition in Directive 2012/34/EU: <i>'railway undertaking' means any public or private undertaking licensed according to this Directive, the principal business of which is to provide services for the transport of goods and/or passengers by rail with a requirement that the undertaking ensure traction; this also includes undertakings which provide traction only.</i>
TAF-TSI	Technical Specification for Interoperability relating to Telematic Applications for Freight.
TAG	Advisory Group of Terminal owners/managers.
Tailor made solution	Same definition as for flexible approach.
TCCCom	Traffic Control Centres Communication.
Terminal	Definition in Regulation 913/2010: <i>'terminal' means the installation provided along the freight corridor which has been specially arranged to allow either the loading and/or the unloading of goods onto/from freight trains, and the integration of rail freight services</i>

Term/expression	Definition
	<i>with road, maritime, river and air services, and either the forming or modification of the composition of freight trains; and, where necessary, performing border procedures at borders with European third countries.</i>
TIS	Train Information System. A web-based application that supports international train management by delivering real-time train data concerning international passenger and freight trains. The relevant data is processed directly from the Infrastructure Managers' systems. For more information please visit: http://tis.rne.eu
TMS	Transport Market Study.
Travel Time	The scheduled time which a train is expected to take between two given locations.
WG	Working Group organised with members addressing Corridor topics (e.g. capacity, performance, infrastructure, etc.).
Works	Any kind of maintenance or engineering works on the infrastructure and its equipment. In the Corridor Information Document the term "possessions" will be used.
X-/ +n	First day of the annual timetable (X) and the months (n) prior to/subsequent to.
X-8 (months)	Deadline for requesting paths for the annual timetable (Annex VII, Directive 2012/34/EU).
X-11 (months)	Deadline for publication of pre-arranged paths (Annex VII, Directive 2012/34/EU).