



**MEDITERRANEAN  
RAIL FREIGHT CORRIDOR**  
Spain-France-Italy-Slovenia-Croatia-Hungary

# MEDITERRANEAN RFC

## CID BOOK 1

## GENERALITIES

TT 2019/2020

## Version Contols

### Version control Book 1

Version number	Chapter changed	Changes compared to the previously published version	X marks, which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
1.0		RFC 6 General Assembly approval 04/12/2018	X	X

Version Control Book 2				
Version number	Chapter changed	Changes compared to the previously published version	X marks, which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
1.0		RFC 6 General Assembly approval 04/12/2018	X	X

VERSION CONTROL BOOK 3			
VERSION	AUTHOR	DATE	CHANGES
0	PMO	10/11/2013	TT 2013/2014 and TT 2014/2015 publication
1	PMO	13/01/2014	TT 2014/2015 publication
2	PMO	28/02/2014	Added Torino Orbassano AFA Terminal in Italy
3	PMO	12/01/2015	TT 2015/2016 publication
4	PMO	12/01/2015	Added 4 terminals between Algericas - Madrid
5	PMO	11/05/2015	RFF/SNCF Réseau related updates in Book 3. Name of the company and the logo were changed
6	PMO	24/11/2015	Version 3 for TT 2016 Common Structure by RNE
7	PMO	24/11/2015	Extension to Croatia
8	PMO	11/01/2016	Stakeholders consultation
9	PMO	22/12/2016	General update
10	PMO	18/01/2017	Línea Figueras Perpignan S.A. took over the Infrastructure Manager competencies from TP FERRO
11	PMO	22/12/2017	New terminals in Spain, Slovenia and Hungary
12	PMO	11/09/2018	Contact details update in Spain
13	PMO	11/10/2018	RFC 6 General Assembly approval 11/10/2018 new member joined

VERSION CONTROL BOOK 4				
Version number	Chapter changed	Changes	X marks, which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
1.0		MEDITERRANEAN RFC General Assembly approval 04/12/2018	X	X

VERSION CONTROL BOOK 5			
VERSION	AUTHOR	DATE	CHANGES
V2Dec2016	PMO	02/12/2016	General Update including the new line Nimes Montpellier
V09Jan2017	PMO	09/01/2017	Executive Board Comments
V19Jan2017	PMO	19/01/2017	Línea Figueras Perpignan S.A. took over the Infrastructure Manager competencies from TP FERRO
V24Feb2017	PMO	24/02/2017	SZ-I contact update
V08Jan2018	PMO	08/01/2018	Yearly update
V26Jan2018	PMO	26/01/2018	New maps
V11Oct2018	PMO	11/10/2018	MED RFC GA approval new member joined
V4Dec2018	PMO	04/12/2018	New maps

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This is Book 1, harmonised across all corridors. For ease of understanding and in order to respect the particularities of some corridors, common procedures are always written at the beginning of a chapter. The particularities of Mediterranean RFC are placed below the common texts and marked as follows:



The corridor-specific parts are displayed in this frame.

## Glossary

A general glossary can be found in the Annex -1 of this CID Book 1, which is harmonised over all RFCs and is also available on the website of the Corridor under the following link.



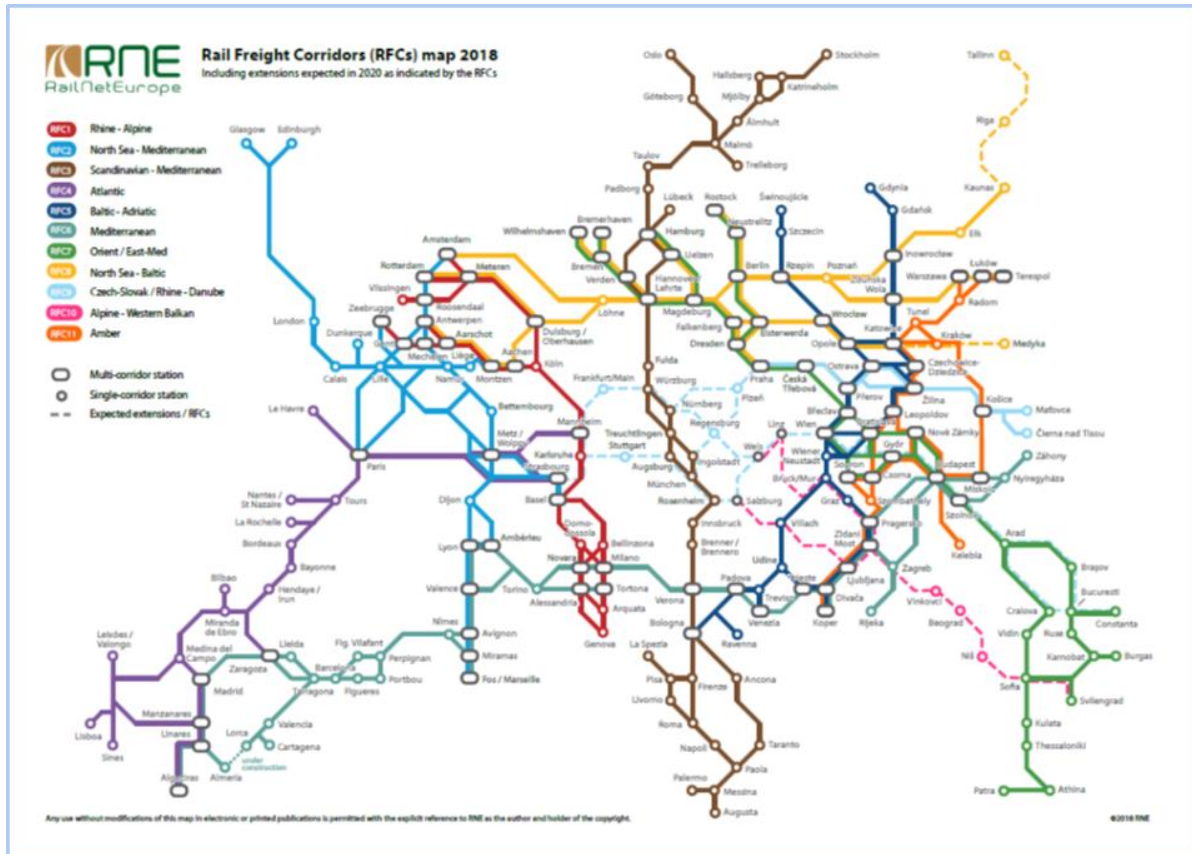
The CID Glossary is available at:

[https://www.railfreightcorridor6.eu/RFC6/Public/RFC6\\_CID\\_Book1\\_2019-20\\_14-01-2019\\_Glossary.pdf](https://www.railfreightcorridor6.eu/RFC6/Public/RFC6_CID_Book1_2019-20_14-01-2019_Glossary.pdf)

## 1 Introduction

Regulation (EU) 913/2010 of 22 September 2010 concerning a European rail network for competitive freight (hereinafter: Regulation) was published in the Official Journal of the European Union on 20 October 2010 and entered into force on 9 November 2010.

The purpose of the Regulation is to create a competitive European rail network composed of international freight corridors with a high level of performance. It addresses topics such as governance, investment planning, capacity allocation, traffic management and quality of service and introduces the concept of Corridor One-Stop Shops. According to the Annex of the Regulation, initially nine corridors were defined. In addition, Commission Decisions were issued about the establishment of two additional corridors. The schematic overview of the corridor network is displayed below.



The corridors commit to fulfil their intended role of increasing the competitiveness of international rail freight, unlocking the tremendous growth potential for long-distance freight traffic and promoting rail's key role in a sustainable transport system. The improved marketability of the corridors is key to maintaining and winning over end-customers to the rail solution.

In accordance with the Regulation, each corridor has set up a governance structure consisting of two levels: an Executive Board (composed of representatives of the ministries of the Member States) and a Management Board (composed of representatives of the Infrastructure Managers (IMs) and Allocation Bodies (ABs)). The corridors also set up two Advisory Groups (AGs): one consisting of representatives of terminal owners and managers, the other one consisting of representatives of Railway Undertakings (RUs).

The corridors have designated or set up Corridor One-Stop-Shops (C-OSS) for allocating certain types of international freight capacity (Pre-arranged Paths (PaPs) and Reserve Capacity (RC)) on the corridor.

More details about the Corridor structure are described in Chapter 4 of this Book 1 and in Book 5.

A corridor is a complex project that follows a new set of rules and procedures. For this reason, the Corridor Information Document (CID) was created to provide all corridor-related information and to guide all applicants and other interested parties through

the workings of the corridor in line with Article 18 of the Regulation. Together with RailNetEurope (RNE), the corridors have harmonised the structure and most of the texts to allow easier access to and understanding of this information.

In order to achieve a stronger harmonisation of the corridors' various implementation approaches, RNE provides a coordination platform for the corridors to jointly develop harmonised processes and tools, to the benefit of the applicants, as well as IMs and ABs that are part of several corridors.



## 2 Structure of the CID

The CID applies the RNE CID Common Structure so that all applicants can access similar documents for different corridors and in principle, as in the case of the national NSs, find the same information in the same place in each one.

The CID is divided into five books to clarify the specificity and independence of the key content of the document, and to facilitate the organisation and updating of information. The corridors, together with RNE, developed harmonised texts for all corridors valid for Book 1, Book 2 and Book 4.

The five books of the CID are as follows:

### ➤ **Book 1: Generalities**

The key purpose of Book 1 is to provide the reader with an introduction to the corridor concept and an efficient guide to the consultation of CID information. Book 1 is the only one not directly referred to in the Regulation.

### ➤ **Book 2: Network Statement Excerpts**

Book 2 gives an overview of all information published in the national NSs of the IMs/ABs of the Corridor for the corresponding timetable year. These documents follow an identical structure on the basis of the RNE NS Common Structure, allowing for a set of links to the NSs concerned.

### ➤ **Book 3: Terminal Description**

Book 3 provides information about the designated corridor terminals.

### ➤ **Book 4: Procedures for Capacity and Traffic Management**

Book 4 describes the procedures for capacity allocation by the C-OSS, planned Temporary Capacity Restrictions, Traffic Management and Train Performance Management. All conditions concerning applicants, the use of the C-OSS and its products (PaPs and RC) and how to order them are explained here.

### ➤ **Book 5: Implementation Plan**

As specified in the Regulation, Book 5 covers the following topics:

- Description of the characteristics of the Corridor,
- Essential elements of the TMS,
- Objectives and performance of the Corridor,
- Indicative investment plan,
- Measures to implement Article 12 to 19 of the Regulation.

During the drafting of the Implementation Plan, the input of the stakeholders is taken into account following a consultation phase. The Implementation Plan is approved by the Executive Board of the Corridor before publication. The CID is a single document and therefore all five books should be considered as integrated. However, the five books may have different updating needs.

### 3 Corridor description

The railway lines of the Corridor are divided into:

- **Principal routes:** on which PaPs are offered,
- **Diversiónary routes:** Routes on which PaPs may be considered temporarily in case of disturbances, e.g. long-lasting major construction works on the principal lines. So, it is a routing bypassing places (where alternative options exist) on the principle route - related routes and destinations and PaPs apply for it.
- **Connecting lines:** lines connecting the corridor lines to a terminal (on which PaPs may be offered but without an obligation to do so). It is a routing bypassing places (where alternative options exist) on the principle route - related routes and destinations and PaPs apply.
- **Expected lines:** Expected lines can be found in Chapter 2.1 Book 5.










#### ➤ **Diversiónary routes:**

- based on current and expected traffic patterns on which PaPs are offered permanently for commercial reasons and the line concerned is considered being within the corridor
- routes which are not used for PaPs, but may become used temporarily in case of incidents, described in the Handbook for International Contingency Management

The schematic map of Mediterranean RFC is displayed below



-  Principal route
-  Diversionary route
-  Connecting line
-  Overlapping section
-  Geographic border
-  Important junction/node
-  Important junction/node in common with other RFC



### Further information on the Mediterranean RFC related overlapping sections

Overlapping routes	IMs involved	RFCs involved	Section length km
Algeciras – Madrid	ADIF	RFC4 & RFC6	763
Marseille – Lyon	SNCF Réseau	RFC2 & RFC6	530
Venezia – Trieste/Koper – Ljubljana – Pragersko	RFI, SŽ – I	RFC5 & RFC6	371/287
Koper – Ljubljana – Pragersko – Hodoš – Zalaszentiván	SŽ – I, MÁV	RFC11 & RFC6	450
Győr – Budapest – Szajol	MÁV	RFC7 & RFC6	250

## 4 Corridor organisation

In accordance with Article 8 of the Regulation, the governance structure of the Corridor assembles the following entities:

- Executive Board (ExBo): composed of the representatives of the Ministries of Transport along the Corridor



*Members of the ExBo of Mediterranean RFC are as follows:*

- Ministry for Transport – Spain
- Ministry for Ecology, Sustainable Development and Energy – France
- Ministry of Infrastructure and Transport – Italy
- Ministry of Infrastructure – Slovenia
- Ministry of the Sea, Transport and Infrastructure – Croatia
- Ministry of National Development – Hungary

- Management Board (MB): composed of representatives of the IMs and ABs along the Corridor, which are responsible for the implementation of the Corridor within their home organisations. The Management Board is the decision-making body of the Corridor.



*Members of the MB of Mediterranean RFC are as follows:*

ADIF		Spain
LFP		Spain/France
SNCF Réseau		France
Oc'Via		France
RFI		Italy
SŽ-I		Slovenia
HŽI		Croatia
MÁV		Hungary
VPE		Hungary

- Railway Undertaking Advisory Group (RAG): composed of RUs interested in the use of the Corridor.

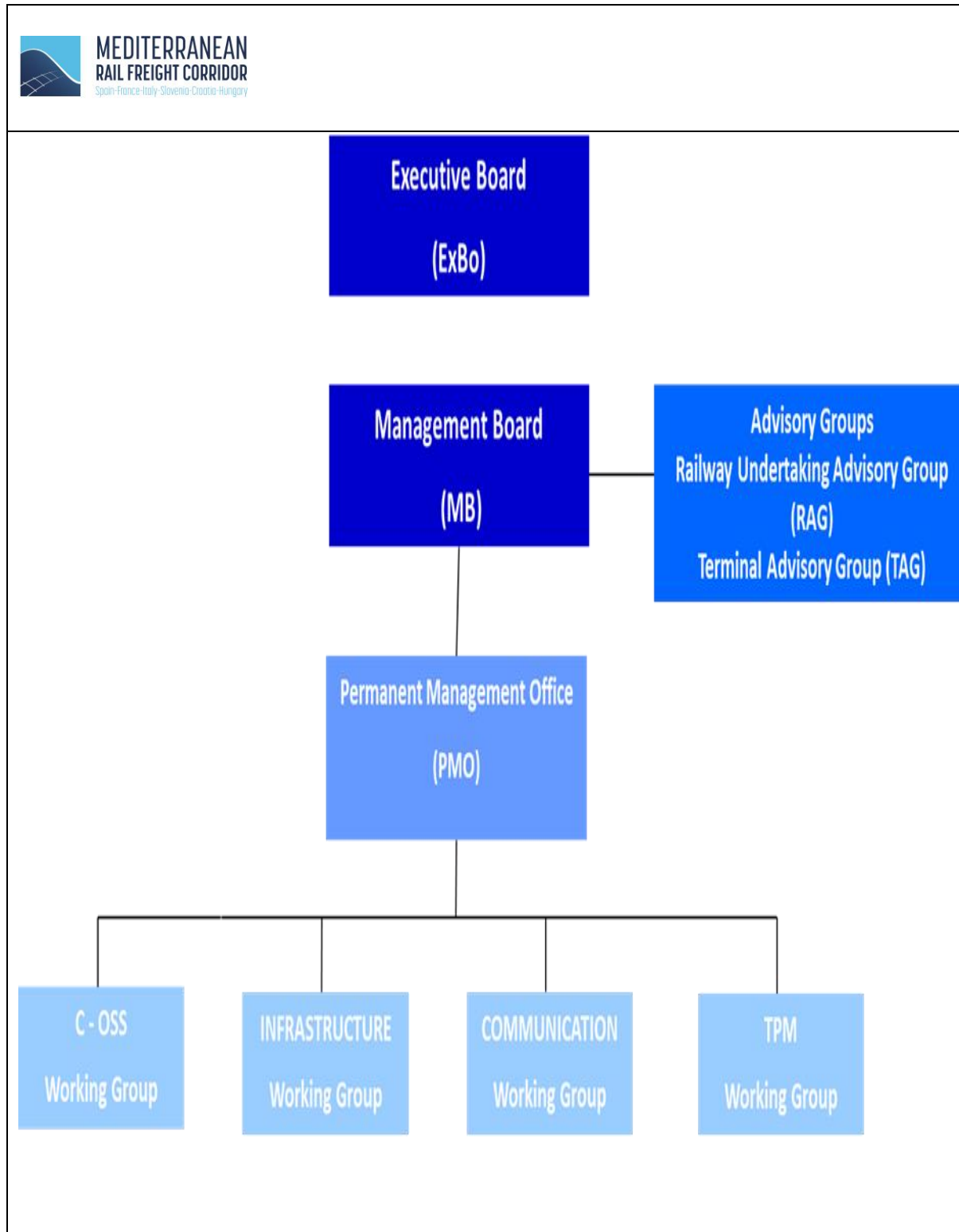


*Mediterranean RFC also invites non-RU applicants to its RAG meetings.*

- Terminal Advisory Group (TAG): composed of managers and owners of the terminals of the Corridor including, where necessary, sea and inland waterway ports.

The internal working structures within the corridor organisation and the connection between the corridor organisation and other stakeholders, as well as conditions for participation in the RAG and TAG, are described in Book 5.

Organigram:



The Corridor organisation is based on the Internal Rules by the member IMs and ABs.

For the execution of the common tasks the MB has decided to build up the following structure:



Effective 1st of January 2014 the Management Board took a form of EEIG (European Economic Interest Grouping, a legal body). As a consequence, the role of Management Board was taken over by the General Assembly of EEIG RFC 6 (hereinafter: GA).

The operational management of the Corridor is executed by a Permanent Management Office (hereafter: PMO) set up in Milan (Italy) to support the implementation of the RFC 6 and to ensure the functioning of the EEIG. The migration of Corridor D EEIG towards RFC 6 EEIG was implemented in early 2014. The PMO is led by the Managing Director and is composed by two other fulltime dedicated people in the start-up phase: one Infrastructure Adviser (who is also the Deputy Director) and one OSS leader. The corridor one-stop-shop is applying the dedicated C-OSS model of RNE from 1st July 2013.

In late 2014, the EEIG GA decided to hire a fulltime Office Assistant to support the work of the PMO and at the beginning of 2017 a part time Project Manager.

To fulfil the tasks described in Article 13 of the Regulation, a Corridor One-Stop-Shop (C-OSS) was established as a single point of contact for requesting and receiving answers regarding infrastructure capacity for freight trains crossing at least one border along the Corridor. For contact details see Chapter 5 of this Book 1 and Chapter 2.2 of Book 4.



In order to facilitate the work regarding the implementation of the Corridor, several permanent and/or temporary working groups were formed consisting of experts in specific fields delegated by the IMs/ABs.

## 5 Contacts

Applicants and any other interested parties wishing to obtain further information can contact the following persons:



*The relevant contacts of Mediterranean RFC are published on its website under the following link:*

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



## 6 Legal framework

This CID complies with the current legal framework.

### 6.1 EU legal framework (excerpt)

- Regulation (EU) 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight,
- Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (Recast),
- Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure,
- Regulation (EU) 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No. 661/2010/EU,
- Regulation amending Regulation No 913/2013:
  - Regulation (EU) 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) 67/2010,
- Decisions under Article 5(6) of Regulation No 913/2013 (new corridors and corridor extensions):
  - Commission Implementing Decision 2015/1111 of 7 July 2015 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea-Baltic rail freight corridor with Article 5 of the Regulation 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight,
  - Commission Implementing Decision 2017/177 of 31 January 2017 on the compliance with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council of the joint proposal to establish the 'Amber' rail freight corridor,
  - Commission Implementing Decision 2017/178 of 31 January 2017 amending Implementing Decision (EU) 2015/1111 on the compliance of the joint proposal of the Member States concerned to extend the North Sea-Baltic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight.
  - Commission Implementing Decision (EU) 2018/300 of 11 January 2018 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the Atlantic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council,

- Commission Implementing Decision (EU) 2018/491 of 21 March 2018 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea Mediterranean rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council,
- Commission Implementing Decision (EU) 2018/500 of 22 March 2018 on the compliance of the proposal to establish the Alpine-Western Balkan rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council.

## 6.2 Framework for Capacity Allocation (FCA)

Referring to Article 14.1 of the Regulation, the Executive Board of the Corridor adopted the 'Framework for Capacity Allocation (FCA)' which is relevant for the allocation of train paths executed by the C-OSS. This FCA has been developed jointly by the ministries of transport on all corridors. The respective link is available in Chapter 3.1 and Annex 4.A of Book 4.

## 6.3 Other

The applicable national legislation is listed in the NSs of the respective IMs (and, if applicable, ABs). The respective links are available in Chapter 1 and Chapter 3 of Book 2.

## 7 Legal status

This CID is drawn up, regularly updated, and published in accordance with Article 18 of Regulation 913/2010 regarding information on the conditions of use of the freight corridor. By applying for capacity on the corridor the applicants accept the provisions of Book 4 of CID. Parts of this CID may be incorporated into contractual documents. Every effort has been made to ensure that the information is complete, correct and valid. The involved IMs/ABs accept no liability for direct or indirect damages suffered as a result of obvious defects or misprints in this CID or other documents. Moreover, all responsibility for the content of the national Network Statements or any external sites referred to by this publication (links) is declined.

## 8 Validity period and updating process

### 8.1. Validity period

This CID is valid for timetable year 2020 and all associated capacity allocation processes related to this timetable year.

### 8.2. Updating process

The CID is published for each timetable year on the 2<sup>nd</sup> Monday of January of the previous timetable year.

All Books of the CID can be updated when necessary according to:

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

## 9 Publishing

The CID Books are available free of charge in electronic format.



*The CID Books of Mediterranean RFC are available on the website:*

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

## 10 IT tools

Mediterranean RFC uses the following common IT tools provided by RNE in order to facilitate fast and easy access to the corridor infrastructure / capacity and corridor-related information for the applicants.

### 10.1 Path Coordination System (PCS)

PCS is the only tool for publishing the binding\* PaP and RC offer and for managing international path requests on the Corridor. The advantage of this solution is that the displayed data for a PaP or RC may be used for creating a path request dossier – without any manual copying. Furthermore, this method simplifies the presentation and management of the paths, which remain in the catalogue for allocation as ad-hoc paths during the running timetable period.

Access to PCS is free of charge. A user account can be requested via the RNE PCS Support: [support.pcs@rne.eu](mailto:support.pcs@rne.eu).

More information can be found in Book 4 Chapter 2.5 of this CID and via <http://pcs.rne.eu>.



\*Due to technical issues, please be aware that some Infrastructure Managers will publish PaP & RC differently in 2020. More details are provided in Annex 4.D of Book 4

### 10.2 Train Information System (TIS)

TIS is a web-based application that supports international train management by delivering real-time train data concerning international trains. The relevant data are obtained directly from the IMs' systems. The IMs send data to TIS, where all the information from the different IMs is combined into one train run from departure or origin to final destination. In this manner, a train can be monitored from start to end across borders. TIS also provides support to the Corridor Train Performance Management by providing information for punctuality, delay and quality analysis.



All IMs on Mediterranean RFC participate in TIS

RUs and terminal operators may also be granted access to TIS. They are invited to join the RNE TIS Advisory Board as all members of this board grant all other members full access to TIS data if they are involved in the same train run. However, if the RUs and terminal operators concerned are not members of the RNE TIS Advisory Board, mutual agreements have to be signed between individual RUs and between RUs and terminal operators.

Access to TIS is free of charge. A user account can be requested via the RNE TIS Support: [support.tis@rne.eu](mailto:support.tis@rne.eu).

For more information please visit the RNE TIS website: <http://tis.rne.eu>.

### 10.3 Charging Information System (CIS)

The CIS is an infrastructure charging information system for applicants provided by IMs and ABs. The web-based application provides fast information on indicative charges related to the use of European rail infrastructure and estimates the price for the use of international train paths. It is an umbrella application for the various national rail infrastructure charging systems.

The CIS also enables an RFC routing-based calculation of infrastructure charge estimates. It means that besides the conventional method, which is independent of RFC routing, the users can now define on which RFC(s) and which of their path segments they would like to make a query for a charge estimate.

Access to CIS is free of charge without user registration. For more information please visit the RNE CIS website <http://cis.rne.eu> or contact the RNE CIS Support: [support.cis@rne.eu](mailto:support.cis@rne.eu).

### 10.4 Customer Information Platform (CIP)

The CIP is an interactive, internet-based information tool. Access to the CIP is free of charge and without user registration.

For accessing the application, as well as for further information, please use the following link:

<http://info-cip.rne.eu/>



*The Mediterranean RFC is now part of the Customer Information Platform (CIP)*

## 11 Corridor language

The common working language on Mediterranean RFC, as well as the original version of the CID, is English.

In case of inconsistencies between the English and the translated version, if existent, the English version of the CID always prevails. Any deviations from the above will be indicated separately.

The language used in operations is determined by national law.



*Mediterranean RFC has no additional official languages*



## ANNEX – 1.

The Glossary is available at:

[https://www.railfreightcorridor6.eu/RFC6/Public/RFC6\\_CID\\_Book1\\_2019-20\\_14-01-2019\\_Glossary.pdf](https://www.railfreightcorridor6.eu/RFC6/Public/RFC6_CID_Book1_2019-20_14-01-2019_Glossary.pdf)