



**BOOK 4**

**PROCEDURES FOR CAPACITY  
AND TRAFFIC MANAGEMENT**

**TT 2016/2017**

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
9	PMO	11/05/2015	RFF/SNCF Réseau related updates in Book 4. Name of the company and the logo were changed
10	PMO	24/11/2015	Update for TT2017, revision according to RNE Common Structure by RNE V6, including Croatia and improvements. Harmonization of text in common with the other corridors and new version of framework for capacity allocation.
11	PMO	22/12/2016	General update
12	PMO	18/01/2016	Línea Figueras Perpignan S.A. (LFP) took over the Infrastructure Manager competencies from TP FERRO



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## 1. Introduction and legal bases

This document describes the procedures for Capacity Allocation by the Corridor One-Stop-Shop (C-OSS), for Traffic Management and for the Coordination of Works (CoW).

All rules concerning applicants, the usage of the Corridor One-Stop-Shop and its products - Reserve Capacity (RC), Pre-arranged Paths (PaP) and how to order them - are explained here.

The processes, provisions and steps related to Pre-Arranged Paths and Reserve Capacity refer to the Regulation (EU) 913/2010 and are applicable to all applicants. For all other issues, the relevant conditions presented in the Network Statements of the corridor IMs/ABs are binding where stated.

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

OSS contacts are: [OSS@railfreightcorridor6.eu](mailto:OSS@railfreightcorridor6.eu)

Tel: +39 0236742661 (Available during working hours)

One Stop Shop Rail Freight Corridor 6

Via Ernesto Breda 28 Milano Italy

WEB: [www.railfreightcorridor6.eu](http://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 has at its disposal the dedicated corridor capacity and takes an allocation decision with regard to applications for PaPs and RC.

The Corridor OSS carries out his assigned working task as operative body of the EEIG set up by 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. Main Tasks of the C-OSS

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

Its task are to:

- give information regarding access to the Corridor infrastructure
- publish the PaP Catalogue and RC, provided by IMs, into PCS
- collect all the applications for PaPs
- 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 and consultation process or applying the 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 solved 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

The decision on the allocation of PaPs and RC on the corridor is taken by the C-OSS on behalf of the IMs/ABs. 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 have to be dealt with between the applicant and each individual IM/AB.

### 3.1. Framework for Capacity Allocation

Referring to Article 14.1 of the Regulation (EU) 913/2010, the Ministers of transport adopted a decision related to capacity allocation by the C-OSS on RFC 6. For timetable 2016/2017, a revised version was drafted and adopted by the representatives of the Executive Board. The detailed text can be found on RFC6 WEB:

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

The Framework for Capacity Allocation (FCA) constitutes the legal basis for capacity allocation via the C-OSS.

### 3.2. Applicants

An applicant means a railway undertaking (RU) or an international grouping of RU's or other persons or legal entities, such as shippers, freight forwarders and combined transport operators, with a commercial interest in procuring infrastructure capacity.

An applicant shall accept the general terms and conditions of RFC6 in order to be allowed to place requests. With the signature the applicant declares that it:

- accepts the conditions relating to the procedures of allocation as described in the Corridor Information Document.
- is able to place path requests via the IT system.
- data required for the path request

The general terms and conditions have to be accepted before placing requests to the C-OSS. In case of an incoming request by an applicant who has not signed the general terms and conditions, the C-OSS shall ask the applicant to provide the signature of this document

The declaration form for the general terms and conditions can be downloaded:

The allocation of pre-arranged paths and reserve capacity by the C-OSS to an applicant is without prejudice to the national administrative provisions for the use of capacity.



Only if the C-OSS is in possession of the signed declaration and the legitimation is verified, the C-OSS will handle the request based on the principles described in this document.

If the applicant is not a RU, it shall appoint the responsible RU for execution of the traffic as early as possible, but at the latest 30 days before the first running day. The appointment of the executing RU(s) is only valid if at 30 days before the running day at the latest regardless of whether it is prearranged paths or reserve capacity, the appointed RU(s) possesses all the necessary authorisations, including licences, certificates and contracts with the involved IM/AB(s) at least before train run. If the necessary authorisations are not available, the PaP will be treated as cancelled by the applicant, and national rules for the cancellation of a path will be applied, including its financial consequences.

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 IMs/ABs.

If RFC 6 does not supply PaPs/RC on a line, 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.

For the feeder and outflow sections national rules applies.

General Terms and Conditions document can be found at:

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

### **Corridor overview for applicants not being an RU**

There are different national regulations regarding the nomination of the RU(s) by an applicant, not being an RU, who requests feeder and outflow

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 AA by the Ministry of Transport (Fomento)
LFP			
SNCF Réseau	Path allocation contract must be signed by the applicant prior to timetable change. SNCF Réseau may ask for further information concerning the financial status of the applicant.		Normal deadline 30 days before operation
RFI	30 days before train run		
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.		
HZI	At the same time when the request is submitted.		
VPE / MAV	10 Days before train running		

If the necessary nomination is not provided at this date, the allocation process of the PaP will end for the whole request. In case RUs are working as partners this measure will affect all of them.

#### Summary according to booking situation

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

### 3.3. Corridor - Related Path products

#### 3.3.1. PaPs for Annual Timetable

PaPs are a joint offer of the IMs/AB of the countries involved in the RFC 6. The IM/AB coordinate cross-border paths for the annual timetable and hand them over to the C-OSS as a single point of contact for publication and capacity allocation.


The PaPs are an off-the-shelf product for international rail freight. In order to meet the applicants' need for flexibility and market demand on the RFC 6 they are split up in several sections instead of PaPs crossing the entire RFC – respectively its terminals. Therefore the offer might also include purely national PaP sections – to be requested in the context of international path applications to the C-OSS (to include at least one border of a Rail Freight Corridor).

It is essential to know that published PaPs are protected in the IMs planning system/tool against major changes (dislocation, shifting, etc.) resulting from other capacity requests.

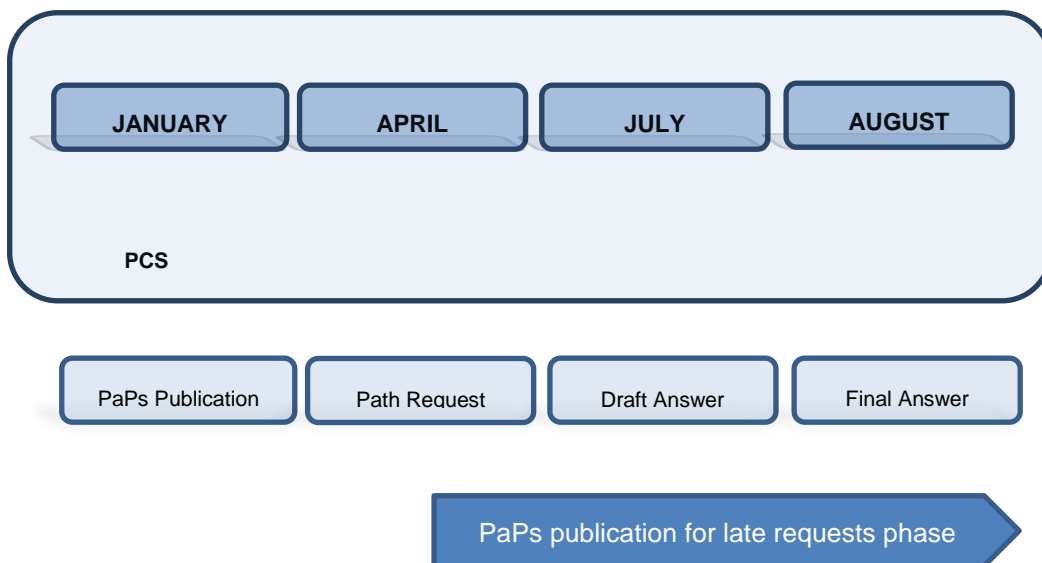
PaPs are published in PCS on the 2<sup>nd</sup> Monday in January (eleven months before the timetable change) and can be requested until the 2<sup>nd</sup> Monday in April (path request deadline). Capacity requests for the annual timetable have to be placed until that date to the C-OSS.

A catalogue of PaPs will be published by the C-OSS in preparation for each respective timetable period

#### 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

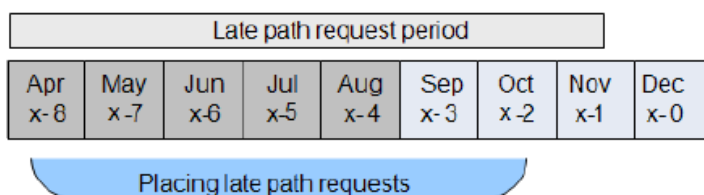
### Pre-arranged paths (PaPs) for Annual Timetable



#### 3.3.2. Late Path Requests

Late requests refer to capacity requests placed within the timeframe from beginning of May until beginning of October concerning the annual timetable, to the C-OSS.

The offer consists of a re-publication or an updating of the remaining – non-booked – PaPs for late path requests, that takes place approximately the first week of May. The period between X-8 and the end of April will be used for solving conflicting requests. Therefore, the C-OSS needs all remaining PaPs for this task until X-7.5 (end of April) and path requests during this timeframe are not permitted.



### 3.3.3. Reserve capacity

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 set 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.

Reserve Capacity will be published in form of PaPs in PCS and listed on the web site from Mid-October (2 months before timetable change) until 30 days before the day of train running. After this deadline, requests will have to be addressed to the concerned IMs/ABs.

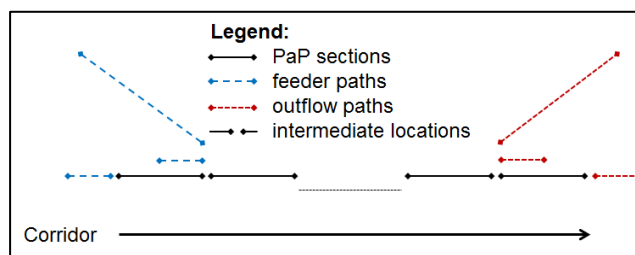
### 3.3.4. Feeder, Outflow and Connecting Paths

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).

Feeder and outflow paths will be constructed upon request in the concerned PCS-dossiers following the national path allocation rules. The communication of the offer will be executed by the C-OSS within the same timeframe as the communication of the requested PaPs.

It must be noted that requesting a connecting path between two PaP sections is possible, but because of the difficulty for IMs to link two PaP sections, a suitable offer might be less likely.



*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, 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.

### 3.3.5. Multiple Corridor Paths

It is possible for capacity requests to cover more than one rail freight corridor. The applicant might request PaP sections of different RFCs in one PCS dossier. Each C-OSS remains responsible for its concerning PaP sections, but the applicant might direct any questions to one of the involved C-OSS, who will coordinate with the other concerned C-OSS if needed.

PaPs between different RFCs might be harmonised. These PaPs can be recognised by having the number of the different RFCs in the PaP ID (for example RFC26PaP0001 is a harmonised offer via RFC North Sea – Med and RFC Mediterranean). In some cases, the Network PaP priority rule might apply. This will be clearly marked in PCS. In those cases, in the PaP ID, "PaP" will be replaced by "Net".

In principle, coordinating C-OSS shall be appointed 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 are communicated only by the coordinating C-OSS.

### 3.3.6. PaPs on overlapping sections

The setting up of the corridor lines bring to situations where there are corridors lines overlapping with other(s). The aim of the corridors in this case is to prepare the best possible offer in order to respect the main flow of traffic connections and also to show all the possible solutions of connecting main connecting points through several corridors.

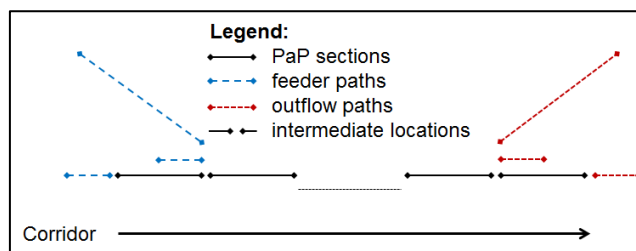
In this situation, corridors are developing a common offer visible through all potential corridors.

The responsible COSSs are commonly deciding who is responsible for the coordination work for each section. This process is remaining transparent for applicants.

Where the same PaPs are to be jointly offered to the applicants by more than one RFC, especially in case of overlapping RFC sections, the designation of the C-OSS responsible for allocating those paths will be coordinated among the RFC MBs concerned

In case of conflict, the responsible COSS will deal with the process of deciding which request should have the priority together with the other COSS. In any case the applicant will be consulted by the responsible COSS.

PaPs are published in PCS in such a way to allow the customers to choose sections on all involved corridors



### 3.4. Conditions for Booking Capacity through the C-OSS

RFC 6 applies the internationally agreed deadlines for placing path requests as well as for allocating paths (for the calendar and processes, consult: [www.rne.eu](http://www.rne.eu) and annexe 4.A International calendar.)

An international request for capacity on a corridor has to fulfil the following requirement:

- to be submitted to a C-OSS
- using the tool PCS including at least one PaP/RC segment (Access to PCS is granted by RailNetEurope upon request of the applicant. Details are explained in the PCS User Manual (<http://pcs.rne.eu/index.php/home.html>)).
- the entire train run from origin to final destination must be requested in one single PCS dossier, but can consist of several PaP/RC segments on one or more corridors including feeder and/or outflow paths
- to cross at least one border on a Rail Freight Corridor
- the technical parameters of the path request have to be within the range of the parameters of the requested PaP segments (exceptions are possible if allowed by the concerned IM/AB e.g. when the timetable of the PaP can be respected)

All applications have to be done in PCS, which is the unique booking tool for RFC 6. The Applicant submits the path request by choosing a specific PaP and opening a PCS dossier for it. The path request may contain feeder/outflow paths and/or minor adjustments to the displayed PaP (e.g. adjusted train parameters or alternative stops without influence to the published border times of PaP).

Applications for PaPs placed directly to the involved IM/AB (e.g. by using national booking tools, by traditional OSS network, by reference in a PCS dossier) will be only considered by the C-OSS, when the concerned IM/AB will inform the applicant on a voluntarily bases to place a correct PaP request in PCS dedicated to the C-OSS on time. PaP capacity requested only via national tools will under no circumstances be allocated.

PaP applications placed via other channels to the C-OSS (e.g. e-mail, fax, telephone, RNE paper template) have to be redirected to PCS. The C-OSS informs the applicant accordingly and provides basic support for using PCS. The C-OSS is not entitled to open PCS dossiers for the applicant.

The C-OSS confirms the receipt of the path application and announces its further treatment.



### 3.5. Handling of Capacity Requests

The C-OSS handles all path requests for PaPs placed via PCS.

#### 3.5.1. Leading tool for the handling of capacity requests

Applicants placing requests to the C-OSS must use PCS. Within the construction process of feeder and outflow paths and tailor made paths, the national tool may show additional information to the applicant.

The following matrix shows each step of the process and which tool is considered as the leading tool.

	Application	Pre-Allocation	Draft Offer	Final Offer	Acceptance Applicant	Contract	Cancellation	Modification
<b>Leading tool</b>	PCS	Mail	PCS	PCS	PCS	National	PCS	PCS
<b>Additional tool</b>						Yes		

#### 3.5.2. Path Request Phase (annual timetabling process)

The applications for the annual timetable must be applied before the 2nd 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 or station of the train must 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 or station of the train must be mentioned.

- Operational points

Stops possible, no feeder/outflow connection is possible.

- ✓ 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)
- ✓ Check the consistency of the request with the partner applicant and going over handover points. Checks should concentrate on :
  - Arrival / departure times
  - Train parametres given in PaPs consistent with trains parametres requested in feeder and outflow.

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);
- ✓ 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);
- ✓ Various applicant not being an RU

### 3.5.2.1. 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 or other entities at national level

### 3.5.2.2. Communication with applicant

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

## 3.5.3. Priority Rules in Capacity Allocation

### 3.5.3.1. 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.

### 3.5.3.2. Coordination principles

In the event of conflicting requests, the C-OSS may seek resolution through consultation in a first step, if the following criteria are met:

- The conflict is only on a single rail freight corridor;
- Suitable alternative pre-arranged paths are available.

Where consultation is undertaken, the C-OSS shall address the applicants and propose a solution. If the applicants agree to the proposed solution, the consultation process ends.

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.

### 3.5.3.3. 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. The following paragraphs are describing the application of priority rules according to the use of Net PaP concept.

#### 3.5.3.4. Additional element for priority determination: “Network PaP”

The method for priority determination described 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”.

#### 3.5.3.5. 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.

#### 3.5.3.6. 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:

<b>Traditional Pre-arranged Path (PaP)</b>	<b>Network PaP</b>
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 <b>or on more than one corridor</b>
Connecting consecutive sections	Connecting consecutive sections <b>or direct relation origin/destination without possibility to enter or leave the path on intermediate handover points</b>
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: $L_{Net\ PaP} \times Y_{RD} = K$

### 3.5.3.7. “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.

Description of the priority rule at X-8 in the event of conflicting requests for pre-arranged paths.

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

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

$L^{F/O}$  = 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.

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:

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

K = Priority value

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

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

$L^{\text{F/O}}$  = Total requested length of the feeder/outflow path(s); for the sake of practicality, is assumed to be the distance as the crow flies.

$Y^{\text{RD}}$  = 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" ( $L^{\text{NetPAP}}$ ) multiplied by the Number of requested running days ( $Y^{\text{RD}}$ )
  - 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 ( $L^{\text{NetPAP}} + L^{\text{Other PAP}}$ ) multiplied by the Number of requested running days ( $Y^{\text{RD}}$ ) 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 ( $L^{\text{NetPAP}} + L^{\text{Other PAP}} + L^{\text{F/O}}$ ) multiplied by the Number of requested running days ( $Y^{\text{RD}}$ ) 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.

### 3.5.3.8. 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)

### 3.5.3.9. Non-satisfied request

When an applicant 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 within 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 2<sup>nd</sup> 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.

### 3.5.4. Handling of Unused PaPs at X-7.5

The Corridor MB 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 used (by decreasing order of importance):

- There must be enough capacity for late requests and reserve capacity
- Take into account the demand for international paths for freight trains placed by other means than PCS
- Need for adaptation of the 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 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.

### 3.5.5. Path Elaboration Phase (including tailor-made and f/o), Draft Offer and Acceptance Phases

The C-OSS forwards the requested Feeder/Outflow paths to the concerned IM/AB at the latest until the second Friday after the deadline for placing requests for elaboration of a timetable offer fitting to the PaP already reserved (pre-allocated). Questions occurring during the path elaboration process (e.g. concerning feeders/outflows or connections between RFCs) may be discussed and arranged between the concerned IM/AB and applicant bilaterally.

At the beginning of May (X-7,5) the COSS address and interim information about the pre-allocation of PaPs that have been requested. The information provided consists of giving a confirmation that PaPs will be provided or alternative PaP is proposed or other tailor solutions because the previous solutions were not possible.

At the RNE deadline for Draft Timetable (X-5) the C-OSS communicates the draft timetable offer for every request concerning a pre-allocated PaP to the applicant via PCS on behalf of the IM/AB.

The C-OSS monitors the observations placed by the applicant on the draft timetable offer for the PaP in PCS. This however only concerns justified observations related to the original path request - whereas modifications to the original path requests are handed over to the concerned IM/AB for further exclusive treatment in the late path request process (without further involvement of the C-OSS).

### 3.5.6. Final Offer Phase

At the RNE deadline (X-4), the C-OSS communicates the final timetable offer for every valid PaP request to the applicants via PCS on behalf of the concerned IM/AB and informs the applicant that the contracts of use of railway infrastructure must be concluded between the IM/AB and the applicant based on the national network access conditions. If, for operational reasons the publication via national tools is still necessary (e.g. ensuring documents for train drivers), the IM/AB have to ensure that there are no differences with the PCS publication.

The applicant must check the final offers and may accept or reject. If acceptance or refusal takes too long, the COSS will send a reminder. Acceptance or refusal of the offer is important for contract related issues with Infrastructure managers.

The applicant shall accept the final timetable offer within five working days

### 3.5.7. Late Path Request Phase

Requests placed after the deadline (X-8) are late requests and will be treated first come first served and will be communicated to the IMs following the same principles as the process for the annual timetable

Requests for remaining PaPs (i.e. placed after the 2<sup>nd</sup> Monday in April), will be treated and allocated according to the principle "first come – first served". However, the feeder and/or outflow path(s) will be constructed by the concerned IM(s)/AB(s) once the timetable with the requests placed on time has been finalised. This means, applicants will not receive an offer for the entire train run before the second half of August, according to the RNE International Calendar.

### 3.5.8. Ad-Hoc Path Request Phase

During this phase, applicants can request paths published as reserve capacity, from X-2, into the forthcoming running timetable, up to 30 days before the actual train run.

The C-OSS receiving the request via PCS will check the consistency of the request and designate the IM/AB involved in the path request. The C-OSS will coordinate the handling of the request and provide the answer via PCS to the applicant, which will also be notified via e-mail.

The applicant will receive the ad hoc request offer not later than 10 Working days before train run.

### 3.5.9. Exceptional Transports and Dangerous Goods

Trains transporting Dangerous Goods or Exceptional Transports will be considered as such according to the national rules of each Infrastructure Manager. National rules regarding both Dangerous Goods and Exceptional Transports will apply in these cases.

When the capacity requested by the Applicant is to be used for the transport of dangerous goods, it shall be so declared in the PCS dossier, and the Applicant shall guarantee the fulfilment of all requirements and rules governing such transport in each involved IM, to safeguard the safety of others and of infrastructures

## 3.6. Request for Changes

### 3.6.1. Modification

Change requests for PaPs placed by the applicant after the X-8 deadline until X-4 are treated by the C-OSS according to the following rule:

- **"Downsizing"** changes to the PaP request (e.g. cancellation of running days, shortening of route by deleting entire PaP sections, lower parameters) which do neither affect the international character of the PaP nor the ranking of the request in the allocation decision according to the priority rule, are handled by the C-OSS and documented in the PCS dossier and the path register accordingly.
- **"Substantial"** changes to the PaP request affecting the border times and the ranking of the request in the allocation decision according to the priority rule, are assumed as complete cancellations of the PaP request. Those change requests are then forwarded to the concerned IM for further treatment as late requests in remaining capacity.
- 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.

### 3.6.2. Withdrawal

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.

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.

#### Overview of the current national conditions for withdrawal of request

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

IM	Conditions
ADIF	Free of charge
LFP	Free of charge
SNCF- RESEAU	Free of charge
RFI	Withdrawal between X-8 – X-4: no fees <u>Withdrawal request after the acceptance of the final offer up to the signing of the contract: 50% of the path charge, not including the cost of electricity.</u> In case of requests on limited infrastructure capacity = 75% of path charge not including the cost of electricity
SZ	Free of charge
HZI	Free of charge
VPE - MAV	Free of charge

### 3.6.3. Transfer of Capacity

Once capacity is allocated to an applicant, it shall not be transferred by the recipient to another applicant, the use of capacity by an RU when carrying out the business of an applicant which is not an RU, is not considered to be a transfer.

### 3.6.4. 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. It must be carried out in PCS at any time to the COSS.

### 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.

IM	Cancellation fee	
ADIF	<ul style="list-style-type: none"> <li>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.</li> </ul>	
LFP		
SNCF - RÉSEAU	<ul style="list-style-type: none"> <li>All requested paths are charged a reservation fee.</li> <li>All modifications or cancellations are charge 36 Euros.</li> <li>The reservation fee is due for paths cancelled after X-2.</li> </ul>	
RFI	<ul style="list-style-type: none"> <li>Trains' path cancellations on limited capacity infrastructure                             <ul style="list-style-type: none"> <li>Until 5 days before operation trains = 50% net of cost of electricity</li> <li>By 4 days before operation trains = 60% net of cost of electricity</li> </ul> </li> <li>Trains' path cancellations on no limited capacity infrastructure:                             <ul style="list-style-type: none"> <li>Until 5 days before operation trains 0%</li> <li>By 4 days before operation trains = 30% net of cost of electricity</li> </ul> </li> </ul> <p><a href="http://www.rfi.it/cms-file/immagini/rfi/PIR_2015_cap4.pdf">http://www.rfi.it/cms-file/immagini/rfi/PIR_2015_cap4.pdf</a></p>	
SZ-I	<ul style="list-style-type: none"> <li>Cancellation less than 6 hours prior to the scheduled time of departure</li> </ul>	<ul style="list-style-type: none"> <li>50% of user charge for allocated train path</li> </ul>
	<ul style="list-style-type: none"> <li>AD-hoc train path cancellation prior to the scheduled time of departure</li> </ul>	<ul style="list-style-type: none"> <li>25 € + VAT</li> </ul>
HZI	<ul style="list-style-type: none"> <li>The applicant has the right to cancel the allocated capacity under the following conditions:                             <ul style="list-style-type: none"> <li>Capacity which has not been cancelled with the regular traffic plan, with payment of the whole charge for the entire train path</li> <li>Capacity requested in the ad hoc procedure for which the timetable is specially designated, with payment of the 20% of the whole charge for the entire train path</li> <li>For all other train path cancellations Applicant, does not pay charge</li> <li>The allocated capacity which has not been used or cancelled in the aforementioned way by the applicant will also be considered as cancelled</li> </ul> </li> </ul>	
VPE/MAV	<ul style="list-style-type: none"> <li>Free of charge</li> <li>Without cancellation/beyond 24 hours after the scheduled time of train run: 100% of the basic service charge (Network access contract contains the rule)</li> </ul>	

### 3.6.5. Non-Usage

IM	Explanations										
ADIF	<ul style="list-style-type: none"> <li>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.</li> <li>If the capacity is used in different conditions than requested (length, load, etc.) the IM would also be able to reduce the reserved capacity.</li> </ul>										
LFP											
SNCF RESEAU	<ul style="list-style-type: none"> <li>If non-usage is evident and can be demonstrated there is no charge.</li> </ul>										
RFI	<ul style="list-style-type: none"> <li>100% of the path charge, net of cost of electricity</li> </ul>										
SZ-I	<ul style="list-style-type: none"> <li>The train path has not been cancelled and the train does not run or cancellation after the scheduled time of departure</li> </ul>	<ul style="list-style-type: none"> <li>100% of user charge for allocated train path</li> </ul>									
	<ul style="list-style-type: none"> <li>Ad-hoc train path</li> </ul>	<ul style="list-style-type: none"> <li>25 € + VAT and 100% of user charge for allocated train path</li> </ul>									
HZI	<p>HŽ Infrastruktura monitors the implementation of allocated train paths by calculating the degree of train path utilization for all allocated capacity.</p> <ul style="list-style-type: none"> <li>When the applicant regularly fails to use the allocated train path or its part planned in the timetable, HŽ Infrastruktura will charge a fee for non-usage of capacity</li> <li>The rate of utilization is calculated by correlating realized train kilometres of the allocated train path with the planned number of train kilometres, which is expressed as a percentage per various train types</li> <li>HŽ Infrastruktura will charge a fee for non-usage of capacity for the allocated train paths, whose utilization rate is lower than the marginal utilization rate</li> </ul>										
	<table border="0"> <thead> <tr> <th data-bbox="480 1328 671 1361">Type of train</th> <th data-bbox="991 1328 1422 1361">Marginal utilisation rate [%]</th> </tr> </thead> <tbody> <tr> <td data-bbox="480 1361 751 1395">– passenger trains</td> <td data-bbox="1182 1361 1214 1395">80</td> </tr> <tr> <td data-bbox="480 1395 1493 1473">– trains with individual wagons, with single-type loads, express, fast, direct, block, intermodal, sectional, pick-up goods trains</td> <td data-bbox="1182 1440 1214 1473">40</td> </tr> <tr> <td data-bbox="480 1473 1075 1507">– circuit-working trains and industrial trains</td> <td data-bbox="1182 1473 1214 1507">20</td> </tr> <tr> <td data-bbox="480 1507 1015 1541">– conditional trains in freight transport</td> <td data-bbox="1182 1507 1214 1541">10</td> </tr> </tbody> </table> <ul style="list-style-type: none"> <li>The utilization rate of the allocated train path is calculated for periods of time from the start of the timetable to the first amendments of the timetable, from one to the other amendments of the timetable, and from the last amendments to the end of timetable validity</li> <li>Regarding allocated train paths, whose utilization rate is lower than the marginal utilization rate HŽ Infrastruktura will charge a fee for non-usage of the capacity. The fee is charged in the amount of 20% of the entire train path charge for the unrealized train kilometres calculated as a difference between the utilisation degree of a specific train path and the marginal utilisation rate</li> </ul>		Type of train	Marginal utilisation rate [%]	– passenger trains	80	– trains with individual wagons, with single-type loads, express, fast, direct, block, intermodal, sectional, pick-up goods trains	40	– circuit-working trains and industrial trains	20	– conditional trains in freight transport
Type of train	Marginal utilisation rate [%]										
– passenger trains	80										
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– circuit-working trains and industrial trains	20										
– conditional trains in freight transport	10										

<p>HZI</p>	<ul style="list-style-type: none"> <li>• HŽ Infrastruktura reserves the right to cancel the allocated capacity, whose utilization degree is less than 25% monthly</li> <li>• HŽ Infrastruktura reserves the right to cancel the allocated capacity on congested infrastructure, whose utilization degree is less than 50% monthly, except due to reasons beyond the applicant's control</li> </ul>
<p>VPE/MAV</p>	<ul style="list-style-type: none"> <li>• Without cancellation/beyond 24 hours after the scheduled time of train run: 100% of the basic service charge</li> <li>• Cancellation after departing: 30% of the non-used part of the basic service charge. (Network access contract contains both rules)</li> </ul>

### 3.7. Rail-Related Services

Requests for rail related services (e.g. shunting, parking.) have to be addressed directly to the appropriate IM / AB or to the other providers of the rail-related services.

### 3.8. Invoicing

The infrastructure usage contracts and invoicing are concluded / emitted between the IMs and the applicant on basis of national network access conditions.

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 RU who has used the path.

IM	Explanations:
ADIF	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> )
LFP	
SNCF RÉSEAU	Path charge will be invoiced to the applicant who requested the path.
RFI	Path charge will be invoiced to the RU which signed the contract
SZ-I	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
HZI	Path charge will be invoiced to the applicant who requested the path.
VPE/MAV	Path charge will be invoiced to the applicant, which requested the path.

### 3.9. Appealing Procedure

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](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](mailto:art@autorita-trasporti.it)

PEC: [pec@pec.autorita-trasporti.it](mailto: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>



## 4. Coordination of Works and 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 each year on RFC WEB. RFC provides a selected list of possessions that may have an impact on the capacity.

## 5. 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”.

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 – Croatia, Slovenia – Hungary and Croatia – Hungary.

Bilateral agreements (including those in national languages) are available and on demand can be obtained at C-OSS.

The most recent bilateral agreement between RFI and SŽ for a new function of coordination and short-term traffics re-planning in operations in Villa Opicina finalized end of last year, named Villa Opicina Programmazione Treni (V.O.P.T.). The key roles of this structure are to optimize the utilization of the infrastructure capacity, avoid congestion cases and improve the punctuality performances. After the successful test period, the new regime entered into force on 1st of July 2015.

### 5.1. Generalities

RFC 6 Traffic Management is solely dealing with corridor trains, that are running on international pre-arranged train paths (PaPs) and crossing at least one border (Art. 14(4)). The corridor trains running on these international paths are high priority international freight trains.

### 5.2. Border Crossings

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).

Cross border procedures and documents are also available and on demand can be obtained at C-OSS.

For the starting phase of the corridor Rail Freight Corridor 6 considered that bilateral agreements and cross border procedure were 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.

## Connections at borders

### 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 hours 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 solely to SNCF Réseau. Operations are controlled also by SNCF Réseau.

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

### Italy – Slovenia

The main operational obligation is changing a locomotive in station Villa Opicina because of different technical parameters 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 – Croatia

### Dobova

Station Dobova is the border crossing station for joint border crossing procedures between Croatia and Slovenia. Station Dobova is managed by SŽ, the railway infrastructure manager in Slovenia responsible for maintenance, timetabling and operations.

The main operational obligation is changing the locomotives in station Dobova due to the different electrification systems between Slovenia and Croatia. Station Dobova is confrontation station of two systems of electrical traction, in Croatia: AC, 25 kV, 50 Hz and in Slovenia: DC 3 kV.

On the border line Dobova – Savski Marof, RUs are required to apply the national railway regulations of Republic of Croatia for all trains entering and leaving Republic of Croatia.

The executive staff of RUs who are crossing the state border on the border line Dobova – Savski Marof and work at station Dobova, must be informed and trained with the provisions of the signalling and traffic regulations of SŽ. Police border control of both countries is performed at Dobova station

## 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"

## Croatia – Hungary

Gyékényes

Station Gyékényes is the border crossing station for joint border crossing procedures between Croatia and Hungary.

Station Gyékényes is managed by MÁV, the railway infrastructure manager in Hungary responsible for maintenance, timetabling and operations.

The main operational obligation is changing the locomotives and train staff at station Gyékényes. On the border line Koprivnica – Gyékényes RUs are required to apply the national railway regulations of Republic of Croatia for all trains entering and leaving Republic of Croatia.

The executive staff of RUs who are crossing the state border on the border line Koprivnica – Gyékényes and work at Gyékényes must be informed and trained with the provisions of the signalling and traffic regulations of MÁV. Police border control is performed in their respective countries, Republic of Croatia at the station Koprivnica and Hungary at the station Gyékényes.

## 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 can be used as a basis:

- Train Information System (TIS): a web-based application monitoring international traffic on real time by delivering real-time train data concerning international freight trains. The relevant data is processed directly from the Infrastructure Managers' IT systems and providing historical information through its reporting function. Additionally as an RNE tool can be useful for the IMs and RUs for free of charge.

Not all involved parties are currently using such a tool, but a roll-out to other partners is foreseen. If all of the members will use TIS, each IM can follow the trains along the corridor;

- Traffic Control Centres Communication (TCCCom): the TCCCom tool that allows a better and interoperable communication between cross border dispatching centres without having trouble using different languages on the both sides of the frontier. The tool can be used announcing the trains delay, announcing of unforeseen dangerous freights transport, operational incidents and/or any other fact that relevant for the trains circulation management purpose. 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;
- As TCCCom functionalities have been integrated in TIS so that operators can access and use a single tool/platform instead of 2 self-standing ones;



## 6. Traffic Management in the Event of Disturbance

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.....”

### 6.1. Generalities

Infrastructure Managers of RFC 6 have to provide Railway Undertakings with appropriate information, particularly by informing automatically the concerned Railway Undertakings about expected and on-going delays, and on other unforeseeable traffic changes. Common targets for punctuality and/or guidelines for traffic management in the event of disturbance to train movements on the freight corridor have to be set up in line with the Art 17(1).

The necessary measures and procedure are as follows:

- Priority rules
- Communication
- Emergency Management
- Assistance to Defective or Damaged Trains

### 6.2. Priority Rules in Traffic Management

Legal bases:

- 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](http://www.rne.eu/priority_rules/index.php).

### 6.3. Communication

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 existence of a disruption affecting corridor PaP it has to inform the C-OSS electronically (e-mail) in 24 hours. The disruption cases along the corridor may be:

- Accident, as per the ('significant accident') Commission Directive 2009/149/EC ("Safety Directive"), means that train services on a railway line are suspended for six hours or more
- Incident, as per the ('incident') Commission Directive 2009/149/EC ("Safety Directive"), means that train services on a railway line are suspended for two hours or more
- Vis Major

That can cause

- Degraded operation
- In which case the path of a freight train within its scheduled time can be modified
- Unattended works
- Managing emergency situations
- Assistance to broken Defective or Damage Trains
- Diversion of trains
- Management of non-scheduled stops

### 6.4. Emergency Management

The above measures require coordination among the parties (IMs, Applicants). These procedures are included in the bilateral agreements and 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.

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 C-OSS must be informed about the situation electronically in 24 hours.

## 6.5. Assistance to Defective or Damaged Trains

Assisting to defective trains is regulated in TSI OPE, Appendix B. at

<http://www.era.europa.eu/Document-Register/Pages/OPE-TSI.aspx>.

## 6.6. Itinerary Modifications

For the case of necessary re-routing of trains, the „Operational scenarios“ (Article 17.1 of RFR) describe basic information and conditions for the use of re-routing lines. To recover the smooth run of traffic and to reduce the negative effect on network level is the target in such situation, a re-routed RFC train should be considered as it was „on time“ and keep its priority as far as possible.

## Annexes

### 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.
CID	Corridor Information Document  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.

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: <a href="http://cis.rne.eu">http://cis.rne.eu</a></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, in real-time, train operation according to the traffic conditions based on the appropriate Level of Application.</p>
ETCS (European Train Control System)	<p>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.</p>
ExBo	<p>Executive Board of the Rail Freight Corridor.</p>

<p>Feeder/outflow (F/O) path</p>	<p>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.</p>
<p>Flexible approach</p>	<p>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.</p>
<p>Flex PaP</p>	<p>Semi-finalised path product with the following, most relevant characteristics:</p> <ul style="list-style-type: none"> <li>➤ Harmonised handover times at network borders are fix and published</li> <li>➤ Origin, destination, intermediate locations:             <ul style="list-style-type: none"> <li>▪ IMs may communicate times for their own locations</li> </ul> </li> <li>➤ Indication for each corridor section:             <ul style="list-style-type: none"> <li>▪ Standard journey times</li> <li>▪ Parameters</li> </ul> </li> <li>➤ IMs may limit (per section or for the entire network)             <ul style="list-style-type: none"> <li>▪ Number of stops</li> <li>▪ Total stopping time</li> </ul> </li> <li>➤ In path elaboration phase (x-8 to X-5):             <ul style="list-style-type: none"> <li>▪ Path planning by IMs can be done focussed on optimal capacity use but respecting agreed border time</li> </ul> </li> </ul>
<p>Force majeure</p>	<p>An unforeseeable exterior factor, which could also infer urgent and safety critical work.</p>
<p>Handover point</p>	<p>Point where the responsibility changes from one IM/AB to another.</p>

<p>IM</p>	<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>
<p>Implementation Plan</p>	<p>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></p>
<p>Intermediate location</p>	<p>It is the end and start of a Corridor section excluding border point</p>
<p>Interchange point</p>	<p>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.</p>
<p>KPIs (key performance indicators)</p>	<p>Performance factor with which the progress regarding important objectives can be measured within an organization</p>
<p>MB</p>	<p>Management Board of the Rail Freight Corridor.</p>
<p>Network PaPs (NetPaPs)</p>	<p>“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.</p>
<p>Overlapping section</p>	<p>National infrastructure sections where two or more Corridors share the same infrastructure.</p>
<p>PCS</p>	<p>Path Coordination System, formerly known as Pathfinder. A web-based application developed by RailNetEurope (RNE). Main working tool for Corridor path requests management.</p>

Possessions	Times when parts of the infrastructure are used by the IM in order to manage the infrastructure. The reasons may be any activities of the IM on the infrastructure or its equipment (e.g. maintenance, repair, renewal, enhancement, construction).
Pre-arranged Path (PaP)	A pre-constructed path on a Rail Freight Corridor according to the Regulation 913/2010. A PaP may be offered either on a whole RFC or on sections of the RFC forming an international path request crossing one or more international borders.
Pre-constructed path product	Any Kind of pre-constructed path, i.e. a path constructed in advance of any path request and offered by IMs; applicants can then select a product and submit a path request.  Pre-constructed path products are either:  Pre-arranged paths (PaP) on Rail Freight Corridors or  Catalogue paths (CP) for all other purposes
RAG	Advisory Group of Railway Undertakings.
RB	Regulatory Body or Regulatory Authority (RA). An appeal body in case of disputes.
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	<p>Railway Undertaking.</p> <p>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></p>
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	<p>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 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></p>
TIS	<p>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.</p> <p>For more information please visit: <a href="http://tis.rne.eu">http://tis.rne.eu</a></p>
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).

## Annex 2 – International timetabling process calendar



RAILNETEUROPE CALENDAR FOR 2016 (Timetable 2017)

Approved by GA on 6 May 2015

2016	MON	TUE	WED	THU	FRI	SAT	SUN	WEEK	MON	TUE	WED	THU	FRI	SAT	SUN	WEEK	
<b>JAN</b>		4	5	6	7	8	9	10	2								
		11	12	13	14	15	16	17	3								
		18	19	20	21	22	23	24	4								
		25	26	27	28	29	30	31	5								
<b>FEB</b>	1	2	3	4	5	6	7	6									
	8	9	10	11	12	13	14	7									
	15	16	17	18	19	20	21	8									
	22	23	24	25	26	27	28	9									
	29							10									
<b>MAR</b>			1	2	3	4	5	6	10								
		7	8	9	10	11	12	13	11								
		14	15	16	17	18	19	20	12								
		21	22	23	24	25	26	27	13								
		28	29	30	31				14								
<b>APR</b>					1	2	3	14									
		4	5	6	7	8	9	10	15								
		11	12	13	14	15	16	17	16								
		18	19	20	21	22	23	24	17								
		25	26	27	28	29	30		18								
<b>MAY</b>						1		18									
		2	3	4	5	6	7	8	19								
		9	10	11	12	13	14	15	20								
		16	17	18	19	20	21	22	21								
		23	24	25	26	27	28	29	22								
		30	31						23								
<b>JUN</b>				1	2	3	4	5	23								
		6	7	8	9	10	11	12	24								
		13	14	15	16	17	18	19	25								
		20	21	22	23	24	25	26	26								
		27	28	29	30				27								
<b>JUL</b>														1	2	3	27
					4	5	6	7	8	9	10	28					28
					11	12	13	14	15	16	17	29					29
					18	19	20	21	22	23	24	30					30
					25	26	27	28	29	30	31	31					31
<b>AUG</b>																	
					1	2	3	4	5	6	7	32					32
					8	9	10	11	12	13	14	33					33
					15	16	17	18	19	20	21	34					34
					22	23	24	25	26	27	28	35					35
					29	30	31					36					36
<b>SEP</b>														1	2	3	36
					5	6	7	8	9	10	11	37					37
					12	13	14	15	16	17	18	38					38
					19	20	21	22	23	24	25	39					39
					26	27	28	29	30			40					40
<b>OCT</b>														1	2		40
					3	4	5	6	7	8	9	41					41
					10	11	12	13	14	15	16	42					42
					17	18	19	20	21	22	23	43					43
					24	25	26	27	28	29	30	44					44
					31							45					45
<b>NOV</b>														1	2	3	45
														4	5	6	46
														8	9	10	46
														11	12	13	47
														14	15	16	47
														17	18	19	48
														21	22	23	48
														28	29	30	49
<b>DEC</b>														1	2	3	49
														4	5	6	49
														8	9	10	50
														11	12	13	50
														14	15	16	51
														19	20	21	52
														26	27	28	53

- Feasibility studies**
- 18 January Limit for feasibility studies requests
  - 14 March Limit for answering to path study requests
- Initial path requests for the next annual timetable**
- 11 January Catalogue paths finalisation
  - 15 December 15 - 11 April Submission of requests for paths
  - 12 April - 4 July Construction of the Timetable
  - 20 June - 23 June RNE Technical meeting
  - 4 July Publication of the International Draft Timetable
  - 5 July - 5 August Observation and comments from customers
  - 22 August Deadline for final answers to customers (Contractual path allocation may start)
- Late path requests for the next annual timetable**
- 12 April First day for submission of Late path requests
  - 23 August First day for answers of Late path requests
  - 10 October Last day for submission of Late path requests for timetable 2017
  - 7 November Last day for answers of Late path requests
- Ad-hoc path requests during the running timetable 2017**
- 11 October First day for ad-hoc requests for TT 2017
- Further dates: Updates of the Timetable 2016 (incl. editorial deadlines)**
- 8.2. (14.12.15); 4.4. (8.2.); 12.6. (18.4.); 5.9. (11.7.); 10.10. (15.8.)
- 11 December 00:01 Start of the timetable 2017**



## Annex 3 – Monitoring of the allocation phase

The monitoring of the allocation phase should be reflected in the following indicators

Indicator	Calculation formula	Timing
Volume of offered capacity	Km*days offered	At X-11 and X-2
Volume of requested capacity	Km*days requested	At X-8
Volume of requests	Number of requests	At X-8
Volume of pre-allocated capacity	Km*days pre-allocated	At X-7.5
Number of conflicts	Number of requests submitted to the C-OSS which are in conflict with at least one other request	At X-8

Table of overlapping sections with other corridors:

<i>Infr. Man.</i>	<i>Overlapping Section</i>		<i>RFCs involved</i>		<i>Section Length</i>	<i>Comment</i>	<i>PaP Offer</i>
SNCF Réseau	Lyon Guillotière	Valence	RFC2	RFC6	102 km	Expected	Common
SNCF Réseau	Valence	Avignon	RFC2	RFC6	124 km	Expected	Common
SNCF Réseau	Avignon	Miramas	RFC2	RFC6	68 km	Expected	Common
SNCF Réseau	Miramas	Marseille/Fos Viguierat	RFC2	RFC6	27 km	Expected	Common
ADIF	Madrid (Vicálvaro)	Manzanares	RFC4	RFC6	200/191 km	To be clarified	Common
ADIF	Manzanares	Córdoba	RFC4	RFC6	244,6/246 km	To be clarified	Common
ADIF	Córdoba	Algeciras	RFC4	RFC6	305,3/300 km	To be clarified	Common
RFI	Bivio S. Polo	Bivio d'Aurisina	RFC5	RFC6	14,2 km		Separate
RFI	Bivio d'Aurisina	Trieste	RFC5	RFC6	14,5 km		Separate
RFI	Bivio d'Aurisina	Villa Opicina	RFC5	RFC6	15 km		Separate
SŽ	Villa Opicina	Sežana	RFC5	RFC6	11,3 km		Common
SŽ	Sežana	Divača	RFC5	RFC6	10 km		Common
SŽ	Divača	Koper	RFC5	RFC6	45,7 km		Common
SŽ	Divača	Ljubljana	RFC5	RFC6	103,7 km		Common
SŽ	Ljubljana	Zidani Most	RFC5	RFC6	63,9 km		Common
SŽ	Zidani Most	Pragersko	RFC5	RFC6	73,2 km		Common
MÁV	Ferencvaros	Szolnok	RFC6	RFC7	92,5 km	To be confirmed	Common
MÁV	Szolnok	Szajol	RFC6	RFC7	10,3 km		Common

Time scale of main activities

Date/period	Main Activities	C-OSS	IM	Applicant
X-19 – X-16	Preparation phase (based on TMS results involving Advisory Groups, and other information as previous years PaP requests, etc.) PMO is coordinating this phase in order to check the consistency of the overall corridor PaPs offer.	X	X	X
X-17	IMs provide the C-OSS the volumes and main parameters of PaPs.		X	
X-17	After agreement within IMs, MB makes a preliminary decision as far as volumes are concerned.	X		
X-18, 16	PaPs proposal is presented to RAG.	X		X
X-16 – X-12	Coordination/Construction phase among IMs.	X	X	
X-12 – X-11	Delivery from IMs to the C-OSS for the preparation of the publication.	X	X	
X-11	Validation and publication of PaPs in PCS.	X		