

# EUROPEAN REGULATION 913/2010 Rail Freight Corridor “Atlantic”

## CORRIDOR INFORMATION DOCUMENT



### Part 4 Capacity and Traffic Management

Timetabling year 2018



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# VERSION CONTROL

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## CHAPTER 1. INTRODUCTION

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This CID Part 4 describes the procedures for capacity allocation by the Corridor One-Stop-Shop (C-OSS established by the Management Board (MB) of Corridor Atlantic consisting of the Infrastructure Managers (IMs) / Allocation Bodies (ABs) on the Corridor), planned Temporary Capacity Restrictions (TCRs), Traffic Management and Train Performance Management on the Rail Freight Corridors.

All rules concerning applicants, the use of the C-OSS and its products — Pre-Arranged Paths (PaPs) and Reserve Capacity (RC) — and how to order them are explained here. The processes, provisions and steps related to PaPs and RC refer to the Regulation (EU) No 913/2010 and are valid for all applicants. For all other issues, the relevant conditions presented in the Network Statements of the IMs/ABs concerned are applicable.

This document is revised every year and it is updated before the start of the yearly allocation process for PaPs. Changes in the legal basis of this document (e.g. changes in EU regulations, Framework for Capacity Allocation or national regulations) will be implemented with each revision. Any changes during the running allocation process will be communicated directly to the applicants through publication on Atlantic Corridor's website.

For ease of understanding and to respect the particularities of some corridors, common procedures are always written at the beginning of a chapter. The particularities of Atlantic Corridor are placed under the common texts and marked as shown below.

Corridor Atlantic Specificities
No specificities

## CHAPTER 2. CORRIDOR OSS

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

### 2.1 FUNCTION

The C-OSS is the only body where applicants may request and receive the dedicated infrastructure capacity for international freight trains on Corridor Atlantic. The handling of the requests takes place in a single place and a single operation. The C-OSS is exclusively responsible for performing all the activities related to the publication and allocation decision with regard to requests for PaPs and RC on behalf of the IMs / ABs concerned.

### 2.2 CONTACT

Corridor Atlantic Specificities	
Address	C/ Hiedra nº 9. Madrid (28036). SPAIN
Phone	+34 91 774 47 74
Email	OSS@atlantic-corridor.eu

### 2.3 CORRIDOR LANGUAGE

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

Atlantic Corridor Specificities
The C-OSS can use additional language for correspondence: Spanish

### 2.4 TASKS OF THE C-OSS

The C-OSS executes the tasks below during the following processes:

#### 2.4.1 PREDESIGN OF PAP OFFER:

- Give advice about the capacity offer based on inputs received from the customers, experience of the C-OSS and IMs/ABs based on the previous years and the results of the Transport Market Study

#### 2.4.2 CONSTRUCTION PHASE

- Monitor the PaP/RC construction to ensure harmonized border crossing times, running days calendar and train parameters

#### 2.4.3 PUBLICATION PHASE

- Publish the PaP catalogue at X-11 in the Path Coordination System (PCS)

- Publish offer for the late path request phase (where late path offer is applicable) in PCS
- Publish the RC at X-2 in PCS

#### **2.4.4 ALLOCATION PHASE: ANNUAL TIMETABLE**

- Collect, check and review all requests for PaPs
- Create a register of the applications and keep it up-to-date
- Manage the resolution of conflicting requests through consultation where applicable
- In case of conflicting requests, take a decision on the basis of priority rules adopted by the Executive Board (Ministries responsible for transport) along Corridor Atlantic (see Framework for Capacity Allocation (FCA) in ANNEX 4.A.2)
- Propose alternative PaPs, if available, to the applicants whose applications have a lower priority value (K value), due to a conflict between several path requests
- Transmit path requests that cannot be treated to the IM/AB concerned, in order for them to elaborate tailor-made offers
- Pre-Part capacity and inform applicants about the results at X-7.5
- Allocate capacity (PaPs) in conformity with the relevant international timetabling deadlines and processes as defined by RailNetEurope (RNE) and according to the allocation rules described in the FCA
- Monitor the construction of feeder and/or outflow paths by sending these requests to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonized border times), ask for correction
- Send the responses/offers (draft offer and final offer including feeder and outflow) to the applicants on behalf of the IMs/ABs concerned
- Keep the PaP catalogue updated

#### **2.4.5 ALLOCATION PHASE: LATE PATH REQUESTS**

- Collect, check and review all requests for the late path request phase – where applicable
- Allocate capacity for the late path request phase – where applicable

#### **2.4.6 ALLOCATION PHASE: AD-HOC REQUESTS (RC)**

- Collect, check and review all requests for RC
- Create a register of the applications and keep it up-to-date
- Allocate capacity for RC
- Monitor the construction of feeder and/or outflow paths by sending these requests to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonized border times), ask for correction.
- Send the responses/offers to the applicants on behalf of the IMs/ABs concerned
- Keep the RC catalogue updated

## 2.5 PATH REGISTER

The C-OSS manages and keeps a path register up-to-date for all incoming requests, containing the dates of the requests, the names of the applicants, details of the documentation supplied and of incidents that have occurred. A path register shall be made freely available to all concerned applicants without disclosing the identity of other applicants, unless the applicants concerned have agreed to such a disclosure. The contents of the register will only be communicated to them on request.

## 2.6 TOOL

PCS is the single tool for publishing the binding PaP and RC offer of the corridor and for placing and managing international path requests on the corridor. Access to the tool is free of charge and granted to all applicants who have a valid, signed PCS User Agreement with RNE. To receive access to the tool, applicants have to send their request to RNE via [support.pcs@rne.eu](mailto:support.pcs@rne.eu).

Applications for PaPs/RC can only be made via PCS to the involved C-OSS. If the application is made directly to the IMs/ABs concerned, they inform the applicant that they have to place a correct PaP request in PCS via the C-OSS according to the applicable deadlines. PaP capacity requested only through national tools will not be allocated.

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



## CHAPTER 3. CAPACITY ALLOCATION

The decision on the allocation of PaPs and RC on the corridor is taken by the C-OSS on behalf of the IMs/ABs concerned. As regards feeder and/or outflow paths, the allocation decision is made by the relevant IMs/ABs and communicated to the applicant by the C-OSS. Consistent path construction containing the feeder and outflow sections and the corridor-related path section has to be ensured.

All necessary contractual relations regarding network access have to be dealt with bilaterally between the applicant and each individual IM/AB.

### 3.1 FRAMEWORK FOR CAPACITY ALLOCATION

Referring to Article 14.1 of Regulation (EU) No 913/2010, the Executive Boards of the Rail Freight Corridors agreed upon a common Framework: “Decision of the Executive Board of Rail Freight Corridor Atlantic adopting the Framework for capacity allocation on the Rail Freight Corridor” (FCA), which was signed by representatives of the ministries of transport on the 23<sup>rd</sup> May 2015. The document is available under:

#### 3.1.1 ANNEX 4.A.2 FRAMEWORK FOR CAPACITY ALLOCATION

Corridor Atlantic Specificities
<p>As additional information in regards of the national capacity allocation, the priority rules on each of the Atlantic Corridor countries are described:</p> <p><b>In Portugal,</b> these are the priorities that apply for allocation capacity and management of IP network:</p> <ul style="list-style-type: none"><li>➤ The top priority level is public use, particularly services carried out under a public concession contract.</li><li>➤ Suburban passenger services with a frequency equal or greater than six trains every hour during rush-hour periods.</li><li>➤ Suburban passenger services with a frequency lower than 6 trains every hour during rush-hour periods.</li><li>➤ Regular high quality national inter-city services and international passenger services.</li><li>➤ Other medium to long-distance passenger services.</li><li>➤ International freight or express services.</li><li>➤ National freight services.</li><li>➤ Empty train runs.</li><li>➤ Other services such as rehearsal runs, crew training or contractors’ trains.</li><li>➤ Requests which cause less relative network impact.</li><li>➤ Requests which use the highest number of identical paths.</li><li>➤ Requests which use the most train kilometers (TK) on the network.</li></ul> <p><b>In Spain,</b> The regulation FOM/897/2005 sets up the priorities to allocation within the frame of the requests for capacity or within the frame of infrastructure saturation. In case of coincident requests for the same period or if the network turns out to be saturated, several elements are classified regarding priority rules. First of all, a “specific attention” must be given to freight services, but it is the Ministry of Transport who sets up the type of services in each line. The priority may also be agreed regarding a decreasing order:</p> <ul style="list-style-type: none"><li>➤ Specific rules established by the Ministry of Transport to different services inside each line, especially freight transport services</li><li>➤ If there are dedicated infrastructures</li><li>➤ In case of a declared service of public interest</li></ul>

- Allocation and effective use by the applicant, in previous service schedules, of the time periods whose allocation is requesting.
- International transport
- If there is any framework agreement concerning the specific capacity request.
- If the applicant is requesting a regular path
- According to the global effectiveness of the system

**In France,**

The priority order is as follows:

- National or international services which, in a part or in the whole path, go through the national network specifically dedicated for them
- International freight transport services
- Services attached to a public service contract with a transport authority.

**In Germany,**

The priority rules are described in detail in the DB Netz AG Network Statement, Chapter 4.2 Train path applications ([http://fahrweg.dbnetze.com/fahrweg-en/network\\_access/network\\_statement/](http://fahrweg.dbnetze.com/fahrweg-en/network_access/network_statement/)).

DB Netz AG designs train paths in order to grant all applications for the allocation of train paths as far as possible while ensuring the best possible utilization of the available infrastructure capacity according to the regulations impacting on network access.

DB Netz AG shall arrive at an allocation decision adopting the following priority rules:

- regular-interval or integrated network services
- cross-border train paths
- train paths for freight traffic.

The FCA constitutes the legal basis for capacity allocation by the C-OSS.

### 3.2 APPLICANTS

In the context of a Corridor, an applicant means a railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities under Regulation (EC) No 1370/2007 and shippers, freight forwarders and combined transport operators, with a commercial interest in procuring infrastructure capacity for rail freight.

An applicant shall accept the general terms and conditions of the Corridor in PCS before placing its requests. In case a request is placed by several applicants, every applicant requesting PaP sections and feeder and outflow sections have to accept the general terms and conditions individually. With the acceptance the applicant declares that it:

- has read, understood and accepted the Atlantic CID and, in particular, its Part 4,
- complies with all conditions set by applicable legislation and by the IMs/ABs involved in the paths it has requested, including all administrative and financial requirements,
- shall provide all data required for the path requests,
- accepts the provisions of the national Network Statements (NS) applicable to the path(s) requested.

In case of a non-RU applicant, it shall appoint the RU that will be responsible for train operation and inform the C-OSS and IMs/ABs about this RU as early as possible, but at the latest 30 days before the running day. If the appointment is not provided by this date, the PaP/RC is considered as cancelled, and national rules for path cancellation are applicable.

In case the applicant is a non-RU applicant, and applies for feeder / outflow paths, the national rules for nomination of the executing RU will be applied. In the table below the national deadlines for nomination of the executing RU feeder / outflow paths can be found.

Corridor Atlantic Specificities	
In order to place requests for pre-arranged path and reserve capacity all applicants shall sign the rail freight corridor's general terms and conditions via PCS or by written paper (see ANNEX 4.D). The C-OSS may ask the candidate additional information to confirm its eligibility as authorized applicant. Detailed information about the deadlines can be found in the Network Statements of IMs involved in Atlantic Corridor. Links to the network statements can be found in Part 2 of this CID.	

### 3.3 REQUIREMENTS FOR REQUESTING CAPACITY

Atlantic Corridor applies the international timetabling deadlines defined by RNE for placing path requests as well as for allocating paths (for the calendar, see ANNEX 4.B)

All applications have to be submitted via PCS, which is the single tool for requesting and managing capacity on all corridors. The C-OSS provides basic assistance with the use of PCS. However, the C-OSS is not entitled to create PCS dossiers for the applicant.

A request for international freight capacity via the C-OSS has to fulfil the following requirements:

- it must be submitted to a C-OSS by using PCS, including at least one PaP/RC section (for access to PCS, see chapter 2.5. Details are explained in the PCS User Manual <http://cms.rne.eu/pcs/pcs-documentation/pcs-basics>)
- it must cross at least one border on a corridor
- it must comprise a train run from origin to destination, including sections on one or more corridors as well as feeder and/or outflow paths, on all of its running days. In certain cases, which are due to technical limitations of PCS, a request may have to be submitted in the form of more than one dossier. These specific cases are the following:
  - Different origin and/or destination depending on running day (But using identical PaP/RC capacity for at least one of the IM for which capacity was requested).
  - Load shift from one train onto different trains (or vice versa) because of infrastructure restrictions.
  - If the IM/AB precisely asks the applicant to split the request into two or more dossiers instead of using the subsidiary function. This could be the case if the IM/AB cannot handle those dossiers with the subsidiary function with its interface from PCS to the national system.
  - To be able for the C-OSS to identify such dossiers as one request, and to allow a correct calculation of the priority value (K value) in case of conflicting requests, the applicant has to link these dossiers with the "composite relations" function in PCS. Furthermore the applicant should mention the reason for using more than one dossier in the comment field.
- the technical parameters of the path request have to be within the range of the parameters – as originally published – of the requested PaP sections (exceptions are

possible if allowed by the IM/AB concerned, e.g. when the timetable of the PaP can be respected)

- as regards sections with flexible times, the applicant may adjust/insert times, stops and parameters according to its individual needs within the given range.

### 3.4 ANNUAL TIMETABLE PHASE

#### 3.4.1 PRODUCTS

##### 3.4.1.1 PaPs

PaPs are a joint offer of coordinated cross-border paths for the annual timetable produced by IMs/ABs involved in the Corridor. The C-OSS acts as a single point of contact for the publication and allocation of PaPs.

PaPs constitute an off-the-shelf capacity product for international rail freight services. In order to meet the applicant's need for flexibility and the market demand on Corridor Atlantic, PaPs are split up in several sections, instead of being supplied as entire PaPs, the offer might also include some purely national PaP sections – to be requested from the C-OSS for freight trains crossing at least one border on a corridor in the context of international path applications.

A catalogue of PaPs is published by the C-OSS in preparation of each timetable period. It is published in PCS and on Corridor's website.

Corridor Atlantic Specificities

The PaP catalogue 2018 can be found under the following link: <http://www.corridor4.eu/es/oss-en/pap-2018-en>

PaPs are published in PCS at X-11. Corrections of literal and/or obvious errors may be done in PCS until the end of January. Capacity (incl. PaPs) for the annual timetable can be requested until X-8.

##### 3.4.1.2 Schematic corridor map

Corridor Atlantic Specificities

Atlantic Corridor map can be found in the CID part 5 (Implementation Plan) or in the Customer Information Platform (CIP)

Symbols in schematic corridor map:

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

- **Handover Point**

Point where planning responsibility is handed over from one IM to another. Published times cannot be changed.

In case there are two consecutive Handover Points, only the departure time from the first Handover Point and the arrival time at the second Handover Point cannot be changed.

- **On the maps, this is shown as:**



-  Handover Point

- **Intermediate Point**

Feeder and outflow connections are possible. If the path request ends at an intermediate point without indication of a further path, feeder/outflow or additional PaP section, the destination terminal / parking facility of the train can be mentioned. Intermediate Points, especially in combination with Flex PaP, also allow stops for train handling, e.g. loco change, driver change, etc.

An Intermediate Point can be combined with a Handover Point.

- **On the maps, this is shown as:**

-  Intermediate Point
-  Intermediate Point combined with Handover Point

- **Operational Point**

Train handling (e.g. loco change, driver change) are possible as defined in the PaP section. No feeder or outflow connections are possible.

- **On the maps, this is shown as:**

-  Operational Point

A schematic map of the corridor can be found in ANNEX 4.C

### 3.4.1.3 Features of PaPs

The capacity offer on a Corridor has the following features:

- **Sections with fixed times (Fix-PaP) (Data cannot be modified in the path request by an applicant)**

- Capacity with fixed origin, intermediate and destination times within one IM/AB.
- Intermediate points and operational points (as defined in 3.4.1.2) with fixed times. Request for changes to the published PaP have to be examined by the IMs/ABs concerned and can only be accepted if they are feasible and if this does not change the calculation of the priority rule in case of conflicting requests at X-8.

- **Sections with flexible times (Flex-PaP)**

(Data may be modified in the path request by an applicant according to individual needs, but without exceeding the given range of standard running times and stopping times. Where applicable, the maximum number of stops and total stopping time per section has to be respected)

- Applicants are free to include their own requirements in their PaP request within the parameters mentioned in the PaP catalogue.

- Where applicable, the indication of standard journey times for each corridor section has to be respected.
- Handover times at Handover Points (as defined in Chapter 3.4.1.2) between IMs/ABs are fixed (and harmonized by IMs/ABs) and cannot be changed.
- Optional: Intermediate Points (as defined in Chapter 3.4.1.2) without fixed times. Other points on the Corridor may be requested.
- Optional: Operational Points (as defined in Chapter 3.4.1.2) without fixed times.
- Requests for changes outside of the above mentioned flexibility have to be examined by the IMs/ABs concerned if they accept the requests. The changes can only be accepted if they are feasible and need no change of handover times at Handover Points between IMs/ABs.

The C-OSS promotes the PaPs by presenting them to existing and potential customers (e.g. letters to customers, RAG, customer meetings, conferences, etc.).

Corridor Atlantic Specificities
Atlantic Corridor offers both Fix and Flex PaPs. In particular Flex PaPs are offered on all corridor sections in Germany and France.

#### 3.4.1.4 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor. A PaP offer harmonized by different corridors may be published and indicated as such. The applicant may request PaP sections on different corridors within one request PCS dossier. Each C-OSS remains responsible for allocating its own PaP sections, but the applicant may address its questions to only one of the involved C-OSSs, who will coordinate with the other concerned C-OSSs whenever needed.

Corridor Atlantic Specificities		
Atlantic Corridor is connected to	at / between	offer
Corridor North Sea - Mediterranean	Paris	harmonized
Corridor North Sea – Mediterranean	Metz	harmonized
Corridor North Sea – Mediterranean	Strasbourg	harmonized
Corridor North Sea – Mediterranean	Lerouville	harmonized
Mediterranean Corridor	Madrid	harmonized
Mediterranean Corridor	Zaragoza	harmonized

#### 3.4.1.5 PaPs on overlapping sections

The layout of the corridor lines leads to situations where some corridor lines overlap with others. The aim of the corridors, in this case, is to prepare the best possible offer, taking into account the



different traffic flows and to show the possible solutions to link the concerning overlapping sections with the rest of the corridors in question.

In case of overlapping sections, corridors may develop a common offer, visible via all corridors concerned. These involved corridors will decide which C-OSS is responsible for the final allocation decision on the published capacity. In case of conflict, the responsible C-OSS will deal with the process of deciding which request should have priority together with the other C-OSSs. In any case, the applicant will be consulted by the responsible C-OSS.

Corridor Atlantic Specificities		
Description of common offers on overlapping sections on Atlantic Corridor		
Overlapping section with common offer	Involved corridors	Responsible C-OSS
Lerouville to Strasbourg	Atlantic North Sea – Mediterranean	North Sea – Mediterranean C-OSS
Metz to Strasbourg	Atlantic North Sea – Mediterranean	North Sea – Mediterranean C-OSS
Algeciras to Madrid	Atlantic Mediterranean	Atlantic C-OSS

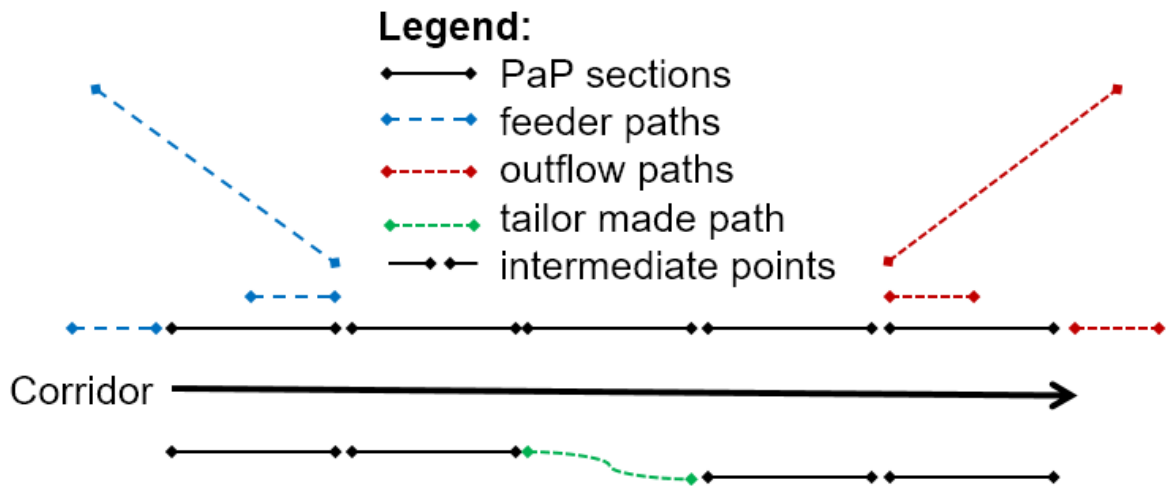
#### 3.4.1.6 Feeder, outflow and tailor-made paths

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

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

Feeder and outflow paths will be constructed on request in the PCS dossiers concerned by following the national path allocation rules. The offer is communicated to the applicant by the C-OSS within the same time frame available for the communication of the requested PaPs. Requesting a tailor-made path between two PaP sections is possible, but because of the difficulty for IMs/ABs to link two PaP sections, a suitable offer might be less likely (for further explanation see 3.4.3.6).

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



### 3.4.2 HANDLING OF REQUESTS

The C-OSS receives and collects all path requests for PaPs placed via PCS until X-8.

The C-OSS offers a single point of contact to the applicants, allowing them to request and receive answers regarding corridor capacity for international freight trains crossing at least one border on a corridor in one single operation.

#### 3.4.2.1 Leading tool for the handling of capacity requests

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

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

Phase	Application (X-11 till X-8)	Withdrawal (X-8 till X-5)	Modification (X-8 till X-5)	Pre-Parting (X-7.5)	Draft offer (X-5)	Observation (X-5 till X-4)	Final offer (x-3.5)	Acceptance (until X-3)	Modification (after X-4)	Cancellation (after X-4)
Leading tool	PCS	PCS	PCS	PCS	PCS	PCS	PCS	PCS	Natio nal tool	Natio nal tool
Additional tool				Email (for pre-Parting information)						



### 3.4.2.2 Check of the applications

The C-OSS assumes that the applicant has accepted the published PaP characteristics by requesting the selected PaP. However, it undertakes for all incoming capacity requests the following checks:

- Request for freight train using PaP and crossing at least one border on a corridor
- Request without major change of parameters (Flex-PaP fixed border time, max. running time)

All requests not respecting the published offer are immediately forwarded by the C-OSS to the IM/AB concerned for further treatment. In those cases, answers are provided by the involved IM/AB. The IMs/ABs will accept them as placed in time (i.e. until X-8).

Corridor Atlantic Specificities
No Specificities.

In case of missing or inconsistent data the C-OSS directly contacts the leading applicant and asks for the relevant data update/changes to be delivered within 5 calendar days.

In general: in case a request contains PaPs on several corridors, the C-OSSs concerned check the capacity request in cooperation with the other involved C-OSS(s) to ensure their cooperation in treating multiple corridor requests. This way, the cumulated length of PaPs requested on each corridor are used to calculate the priority value (K value) of possible conflicting requests (see more details in Chapter 3.4.3.1). The different corridors can thus be seen as part of one combined network.

### 3.4.3 PRE-PARTING AND ALLOCATION PHASE

On behalf of the IMs/ABs concerned, the C-OSS pre-Parts the PaPs with the highest priority in case of conflicting requests, or PaPs that are not involved in conflicts until X-7.5.

The C-OSS forwards the requested feeder/outflow path and/or adjustment to the IMs/ABs concerned for elaboration of a timetable offer fitting to the PaP already reserved (pre-Parted). Requests with a lower priority in case of conflicting requests will be forwarded to the IMs/ABs concerned to elaborate a tailor-made offer as close as possible to the initial request. Questions occurring during the path elaboration process (e.g. concerning feeders/outflows or connections between corridors) may be discussed and arranged between the IMs/ABs concerned and applicant bilaterally.

In the event of conflicting requests for PaPs placed until X-8 a priority rule is applied. The priority rules are stated in the FCA (ANNEX 4.A.2) and in Chapter 3.4.3.1

#### 3.4.3.1 Priority rules in capacity allocation

Conflicts are solved with the following steps, which are in line with the FCA:

- A) A resolution through consultation may be promoted and performed between applicants and the C-OSS, if the following criteria are met:

- The conflict is only on a single corridor
  - Suitable alternative PaPs are available.
- B) Applying the priority rule as described in Annex 1 of the FCA (see ANNEX 4.A.2) and Chapter 3.4.3.2 of this Part 4.
- Cases where no Network PaP is involved (see 3.4.3.3)
  - Cases where Network PaP is involved in at least one of the requests (see 3.4.3.4)
- The Table of Distances in ANNEX 4.E shows the distances taken into account in the priority calculation.
- C) Random selection (see 3.4.3.5).

Corridor Atlantic Specificities
No specificities.

### 3.4.3.2 Network PaP

A Network PaP is not a path product. However, certain PaPs may be designated by corridors as 'Network PaPs', in most cases for capacity requests involving more than one corridor. Network PaPs are designed to be taken into account for the definition of the priority of a request, for example on PaP sections with scarce capacity. The aim is to make the best use of available capacity and provide a better match with traffic demand.

Corridor Atlantic Specificities
Atlantic Corridor does not designate any Network PaPs.

### 3.4.3.3 Priority rule in case no Network PaP is involved

The priority is calculated according to this formula:

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

$L^{PAP}$  = Total requested length of all PaP sections on all involved corridors included in one request. The definition of a request can be found in Chapter 3.3

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

$Y^{RD}$  = Number of requested running days for the timetable period. A running day will only be taken into account for the priority calculation if it refers to a date with a published PaP offer for the given section.

K = The rate for priority

All lengths are counted in kilometers.

The method of applying this formula is:

- in a first step the priority value (K) is calculated using only the total requested length of pre-arranged path (LPAP) multiplied by the Number of requested running days (YRD);
- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of the complete paths ( $L^{PAP} + L^{F/O}$ ) multiplied by the number of requested running days ( $Y^{RD}$ ) in order to separate the requests;
- if the requests cannot be separated in this way, a random selection is used to separate the requests. This random selection is described in 3.4.3.5

#### 3.4.3.4 Priority rule if a Network PaP is involved in at least one of the conflicting requests

- If the conflict is not on a “Network PaP”, the priority rule described above applies.
- If the conflict is on a “Network PaP”, the priority is calculated according to the following formula:

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

K = Priority value

$L^{NetPAP}$  = Total requested length (in kilometers) of the PaP defined as “Network PaP” on either corridor included in one request. The definition of a request can be found in Chapter 3.3

$L^{Other\ PaP}$  = Total requested length (in kilometers) of the PaP not defined as “Network PaP” on either corridor included in one request. The definition of a request can be found in Chapter 3.3

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

$Y^{RD}$  = Number of requested running days for the timetable period. A running day will only be taken into account for the priority calculation if it refers to a date with a published PaP offer for the given section.

The method of applying this formula is:

- in a first step the priority value (K) is calculated using only the total requested length of the “Network PaP” ( $L^{NetPAP}$ ) multiplied by the Number of requested running days ( $Y^{RD}$ )
- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of all requested “Network PaP” sections and other PaP sections ( $L^{NetPAP} + L^{Other\ PaP}$ ) multiplied by the Number of requested running days ( $Y^{RD}$ ) in order to separate the requests
- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of the complete paths ( $L^{NetPAP} + L^{Other\ PaP} + L^{F/O}$ ) multiplied by the Number of requested running days ( $Y^{RD}$ ) in order to separate the requests

If the requests cannot be separated in this way, a random selection is used to separate the requests.

### 3.4.3.5 Random selection

If the requests cannot be separated by the above mentioned priority rules, a random selection is used to separate the requests.

- **The respective applicants will be acknowledged of the undecided conflict before X-7.5 and invited to attend a drawing of lots.**
- **The actual drawing will be prepared and executed by the C-OSS, with complete transparency.**
- **The result of the drawing will be communicated to all involved parties, present or not, via PCS and e-mail, before X-7.5.**

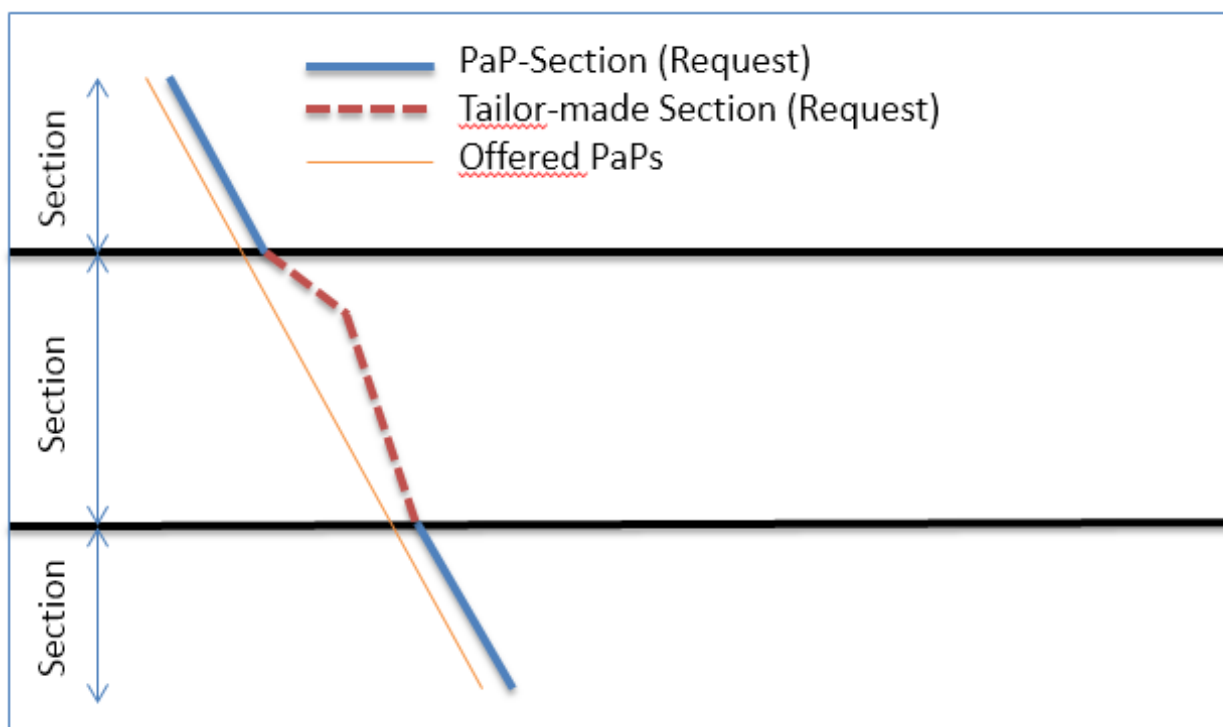
#### Corridor Atlantic Specificities

The drawing of lots will consist in introducing in a box or similar one identifier (piece of paper, etc.) per applicant involved in the conflict. The C-OSS will take one of the identifiers from the box and the applicant of the selected identifier will be the “winner” of the conflict.

### 3.4.3.6 Special cases of requests and their treatment

The following special use of PaPs is known out of the allocation within the past timetables:

- **Division of continuous offer in shares identified by the PaP ID (PaPs / non-PaPs)**
  - This refers to the situation when applicants request corridor capacity (on one or more corridors) in the following order:
    - PaP section
    - Tailor-made section
    - PaP section



These requests will be taken into consideration, depending on the reference point in the request, as follows:

- Reference point at the beginning: the C-OSS pre-Parts the PaP sections from origin until the end of the first continuous PaP section. No section after the interruption of PaP sections will be pre-Parted; they will be treated as tailor-made.
- Reference point at the end: the C-OSS pre-Parts the PaP sections from the destination of the request until the end of the last continuous PaP section. No sections between the origin and the interruption of the PaP sections will be pre-Parted; they will be treated as tailor-made.
- Reference point in the middle: the C-OSS pre-Parts the longest of the requested PaP sections either before or after the interruption. No other section will be pre-Parted; they will be treated as tailor-made.

However, in each of the above cases, the requested PaP capacity that becomes tailor-made might be allocated at a later stage if the IMs/ABs can deliver the tailor-made share as requested. In case of allocation, the PaP share that can become tailor-made retains full protection. This type of request doesn't influence the application of the priority rule.

#### **3.4.3.7 Result of the allocation**

The C-OSS provides interim information to the applicants on the status of their application at X-7.5. The interim notification informs applicants with a higher priority value (K value) about the allocation decision in their favor; it announces the path offer made on behalf of the IM/AB concerned by the C-OSS, with the draft timetable offer at X-5 via PCS, which becomes legally binding for the IM/AB when the final offer at X-3.5 is made and for the applicant after acceptance.

In case of conflicting requests with a lower priority, the C-OSS shall offer an alternative PaP. The applicant concerned has to accept or reject the offered alternative within 5 calendar days. In case the applicant does not answer, or rejects the alternative, the C-OSS forwards the original request to the IM/AB concerned. The C-OSS informs the applicants with a lower priority value (K value) by X-7.5 that their path request has been forwarded to the IM/AB concerned for further treatment within the regular process for the annual timetable construction, and that the C-OSS will provide the draft path offer on behalf of the IM/AB concerned at X-5 via PCS. These applications are handled by the IM/AB concerned as on-time applications for the annual timetable and are therefore included in the regular national construction process of the annual timetable.

#### **3.4.3.8 Handling of non-requested PaPs**

There are two ways of handling non-requested PaPs at X-7.5, based on the decision of the MB.

- A) After pre-Parting, all non-requested PaPs are handed over to the IM/AB.
- B) The MB takes a decision regarding the number of PaPs to be kept after X-7.5. The decision on which PaPs to keep and which PaPs to return to the relevant IMs/ABs depends on the "Parting situation" at that moment. More precisely, at least the following three criteria must be used (by decreasing order of importance):
  - There must be enough capacity for late requests, if applicable, and RC

- Take into account the demand for international paths for freight trains placed by other means than PCS
- Take into account the need for modification of PaP offer due to possible changes in the planning of possessions.

PaPs that are 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 are published during the late request phase (where applicable) in PCS with continuous updating.

Corridor Atlantic Specificities
Atlantic Corridor handles non-requested PaPs according to B) above.

### 3.4.3.9 Draft offer

At the RNE draft timetable deadline (X-5) the C-OSS communicates the draft timetable offer for every handled request concerning pre-Parted PaPs including feeder and/or outflow to the applicant via PCS on behalf of the IM/AB concerned.

The C-OSS communicates partial offers if needed.

The C-OSS provides partial offers to the applicants

- If requested specifically by the applicant and after the applicant has been explicitly informed about the consequences by the C-OSS.
- If an IM/AB is forced by national legislation to send the draft offer to applicants at the published deadlines, even if one or more involved IMs/ABs have not yet finished the path elaboration.

Corridor Atlantic Specificities
Atlantic Corridor provides partial offers according to point B).

### 3.4.3.10 Observations

The C-OSS monitors the observations placed by the applicant on the draft timetable offer for the PaP in PCS. This procedure only concerns justified observations related to the original path request — whereas modifications to the original path requests are treated as described in Chapter 3.7.1 (without further involvement of the C-OSS).

### 3.4.3.11 Final offer

- Regular process:

At the final offer deadline (X-3.5), the C-OSS communicates the final timetable offer for every valid PaP request including feeder and/or outflow sections to the applicants via

PCS on behalf of the IM/AB concerned. If, for operational reasons publication via national tools is still necessary (e.g. to produce documents for train drivers), the IM/AB have to ensure that there are no discrepancies between PCS and the national tool.

**B) Partial offer process:**

The C-OSS communicates partial offers only if at least one of the following conditions is met:

- If requested specifically by the applicant and after the applicant has been explicitly informed about the consequences by the C-OSS.
- If an IM/AB is forced by national legislation to send the final offer to applicants at the published deadlines, even if one or more involved IMs/ABs have not yet finished the path elaboration

or the post-processing phase.

Requests in partial offer may only be switched to the active timetable in PCS when they have been harmonized, i.e. all of the IMs/ABs concerned switched to final offer in PCS. This is to prevent requests with one part still in post-processing while other parts are already in the active timetable, thus allowing the start of the path modification process.

The applicant shall accept or reject the final offer within 5 calendar days in PCS. On Atlantic Corridor the C-OSS informs the applicant concerned about this deadline. If no response is received within the time frame, the C-OSS will send a reminder and/or try to reach the applicant according to its usual business practice in order to receive feedback. If no response is received before X-3, the request is considered to have been withdrawn.

Corridor Atlantic Specificities
Atlantic Corridor provides partial offers according to point B).

### 3.5 LATE PATH REQUEST PHASE

Late path requests refer to capacity requests concerning the annual timetable sent to the C-OSS within the time frame from X-7,5 until X-2.

Corridor Atlantic Specificities
No capacity will be offered in Germany for late paths request.

#### 3.5.1 PRODUCT

Capacity for late path requests can be offered in the following ways:

- A) In the same way as for PaPs, either specially-constructed paths for late path requests or PaPs which were not used for the annual timetable.
- B) On the basis of capacity slots. Slots are displayed per corridor section and the standard running time is indicated. To order capacity for late path requests, corridor sections



without any time indications are available in PCS. The applicant may indicate his individually required departure and/or arrival times, and feeder and outflow path(s), as well as reference points. The indications should respect the indicated standard running times.

Capacity for late path request has to be requested via PCS either in the same way as for PaPs or by using capacity slots in PCS.

Corridor Atlantic Specificities
Atlantic Corridor offers the possibility to place late path requests by using the variant A) and B) according to the product offered in each involved network. No capacity will be offered in Germany for late paths request.

### 3.5.1.1 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor if capacity is offered. See Chapter 3.4.1.4

### 3.5.1.2 Late paths on overlapping sections

See Chapter 3.4.1.5

## 3.5.2 HANDLING OF REQUESTS

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

### 3.5.2.1 Leading tool for late path requests

Applicants sending late path requests to the C-OSS shall use PCS. Within the construction process, the national tool may show additional information to the applicant.

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

Phase	Application (X-7,5 till X-2)	Withdrawal (X-8 till X-2)	Offer (X-1)	Acceptance (until X-0.75)	Modification	Cancellation
Leading tool	PCS	PCS	PCS	PCS	National tool	National tool

### 3.5.2.2 Check of the applications

The C-OSS checks all requests as described in 3.4.2.2

## 3.5.3 ALLOCATION

### 3.5.3.1 Priority rule

The C-OSS coordinates the offer with the IMs/ABs concerned or other C-OSS if needed by following the rule of “first come – first served”.



### 3.5.3.2 Offer

The offer will be prepared by the concerned IM(s)/AB(s) once the timetable with the requests placed on time has been finalized. The offer is made by the C-OSS to the applicant via PCS on the RNE deadline for late path offer (X-1) at the latest.

The applicant shall accept or reject the offer within 5 calendar days after receipt. If no response is received before this deadline, the request is considered to have been withdrawn.

## 3.6 AD-HOC PATH REQUEST PHASE

### 3.6.1 PRODUCT

#### 3.6.1.1 Reserve capacity (RC)

During the ad-hoc path request phase, the C-OSS offer RC based on PaPs or capacity slots to allow a quick and optimal answer to ad-hoc path requests:

- A) RC based on PaPs will be a collection of several sections along the corridor, either of non-requested PaPs and/or PaPs constructed out of remaining capacity by the IMs/ABs after the allocation of overall capacity for the annual timetable between X-3 and X-2.
- B) In case RC is offered on the basis of capacity slots, slots are displayed per corridor section and the standard running time is indicated. The involved IMs/ABs jointly determine the amount of RC for the next timetable year between X-3 and X-2. To order reserve capacity slots, corridor sections without any time indication are available in PCS. The applicant may indicate his individually required departure and/or arrival times, feeder and outflow path(s) as well as reference points. The indications should respect the indicated standard running times as far as possible.

RC is published by the C-OSS at X-2 in PCS.

Corridor Atlantic Specificities
RC is also available on the website of Atlantic Corridor under the following link: <a href="http://www.corridor4.eu/en/oss-en">http://www.corridor4.eu/en/oss-en</a>

Applicants can request RC via the C-OSS until 30 days before the running day. To make ad-hoc requests less than 30 days before the running day, they have to contact the IMs/ABs directly.

Corridor Atlantic Specificities
Atlantic Corridor offers RC through variant A and B according to the product offered in each involved network.

#### 3.6.1.2 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor. See Chapter 3.4.1.4

#### 3.6.1.3 Reserve capacity on overlapping sections

See Chapter 3.4.1.5

### 3.6.1.4 Feeder, outflow and tailor-made paths

See Chapter 3.4.1.6 For RC the same concept applies as for PaPs in the annual timetable.

## 3.6.2 HANDLING OF REQUESTS

The C-OSS receives and collects all path requests for RC placed via PCS until 30 days before the running day.

### 3.6.2.1 Leading tool for ad-hoc requests

Applicants sending requests for RC to the C-OSS shall use PCS. Within the construction process, the national tool may show additional information to the applicant.

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

Phase	Application (X-2 till X+12)	Withdrawal	Offer (10 calendar days before train run)	Answer (within 5 calendar days after offer)	Modification	Cancellation
Leading tool	PCS	PCS	PCS	PCS	National tool	National tool

### 3.6.2.2 Check of the applications

The C-OSS checks all requests as described in 3.4.2.2

## 3.6.3 ALLOCATION

### 3.6.3.1 Priority rule

The C-OSS applies the “first come – first served” rule.

### 3.6.3.2 Offer

The offer is communicated by the C-OSS to the applicant via PCS 10 calendar days before the train run at the latest.

The applicant shall accept or reject the offer within 5 calendar days after receipt of the offer.

## 3.7 REQUEST FOR CHANGES BY THE APPLICANT

### 3.7.1 MODIFICATION

Change requests for PaPs placed by the applicant between X-8 and X-5 are treated by the C-OSS according to the following rules:

- A) "**Downsizing**" changes to the PaP request (e.g. cancellation of running days, shortening of route by deleting entire PaP sections, lower parameters, except in sections with minimum parameter if the downsizing falls below the minimum parameter) that 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 path register accordingly.

- B) **"Substantial"** changes to the PaP request affecting the fixed border times and/or the ranking of the request in the allocation decision according to the priority rule, and downsizing below the minimum parameter, are viewed as complete cancellations of the PaP request. Those change requests are then forwarded to the IM/AB concerned for further treatment (following national processes) within the remaining capacity.

This chapter is not applicable for other types of requests than PaP requests placed between X-11 and X-8.

Corridor Atlantic Specificities
No specificities

### 3.7.2 WITHDRAWAL

Withdrawing a request is only possible

- **between X-8 (after path requests deadline) and X-5 (before draft offer) for the annual timetable**
- **before allocation during the late path request phase (where applicable) and ad-hoc path request phase.**

#### 3.7.2.1 Overview of withdrawal fees and deadlines

Corridor Atlantic Specificities
Detailed information about withdrawal fees and deadlines can be found in the Network Statements of each IM involved in Atlantic Corridor. Links to the Network Statements can be found in Part 2 of this CID.

### 3.7.3 TRANSFER OF CAPACITY

Once capacity is pre-Parted or allocated to an applicant, it shall not be transferred by the recipient to another applicant. The use of capacity by an RU that carries out business on behalf of a non-RU- applicant is not considered as a transfer.

### 3.7.4 CANCELLATION

Cancellation refers to the phase between final allocation and the train run. Cancellation can refer to one, several or all running days and to one, several or all sections of the allocated path.

Corridor Atlantic Specificities
No specificities.

### 3.7.4.1 Addressing and form of a cancellation

In case a path has to be cancelled, for whatever reason, the cancellation has to be done according to national processes.

### 3.7.4.2 Overview of cancellation fees and deadlines

Corridor Atlantic Specificities

Detailed information about cancellation fees and deadlines can be found in the Network Statements of each IM involved in Corridor Atlantic. Links to the Network Statements can be found in Part 2 of this CID.

### 3.7.5 UNUSED PATHS

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

#### 3.7.5.1 Overview of fees and deadlines for unused paths

Corridor Atlantic Specificities

Detailed information about fees and deadlines for unused paths can be found in the Network Statements of each IM involved in Corridor Atlantic. Links to the Network Statements can be found in Part 2 of this CID.

## 3.8 EXCEPTIONAL TRANSPORT AND DANGEROUS GOODS

### 3.8.1 EXCEPTIONAL TRANSPORT

PaPs and RC do not include the possibility to manage exceptional consignments (e.g. out-of-gauge loads). The parameters of the PaPs and RC offered have to be respected, including the published combined traffic profiles.

Requests for exceptional consignments are forwarded by the C-OSS directly to the IMs/ABs concerned for further treatment.

Corridor Atlantic Specificities

For the French, Spanish and the Portuguese network:

When the capacity requested by the Applicant is to be used for Exceptional Transports, 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.

### 3.8.2 DANGEROUS GOODS

Dangerous goods may be loaded on trains using PaPs or RC if both international and national rules concerning the movement of hazardous material are respected (e.g. according to RID – Regulation governing the international transport of dangerous goods by rail).

Dangerous goods have to be declared, when making a path request, to all IMs/ABs on Corridor Atlantic.

Corridor Atlantic Specificities
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No specificities
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### 3.9 RAIL RELATED SERVICES

Rail related services are specific services, the allocation of which follows national rules and partially other deadlines than those stipulated in the process of path allocation. Therefore the request has to be sent to the IMs/ABs concerned directly.

If questions regarding rail related services are sent to the C-OSS, he/she contacts the IMs/ABs concerned, who provide an answer within a reasonable time frame.

### 3.10 CONTRACTING AND INVOICING

Network access contracts are concluded between IMs/ABs and the applicant on the basis of national network access conditions.

The C-OSS does not issue any invoices for the use of allocated paths. All costs (charges for using a path, administration fees, etc.) are invoiced by the relevant IMs/ABs.

Currently, differences between various countries exist regarding invoicing for the path charge. In some countries, if a non-RU applicant is involved, it receives the invoice, whereas in other countries the invoice is issued to the RU that has used the path.

Corridor Atlantic Specificities
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Detailed information about who has to pay the charge when a non-RU applicant uses the path can be found in the Network Statements of each IM involved in Atlantic Corridor. Links to the Network Statements can be found in Part 2 of this CID.
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### 3.11 APPEAL PROCEDURE

Based on Article 20 of Regulation (EU) No 913/2010: in case of complaints regarding the allocation of PaPs (e.g. due to a decision based on the priority rules for allocation), the applicants may address the relevant Regulatory Body (RB) as stated in the Cooperation Agreement signed between RBs on the Corridor.

Corridor Atlantic Specificities
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The Cooperation Agreement can be found in annex 4.E and with the following website of RB representative: <a href="http://www.arafer.fr">www.arafer.fr</a>
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## CHAPTER 4. COORDINATION AND PUBLICATION OF PLANNED TEMPORARY CAPACITY RESTRICTIONS

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### 4.1 GOALS

Planned Temporary Capacity Restrictions (TCRs) are necessary to keep the infrastructure and its equipment in operational condition and to allow changes to the infrastructure necessary to cover market needs. However, there is a strong customer demand to know in advance which capacity restrictions they will be confronted with. Corridor-relevant TCRs which fulfill the criteria listed in Chapter 4.5.1 have to be coordinated, taking into account the interests of the applicants. The corridor's aim is to do this by regularly updating the information and presenting all TCRs in an easily accessible way.

### 4.2 LEGAL BACKGROUND

The legal background to this chapter can be found in Regulation (EU) No 913/2010 Article 12 "Coordination of works". *"The Management Board shall coordinate and ensure the publication in one place, in an appropriate manner and timeframe, of their schedule for carrying out all the works on the infrastructure and its equipment that would restrict available capacity on the freight corridor."*

A framework has been developed by RNE in the "Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions".

### 4.3 COORDINATION

#### 4.3.1 AIM OF COORDINATION

To reduce the operational impact of works on applicants and to optimize capacity utilization on the whole corridor network for both traffic and works, there is a strong need to coordinate the measures that IMs have to take to allow works on the infrastructure.

#### 4.3.2 STAGES OF COORDINATION

Coordination at corridor level is carried out according to the three stages described below.

This process considers at least all the known works in the period X-17 until X-1.

##### 4.3.2.1 Stage 1, bilateral coordination

In the first stage, coordination will be performed during regular coordination processes between neighboring IMs on the corridor. The time and frequency of coordination meetings may differ from country to country. The result is an agreed list of coordinated works linked to time frames, describing the impact on capacity as far as it is known.

Coordination meetings are organized by the IMs; the TCR Corridor Coordinator will be invited and will be informed about the results and open issues concerning TCRs on Corridor lines.

#### 4.3.2.2 Stage 2, corridor level

In the second stage corridors coordinate the relevant TCRs at corridor level. The input is based on the results of the coordination process between neighboring IMs (Stage 1). The aim of Stage 2 is:

- to check if all restrictions are covered and have been coordinated,
- to check if the combined impact of all the TCRs on the different networks of the corridor is still acceptable,
- to ensure the availability of capacity on diversionary lines and,

to ensure the possibility to give a capacity offer, if possible.

Coordination should be done at least twice a year. IMs and corridors may agree to combine Stage 1 and Stage 2.

Corridor Atlantic Specificities		
The Atlantic Corridor has a separate process for Stage 1 and Stage 2 as following :		
Date	Stages	Observations
X-17	1st publication of major TCR's before the beginning of construction of the prearranged train paths	
X-12	Update before the publication of the train paths prearranged in X-11	This information will be demanded from the IMs in X-14 The railway undertakings and terminals will be consulted in X-13 This information will be included in the declarations of national networks.
X-5	Update before the final attribution and planning of the capacity for trains ad-hoc	This information will be demanded from the IMs in X-6 The railway undertakings and terminals will be consulted in X-5
The content of the update of information and the decisions of update are a responsibility of the infrastructure managers of Rail Freight Corridor «Atlantic». The IMs would provide these updates at any moment (ex.: per quarter, monthly and at any moment in case of occurrence of modifications).		

#### 4.3.2.3 Stage 3, corridor-network level

In this stage conflicts between corridors can be identified. This coordination is done twice a year by the TCR Corridor Coordinators in a timely manner according to the needs of the timetable process.

### 4.4 INVOLVEMENT OF APPLICANTS

Each IM has its own national processes and platforms to consult the applicants and inform them about TCRs with a major and medium impact. These processes are described in the Network Statement of each IM.

At Corridor level, the involvement of applicants is organized in the following way:

- A) The results of the TCRs coordination that are relevant for principal and diversionary lines of Atlantic Corridor are published on Atlantic Corridor's website. Applicants may send their comments on the planned activities to the Corridor organization. The TCR Corridor Coordinator submits the issue to the representatives of the involved IMs. The comments of applicants have an advisory and supportive character, and shall be taken into consideration as far as possible.
- B) Regular meetings of the Railway Undertaking Advisory Group (RAG) are used to discuss issues regarding the planning process of TCRs.
- C) Additional meetings with applicants, to discuss and solve open issues, will be treated on a case by case basis.

## **4.5 PUBLICATION**

### **4.5.1 CRITERIA FOR PUBLICATION**

In order to cover the main activities on the Corridor that may reduce available capacity, especially in the early phases of the coordination process (i.e. X-17), the following publication criteria are applied:

- Continuous total closure of a line for more than 72 hours (3 days) in a row
- Periodical total closure (e.g. every night) for more than 30 days in a row
- Any other temporary (e.g. 3 hours every afternoon) or continuous TCR for more than 30 days in a row (e.g. closure of one track of a double track line, temporary TCR on a station along Corridor Atlantic). Included in this category are speed, length, weight or traction restrictions.

Halfway through the coordination process (i.e. X-12), the following publication criteria are applied:

- Continuous total closure of a line for more than 24 hours (1 day) in a row
- Periodical total closure (e.g. every night) for more than 14 days in a row
- Any other temporary (e.g. 3 hours every afternoon) or continuous TCR for more than 14 days in a row (e.g. closure of one track of a double track line, temporary TCR on a station along the Corridor Atlantic). Included in this category are speed, length, weight or traction restrictions. After initial publication of TCRs, further details may be added when they are available.

### **4.5.2 DATES OF PUBLICATION**

Atlantic Corridor publishes the coordinated TCRs at least on the following dates:

- X-17 Information on major coordinated TCRs, also based on results of the national consultation of applicants and the harmonisation between IMs – can be taken into consideration before starting the construction of PaPs
- X-12 Detailed coordinated TCRs – issued prior to the publication of PaPs at X-11



- X-5 Update of already published TCRs – prior to final allocation and for planning of RC for ad-hoc trains.

After initial publication at X-17 and during the process described in the RNE Guidelines, available information will be more detailed, and changes and additional TCRs will have to be taken into consideration.

#### 4.5.3 TOOL FOR PUBLICATION

After coordination between all IMs involved on Atlantic Corridor the results are published in the harmonized Excel overview on the Corridors' website.

Corridor Atlantic Specificities
Link to the TCR overview on the Corridor's website: <a href="http://www.atlantic-corridor.eu">www.atlantic-corridor.eu</a>

#### 4.6 LEGAL DISCLAIMER

By publishing the overview of the corridor TCRs, the IMs concerned present the planning status for TCRs to infrastructure availability along Corridor Atlantic. The published TCRs are a snapshot of the situation at the date of publication and are subject to further changes. The information provided can be used for rough orientation purposes only and may not constitute the basis for any legal claim.

The publication of TCRs at corridor level does not substitute any national law or legislation. It lies within the IMs' responsibility to publish and communicate TCRs as stated in their Network Statements.

## CHAPTER 5. TRAFFIC MANAGEMENT

In line with Article 16 of Regulation (EU) No 913/2010, the management board of the freight corridor has put in place procedures for coordinating traffic management along the freight corridor.

Traffic Management is the prerogative of the national IMs and is subject to national operational rules. The goal of Traffic Management is to guarantee the safety of train traffic and achieve high quality performance. Daily traffic shall operate as close as possible to the planning.

In case of disturbances, IMs work together with the RUs concerned and neighboring IMs in order to limit the impact as far as possible and to reduce the overall recovery time of the network.

National IMs coordinate international traffic with neighboring countries on a bilateral level. In this manner they ensure that all traffic on the network is managed in the most optimal way.

Corridor Atlantic Specificities
No specificities.

### 5.1 CROSS-BORDER SECTION INFORMATION

In the table below, all cross-border sections covered by Corridor Atlantic are listed:

Corridor Atlantic Specificities		
Cross-border section	IM 1	IM 2
Badajoz-Elvas	ADIF	IP
Fuentes de Oñoro - Vilar Formoso	ADIF	IP
Forbach - Saarbrücken	SNCF Réseau	DB Netz
Hendaye-Irún	SNCF Réseau	ADIF

#### 5.1.1 TECHNICAL FEATURES AND OPERATIONAL RULES

For all corridor related cross-border sections, the following information is available:

- **Technical features**
  - Maximum train weight and train length
  - Railway line parameters (number of tracks, electrification, profile, loading and vehicle gauge, speed limit, axle load, etc.)
- **Operational rules**
  - Languages used
  - Requirements running through the border (administrative and technical preconditions)
  - Special rules in case of system breakdown (communication system failure, safety system failure).

Detailed information about technical features and operational rules can be found in the Network Statements of each IM involved in Corridor Atlantic. Links to the Network Statements can be found in Part 2 of this CID.

Depending on the border crossing there might be no interoperable material between the IM networks on the Atlantic Corridor, which might require a change of traction and train driver in the border crossing. In this case, the new train driver must verify the respect of all the security rules of the train (in its wagon composition), according to the exigencies and documentation of each national network.

### **Connection between Germany and France**

The connection between German and French networks of the Atlantic Corridor takes place in the borders of Saarbrücken and Forbach. The connection has the same gauge of track in both sides. It is equipped with train protection system switch between the German system PZB and the French system KVB (Contrôle de vitesse par balises). Both sides are electrified, but with different voltages (Germany: 15,000 V~ and France: 25,000 V~).

The separation of the different voltage levels takes place in a neutral section on the German side of the border crossing (km 5,338 – 5,354).

A detailed description of all operational and technical issues at this border crossing in German and French can be found in the network statement of DB Netz AG (Network Statement, Annex 2.4.3, Rules and Standard No. 302.6006Z98).

### **Connection between Spain and France**

This connection supports the greatest hindrances, 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 Irun/Hendaye, 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 (DB group)

Due to the different gauge of tracks between Spain and France, a freight transfer operation need a stop in the border estimated between 6 and 8 hours, depending on the methods and characteristics.

### **Connection between Portugal and Spain**

The connection between Spanish and Portuguese networks of the Rail Freight Corridor «Atlantic» takes place in the borders of Elvas-Badajoz and Vilar Formoso-Fuentes de Oñoro.

Different from the French-Spanish border, this connection has the same gauge of track in both sides, thus times of stops are minimal.

Procedures:

- Stop for technical verification of 15/30 minutes both on the Portuguese and the Spanish side,
- Operating Procedures of Regulated Security,
- Stop time requested by operators for technical and operational issues: traction change, fuel supply, crew change, meal breaks for train drivers
- Connection on the Portuguese side electrified with 25,000 V~ until Vilar formoso

Required documentation:

- Permanent documents,
- Temporary rules and instructions,
- Traffic and train movement management,
- Security.

Change of locomotives and drivers

The RU will request the locomotive and driver changes to their best criteria under the current regulation in each country.

These changes are taken into account as far as possible in the capacity offered by Rail Freight Corridor «Atlantic».

### 5.1.2 CROSS-BORDER AGREEMENTS

Cooperation between the IMs on a corridor can be described in different types of agreements: in bilateral agreements between states (at ministerial level) and/or between IMs and in the detailed border section procedures.

Agreements applicable on Corridor Atlantic can be found in the overview below and contain the following information:

- Title and description of border agreement
- Validity
- Languages in which agreement is available
- Relevant contact person within IM.

Corridor Atlantic Specificities

Detailed information about cross-border agreements can be found in the Network Statements of each IM involved in Corridor Atlantic. Links to the Network Statements can be found in Part 2 of this CID.

## 5.2 PRIORITY RULES IN TRAFFIC MANAGEMENT

In accordance with the Regulation, IMs involved in Corridor Atlantic commit themselves to treating international freight trains running on the corridor or feeder / outflow lines that run punctually according to the timetable in such a way that a high quality and punctuality level of this traffic is ensured, but always within the current possibilities and within the framework of national operational rules.

Corridor Atlantic Specificities

### In Germany

The Priority rules in traffic management are described into detail in the DB Netz AG rules and standards No 420.0201.

#### General principles

- Emergency trains have priority to other trains.
- Trains on Passenger Express Paths have priority to other trains except emergency trains.
- Trains on Freight Express Paths have priority to other trains except emergency trains and trains on Passenger Express Paths
- Trains not mentioned above have to be considered in principle equal, but
- Faster trains have principally priority to slower trains (average speed)
- On specialized infrastructure listed in the Network Statement, certain traffic types have priority to other trains except emergency trains.

#### Principles in case of deviations from timetable

- Get back to the regular state as soon as possible
- Guarantee the fluidity of operations
- Improve punctuality of all trains

- Best possible use of the capacities of lines and junctions

## **In France**

### **Priority in circulation of trains**

In case of a circulation conflict, trains running through compatible paths shall disturb each other.

A non-discriminatory treatment for RU means:

- Conflicts between trains from different companies: a train in schedule (less than 5 min delay) cannot be displaced by a delayed train. If all the trains in conflict are delayed, the rule is as follows: identical priority agreed for all the trains which composition allows the circulation at the same limit speed, not taking into account which causes or responsibilities are in the origin of the conflict. Trains are classified by decreasing speed and, in case of equivalence, by agreed priority to passenger trains. In case of new equivalence, priority is given to the train whose theoretical timetable is previous to the other.
- Conflicts between trains from the same company: according to the principles told by the affected company, as long as there does not imply a reduction of the network capacity. In absence of these principles, the above rule is applied.

To determine the order of circulation of the trains coming from a point or segment of conflict, each train is placed according to the above priorities. This rule is only applied if the repositioning of the trains is physically possible. If not, it must be applied at the first possible point.

This rule is not applied if the disturbed train with priority runs in advance. It is not applied if the disturbance of a priority train would imply a delay not longer than 3 minutes.

The rule is not absolute, since a circulation chief, a regulator, an axle coordinator or a national coordinator may change it if justified by the global fluidity of the system, or the research of a maximum speed. It may also be derogated for these reasons in dense areas (ex. Paris suburbs), where the research of the maximum speed prevails over maintaining on time each circulation running through the lines. Each of these rules prevails also over the own RU rules.

### **Capacity Restriction**

This rule limits the applicability frame of the precedent rule. In case of an important incident provoking capacity restrictions, with no chance to admit the foreseen traffic, trains not yet running which would take the affected itinerary will function under a rule of distribution of the residual capacity in the main itinerary and in the deflected one, if it exists.

The number of paths running through the restrained itinerary -and optionally any alternative itinerary- are discounted for periods of one hour (to take into account rush-hour conditions) and the available capacity is worked out. Generally, the number of resulting paths is bigger than those the network can absorb. An authorized number of paths for each RU is fixed in proportion from the initial number and the time lapse to make the choice. The RU gives an answer choosing from the trains which should run in a normal situation.

The rest of surplus paths are removed in a crises graphic that substitutes the theoretical circulation graphic. If the time limit for answering is exceeded, it is decided ex-officio which trains will run.

## **In Spain**

The traffic management is done by the IM. The main objective is to adjust the effective running of all the trains within the capacities which were attributed. For this, RU shall provide all the requested pieces of information to the IM, as and when required, before the train departure or during its trip.

If the technical characteristics of the train are different from those indicated in the capacity request, the infrastructure manager shall adopt any convenient measure, including the running prohibition.

Regarding the operational traffic management, the companies must respect the applicable documents about network circulation.

### **Priority rules**

- Priority to trains having obtained capacity
- Priority to trains running through their path from those running with delay, in order to minimize the delay propagation

- The perturbations due to technical causes, accidents or similar will be managed case by case, in order to return as soon as possible to the normal situation.

### In Portugal

The priority rules for circulation are identical to those for capacity allocation (see above).

### General principles

- Emergency trains have priority to other trains;
- Get back to the regular state as soon as possible.
- Public use, particularly services carried out under a public concession contract.
- Priority different in each hour:
  - Suburban passenger services with a frequency equal or greater than six trains every hour during rush-hour periods.
  - Suburban passenger services with a frequency lower than 6 trains every hour during rush-hour periods.
  - Regular high quality national inter-city services and international passenger services.
  - Other medium to long-distance passenger services.
  - International freight or express services.
  - National freight services.
  - Empty train runs.
  - Other services such as rehearsal runs, crew training or contractors' trains

## 5.3 TRAFFIC MANAGEMENT IN THE EVENT OF DISTURBANCE

The goal of traffic management in case of disturbance is to ensure the safety of train traffic, while aiming to quickly restore the normal situation and/or minimize the impact of the disruption. The overall aim should be to minimize the overall network recovery time.

In order to reach the above-mentioned goals, traffic management in case of disturbance needs an efficient communication flow between all involved parties and a good degree of predictability, obtained by applying predefined operational scenarios at the border.

### 5.3.1 COMMUNICATION PROCEDURE

The main principle on which the communication procedure in case of disturbance is based is that the IM concerned is responsible for communication; it must deliver the information as soon as possible through standard channels to the RUs on its own network and to the neighboring IMs.

#### Corridor Atlantic Specificities

The relevant communication to exchange this information will be done via the TCCCom tool (available in TIS) between Germany and France.

On the others borders of the Atlantic Corridor, the IMs will use the existing procedures and will try to implement the TCCCom tool at short term.

### 5.3.2 OPERATIONAL SCENARIOS AT BORDERS IN THE EVENT OF DISTURBANCE

#### Corridor Atlantic Specificities

No operational scenarios at borders have been predefined on Corridor Atlantic. Nevertheless, It is important to remind the following points:

#### Emergency management

In case of perturbation of the railway traffic, for a technical failure, an accident or any other incident, the IM of the corridor must take all the proper measures to ensure the return to normal circulation of trains.

#### Assistance to defective or damaged trains

- **In Germany**, The rules to assist to defective or damaged trains are described in detail in the DB Netz AG Network Statement, Annex 1.6: GTCURI ([http://fahrweg.dbnetze.com/fahrweg-en/network\\_access/network\\_statement/](http://fahrweg.dbnetze.com/fahrweg-en/network_access/network_statement/)).
- In the event of operational disruptions e.g. locomotive damage for which the AP or involved RU is accountable, DB Netz AG shall take all measures necessary in any given instance (pursuant to Article 15 (1) Clause 1 EIBV). This involves clarification with the affected the AP or involved RU of the conditions and period of time under which the latter will be able to remedy the disruption by its own means.
- If this is not possible or only within a given period that, depending on traffic loads or the number of other affected APs or involved RUs, would lead to unreasonable consequences in the form of partial or complete blockage of the line, DB Netz AG will clear the infrastructure itself or arrange for this to be done at the expense of the AP or involved RU.
- **In France**, a train stopped for a failure cannot stay longer than 15 minutes in current track. After this time and not being forecast to run again, it must be put in place all the measures to ensure the track liberation according to the suitable security procedure.
- **In Spain**, ADIF has set up an Emergency Plan ('Plan de Contingencia'), approved by the Ministry of the Development, enlisting the procedures to be used in these situations. In case of a stopped freight train, ADIF may require the use of traction resources from RU to remove the panned train towards the nearest stop, in order to restore as soon as possible the normal conditions for circulation in the line.
- **In Portugal**, in the case of disturbances to rail traffic due to accidents or technical failures, IP will take all necessary measures to re-establish all normal operating conditions. In the case of emergencies and technical failures that render the infrastructure temporarily unusable, allocated train paths can be cancelled without notice during the period needed to repair the system. If the track is blocked by rolling stock, IP will assume the role of coordinating the activities and the necessary resources to clear the blockage.
- IP may demand any RU to place at its disposal the resources needed to rapidly resolve the situation even if the RU is not the direct cause of the obstruction. The RU that put these resources at IP disposal to resolve obstructions caused by third parties have the right to be compensated to the amount agreed upon with the entity that caused the obstruction in the first place and which will have to bear the costs. IP will take all necessary measures to re-establish all normal operating conditions.

#### Itinerary modifications

In case of urgency or absolute necessity, for a temporary non-disposal of the infrastructure, the IM of the Rail Freight Corridor «Atlantic» may change the paths, without previous information, during the time needed until return to normality. They must also make the needed repairs during a suitable time period. They must inform as soon as possible about the situation to the RU and other applicants.

In this case, nor the authorized applicants or the RU may claim any compensation or indemnification.

## 5.4 TRAFFIC RESTRICTIONS

Information about planned restrictions can be found in Chapter 4, Coordination and Publication of Planned Temporary Capacity Restrictions (TCRs).

Corridor Atlantic Specificities
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No specificities.
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## **5.5 DANGEROUS GOODS**

Detailed information about conditions for the transport of dangerous goods can be found in the Network Statements of each IM involved in Corridor Atlantic. Links to the network statements can be found in Part 2 of this CID.

## **5.6 EXCEPTIONAL TRANSPORT**

Detailed information about conditions for the carriage of exceptional consignments can be found in the Network Statements of each IM involved in Corridor Atlantic. Links to the network statements can be found in Part 2 of this CID.



## CHAPTER 6. TRAIN PERFORMANCE MANAGEMENT

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The aim of the Corridor Train Performance Management (TPM) is to measure punctuality, analyze weak points and recommend corrective measures, thus managing the train performance of international train services and improving punctuality across borders and handover points.

A necessary precondition for Train Performance Management is the implementation and use of the RNE Train Information System (as described in CID Part 1, Chapter 10 IT tools) by all involved IMs.

Corridor [Corridor Name] Specificities
No specificities.

## ANNEXES 4

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#### **ANNEX 4.A.1 Decision of the Executive Board of Atlantic Rail Freight Corridor adopting the Framework for capacity allocation on the Rail Freight Corridor**

Having regard to

- Regulation (EU) No 913/2010 of the European Parliament and of the Council and in particular Article 14 thereof;
- Directive 2012/34/EU of the European Parliament and of the Council and in particular Chapter IV (Section 3) thereof;

Whereas:

- Directive 2012/34/EU provides the general conditions and objectives of infrastructure capacity allocation;
- Article 14 of Regulation (EU) No 913/2010 provides the particular conditions applicable in the context of rail freight corridors;
- Article 14(1) of Regulation (EU) No 913/2010 requires the Executive Board to define the framework for the allocation of infrastructure capacity on the rail freight corridor;
- Articles 14(2) to (10) of Regulation (EU) No 913/2010 establish the procedures to be followed by the Management Board, Infrastructure Managers and Allocation Bodies, with reference to the general rules contained in Directive 2012/34/EU;
- The Executive Board invites the Management Board to cooperate with the other Management Boards in order to harmonise as far as possible the time limit mentioned in Article 14(5) of Regulation (EU) No 913/2010;

Acting in accordance with its internal rules of procedure,

**THE EXECUTIVE BOARD HAS ADOPTED THIS DECISION:**

## Chapter I

### PURPOSE, SCOPE AND CHARACTER OF THE FRAMEWORK

#### *Article 1*

1. This framework for the allocation of infrastructure capacity on the rail freight corridor (“Corridor Framework”) concerns the allocation of pre-arranged paths as defined according to Article 14(3) of Regulation (EU) No 913/2010 (“the Regulation”), and of reserve capacity as defined according to Article 14(5) of the Regulation, displayed by the Corridor One-Stop-Shop (“C-OSS”) for freight trains crossing at least one border on a rail freight corridor. It describes the key activities of the C-OSS and Management Board in this respect, and also identifies the responsibilities of the Regulatory Bodies in accordance with Article 20 of the Regulation.
2. The scope of application of the Corridor Framework is the railway network defined in the rail freight corridor implementation plan where principal, diversionary and connecting lines are designated.
3. The Executive Board may decide to allow specific rules within this Corridor Framework for networks which are applying the provisions permitted in accordance with Article 2(6) of Directive 2012/34/EU.

#### *Article 2*

The document to be published by the Management Board in accordance with Article 18 of the Regulation – hereinafter referred to as the Corridor Information Document (“CID”) – shall reflect the processes in this Corridor Framework.

## Chapter II

### PRINCIPLES FOR THE OFFER OF PRE-ARRANGED PATHS AND RESERVE CAPACITY

#### *Article 3*

1. The offer displayed by the C-OSS contains pre-arranged paths and reserve capacity. The pre-arranged paths and reserve capacity are jointly defined and organised by the IMs/ABs in accordance with Article 14 of the Regulation. In addition they shall take into account as appropriate:
  - recommendations from the C-OSS based on its experience;
  - customer feedback concerning previous years (e.g. received from the Railway Undertaking Advisory Group);
  - customer expectations and forecast (e.g. received from the Railway Undertaking Advisory Group);
  - results from the annual users satisfaction survey of the rail freight corridor;
  - findings of any investigation conducted by the Regulatory Body in the previous year.

2. The infrastructure managers and allocation bodies (IMs/ABs) shall ensure that the pre-arranged path catalogue and reserve capacity are appropriately published. Before publication of the pre-arranged path catalogue and reserve capacity, the Management Board shall inform the Executive Board about the offer and its preparation.
3. Upon request of the Regulatory Bodies and in accordance with Articles 20(3) and 20(6) of the Regulation, IMs/ABs shall provide all relevant information allowing Regulatory Bodies to assess the non-discriminatory designation and offer of pre-arranged paths and reserve capacity and the rules applying to them.

#### *Article 4*

The pre-arranged paths shall be handed over to the C-OSS for exclusive management at the latest by X-11<sup>1</sup>, and reserve capacity at the latest by X-2. The Management Board is required to decide whether, and if so to what extent, unused pre-arranged paths are to be returned by the C-OSS to the relevant IMs/ABs at X-7.5 or kept by the C-OSS after X-7.5 in order to accept late requests, taking into account the need for sufficient reserve capacity. The Management Board shall publish in the CID the principles on which it will base its decision.

#### *Article 5*

1. The pre-arranged paths managed by the C-OSS for allocation in the annual timetable and the reserve capacity are dedicated solely to the rail freight corridor. Therefore it is essential that the displayed dedicated capacity is protected between its publication in the pre-arranged path catalogue and the allocation decision by the C-OSS at X-7.5 against unilateral modification by the IMs/ABs.
2. Following the allocation decision by the C-OSS at X-7.5, an IM/AB and an applicant may agree to minor modifications of the allocated capacity that do not impact the results of the allocation decision. In that case, the modified capacity shall have the same level of protection as that applied to the original capacity.

#### *Article 6*

1. Certain pre-arranged paths may be designated by the Management Board for the application of the network pre-arranged path priority rule “Network PaP rule” (defined in Annex 1) aimed at better matching traffic demand and best use of available capacity, especially for capacity requests involving more than one rail freight corridor. The Network PaP rule may apply to pre-arranged path sections linked together within one single or across several rail freight corridors. These sections are designated to promote the optimal use of infrastructure capacity available on rail freight corridors. A pre-arranged path on which the Network PaP rule applies is called “Network PaP”.
2. The designation of Network PaPs, in terms of origin and destination and quantity should take into account the following as appropriate:

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<sup>1</sup> X indicates the date of the timetable change; figures refer to months. Therefore X-11 is 11 months before the timetable change etc.

- scarcity of capacity;
  - the number and characteristics of conflicting requests as observed in previous years;
  - number of requests involving more than one rail freight corridor as observed in previous years;
  - number of requests not satisfied, etc. as observed in previous years.
3. Explanations for the designation of Network PaPs, the rail freight corridor sections to be covered by Network PaPs and an indicative share of Network PaPs as a proportion of all pre-arranged paths offered on the rail freight corridor shall be published in the CID.
  4. Where Network PaPs relate to more than one rail freight corridor, the Management Board shall cooperate with the Management Board(s) of the other relevant rail freight corridor(s) to engage the IMs/ABs in the designation process. If one rail freight corridor identifies a need for Network PaPs on several rail freight corridors, the other rail freight corridor(s) involved should if possible meet the request. These Network PaPs can only be designated if the Management Boards of all relevant rail freight corridors agree.

### Chapter III

#### PRINCIPLES OF ALLOCATION OF PRE-ARRANGED PATHS AND RESERVE CAPACITY

##### *Article 7*

1. The decision on the allocation of pre-arranged paths and reserve capacity on the rail freight corridor shall be taken by the C-OSS, in accordance with Article 13 of the Regulation.
2. The activities under the timetabling processes concerning pre-arranged paths and reserve capacity are set out in Annex 2.

#### III-A GENERAL PRINCIPLES RELATED TO THE FUNCTIONING OF THE C-OSS

##### *Article 8*

1. The CID to be published by the Management Board shall describe at least the competences, the form of organisation, the responsibilities vis-à-vis applicants and the mode of functioning of the C-OSS and its conditions of use.
2. The corridor capacity shall be published and allocated via an international path request coordination system, which is as far as possible harmonised with the other rail freight corridors.

## III-B PRINCIPLES OF ALLOCATION

### *Article 9*

1. The C-OSS is responsible for the allocation of pre-arranged paths and reserve capacity on its own rail freight corridor.
2. An applicant requesting pre-arranged paths or reserve capacity covering more than one rail freight corridor may select one C-OSS to act as a single point of contact to co-ordinate its request, but that C-OSS remains responsible for the allocation of capacity on its own rail freight corridor only.
3. Where the same pre-arranged paths are jointly offered by more than one rail freight corridor, the Management Board shall coordinate with the other Management Board(s) concerned to designate the C-OSS responsible for allocating those paths and publish this in the CID.

### *Article 10*

1. After receipt of all path requests for pre-arranged paths at X-8 (standard deadline for submitting path requests for the annual timetable) the C-OSS shall decide on the allocation of pre-arranged paths by X-7.5 and indicate the allocation in the path register accordingly.
2. Requests for pre-arranged paths that cannot be met pursuant to Article 13(3) of the Regulation and that are forwarded to the competent IMs / ABs in accordance with Article 13(4) are to be considered by IMs/ABs as having been submitted before the X-8 deadline. The IMs/ABs shall take their decision and inform the C-OSS within the timescales set out in Annex VII of Directive 2012/34/EU and described in Annex 2 of this Corridor Framework. The C-OSS shall complete the processing of the request and inform the applicant of the decision as soon as possible after receiving the decision from the competent IMs/ABs.
3. The Management Board is invited to decide the deadline for submitting requests for reserve capacity to the C-OSS in a harmonised way at 30 days before the running date.
4. Without prejudice to Article 48(1) of Directive 2012/34/EU, the C-OSS shall endeavour to provide a first response to requests for reserve capacity within five calendar days of receiving the path request.

## III-C PRINCIPLES OF FAIRNESS AND INDEPENDENCE

### *Article 11*

1. The C-OSS shall respect the commercial confidentiality of information provided to it.
2. In the context of the rail freight corridor, and consequently from the point of view of international cooperation, C-OSS staff shall, within their mandate, work independently of their IMs/ABs in taking allocation decisions for pre-arranged paths and reserve capacity on a rail freight corridor. However, the C-OSS staff should work with the IMs/ABs for the purpose of coordinating the allocation of pre-arranged paths and reserve capacity with the allocation of feeder/outflow national paths.

### III-D PRIORITIES TO BE APPLIED BY THE C-OSS IN CASE OF CONFLICTING REQUESTS

#### *Article 12*

1. In the event of conflicting requests, the C-OSS may seek resolution through consultation as 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.
2. 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.
3. If for any reason the consultation process does not lead to an agreement between all parties by X-7.5 the priority rules described in Annex 1 apply.

#### *Article 13*

1. Where consultation under Article 12 is not undertaken, the C-OSS shall apply the priority rules and the process described in Annex 1 immediately.
2. The priority rules concern only pre-arranged paths and are applied only between X-8 and X-7.5 in the event of conflicting applications.
3. Once the allocation decision is made for requests received by X-8, the C-OSS shall propose suitable alternative pre-arranged paths, if available, to the applicant(s) with the lower priority ratings or, in the absence of suitable alternative pre-arranged paths, shall without any delay forward the requests to the competent IMs/ABs in accordance with Article 13(4) of the Regulation. These path requests are to be considered by IMs/ABs as having been submitted before the X-8 deadline.
4. Experience of the conflict resolution process should be assessed by the Management Board and taken into consideration for the pre-arranged path planning process in following timetable periods, in order to reduce the number of conflicts in following years.

#### *Article 14*

With regard to requests placed after X-8, the principle “first come, first served” shall apply.

### Chapter IV

### APPLICANTS

#### *Article 15*

1. An applicant may apply directly to the C-OSS for the allocation of pre-arranged paths or reserve capacity.



2. Applicants shall accept the rail freight corridor's general terms and conditions as laid down in the CID in order to place requests for pre-arranged path and reserve capacity. A copy of these general terms and conditions shall be provided free of charge upon request. The applicant shall confirm that :
  - it accepts the conditions relating to the procedures of allocation as described in the CID,
  - it is able to place path requests via the system referred to in Article 8,
  - it is able to provide all data required for the path requests.

The conditions shall be non-discriminatory and transparent.

3. 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.
4. Once the pre-arranged path/reserve capacity is allocated by the C-OSS, the applicant shall appoint the railway undertaking(s) which will use the train path/reserve capacity on its behalf and shall inform the C-OSS and the IMs / ABs accordingly. If this appointment is not provided by the applicant by 30 days before the running day at the latest, regardless of whether it is a prearranged path or reserve capacity, the allocated path shall be considered as cancelled.
5. The CID shall describe the rights and obligations of applicants vis-à-vis the C-OSS, in particular where no undertaking has yet been appointed.

## Chapter V

### REGULATORY CONTROL

#### *Article 16*

1. The application of this Corridor Framework on the annual allocation of capacity shall be subject to the control of the Regulatory Bodies.
2. Article 20 of the Regulation requires the relevant Regulatory Body in each rail freight corridor to collaborate with other relevant Regulatory Bodies. The Executive Board invites the Regulatory Bodies involved on the corridor to set out the way in which they intend to cooperate on regulatory control of the C-OSS, by developing and publishing a cooperation agreement defining how complaints regarding the allocation process of the C-OSS are to be filed and how decisions following a complaint are to be taken. The Executive Board also invites the Regulatory Bodies to set out the procedures they envisage for co-operation across rail freight corridors.
3. Where a cooperation agreement has been developed and published, the CID should provide a link to it.

## Chapter VI

### FINAL PROVISIONS

#### *Article 17*

The Management Board shall inform the Executive Board on an annual basis, using the indicators identified in Annex 3, of the quantitative and qualitative development of pre-arranged paths and reserve capacity, in accordance with Article 9(1)c and 19(2) of the Regulation. On this basis, the Executive Board shall evaluate the functioning of the Corridor Framework annually and exchange the findings with the other rail freight corridors applying this Corridor Framework. The Regulatory Bodies may inform the Executive Board of their own observations on the monitoring of the relevant freight corridor.

#### *Article 18*

1. The Executive Board has taken this Decision on the basis of mutual consent of the representatives of the authorities of all its participating States, in accordance with the provisions of Article 14(1) of the Regulation. This Decision is legally binding on its addressees and shall be published.
2. This Corridor Framework replaces any previous Corridor Framework. It shall come into force for the timetable period 2018.
3. Changes to this Corridor Framework can be made but only after consultation with the Management Board and with all rail freight corridors' Executive Boards and Regulatory Bodies.

#### *Article 19*

1. The priority rule and the process described in Annex 1, which are based on frequency and distance criteria, shall be evaluated by the rail freight corridor in the second half of 2018. This evaluation shall be based on a general assessment undertaken by the rail freight corridor taking into account its experience in terms of allocation.
2. In addition in order to broaden the scope of the above evaluation, the Management Board may decide to define and carry out an ex-post evaluation to measure the importance for society and the efficient use of the network under the allocation process for solving conflicting requests.
3. If the rail freight corridor undertakes this additional ex-post evaluation it shall, by the end of 2016, develop a model that can be applied for analytical purposes to the allocation for timetable periods 2018 and 2019. It shall also inform the other rail freight corridors, and make its evaluation and model available to the other rail freight corridors for their consideration.
4. In accordance with the results of the evaluation of the priority rule, as described above, any potential modification would take effect for the timetable period 2020 and onwards.

*Article 20*

A reference to this Corridor Framework will be included in the CID and in the network statements of the IMs/ABs.

*Article 21*

This Decision is addressed to the IMs/ABs and the Management Board of the rail freight corridor.

## ANNEXES

1. Description of the priority rule at X-8 in the event of conflicting requests for pre-arranged paths
2. Activities within the timetabling processes concerning pre-arranged paths and reserve capacity
3. Evaluation of the allocation process.

## ANNEX 1

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

For the purpose of this Annex, a request comprises a train run from origin to destination, including sections on one or more rail freight corridors as well as feeder and/or outflow paths, on all of its running days. In certain cases, which are due to technical limitations of the IT system used, a request may have to be submitted in the form of more than one dossier. These cases must be described in the CID.

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

The priority is calculated according to this formula:

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

$L^{PAP}$  = Total requested length of all PaP sections on all involved RFCs included in one request.

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

$Y^{RD}$  = Number of requested running days for the timetable period. A running day will only be taken into account for the priority calculation if it refers to a date with a published PaP offer for the given section.

K = The rate for priority

All lengths are counted in kilometres.

The method of applying this formula is:

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

**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 included in one request.

$L^{\text{Other PAP}}$  = Total requested length (in kilometres) of the PaP (not defined as “Network PaP”) on either RFC included in one request.

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

$Y^{\text{RD}}$  = Number of requested running days for the timetable period. A running day will only be taken into account for the priority calculation if it refers to a date with a published PaP offer for the given section.

The method of applying this formula is:

- in a first step the priority value (K) is calculated using only the total requested length of the “Network PaP” ( $L^{\text{NetPAP}}$ ) 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

If the requests cannot be separated in this way, a random selection is used to separate the requests. This random selection shall be defined in the CID.

## ANNEX 2

### Activities under the timetabling processes concerning pre-arranged paths and reserve capacity.

Date/period	Activity
X-19 – X-16	Preparation phase
X-16 – X-12	Construction phase
X-12 – X-11	Approval and publication
X-11	Publication of pre-arranged paths provided by the IMs/ABs and identification among them of the designated Network PaPs
X-11 – X-8	Application for the Annual Timetable
X-8	Deadline for submitting path requests
X-8 – X-7.5	Pre-booking phase
X-7.5	Forwarding requests with “flexible approaches” (e.g. Feeder/Outflow) “special treatments” and requests where the applicant has neither received the requested pre-arranged path nor accepted – if applicable – an appropriate alternative pre-arranged path to IMs/ABs
X-7.5	Possible return of some remaining (unused) pre-arranged paths to the competent IMs/ABs – based on the decision of the rail freight corridor Management Board – for use during the elaboration of the annual timetable by the IMs/ABs
X-7.5 – X-5.5	Path construction phase for the “flexible approaches”
X-5.5	Finalisation of path construction for requested “flexible approaches” by the IMs/ABs and delivering of the results to C-OSS for information and development of the draft timetable
X-5	Publication of the draft timetable for pre-arranged paths – including sections provided by the IMs/ABs for requested “flexible approaches” by the C-OSS - and for tailor-made alternatives in case the applicant has neither received the requested pre-arranged path nor accepted – if applicable – an appropriate alternative pre-arranged path
X-5 – X-4	Observations from applicants
X-4 – X-3.5	Post-processing and final allocation
X-7,5 – X-2	Late path request application phase

X-4 – X-1	Late path request allocation phase
X-4 – X-2	Planning (production) reserve capacity for ad-hoc traffic
X-2	Publication reserve capacity for ad-hoc traffic
X-2 – X+12	Application and allocation phase for ad hoc path requests
X+12 – X+15	Evaluation phase



## ANNEX 3

### Evaluation of the allocation process

The process of capacity allocation on the rail freight corridor shall be evaluated throughout the allocation process, with a focus on continuous improvement of the working of the C-OSS. The evaluation shall take place after the major deadlines:

X-11: Publication of PaPs

X-8: Deadline for submitting path requests in the annual timetabling process

X-7.5: Deadline for treatment of PaP requests for the annual timetable by the C-OSS

X-2: Publication of reserve capacity for ad-hoc traffic

The evaluation shall be undertaken by the Management Board. Furthermore, the Management Board shall compile an annual evaluation report which includes recommendations for improvements of the capacity allocation process. The Annual report shall be addressed to the Executive Board.

The results of the monitoring shall be published by the Management Board, and to be included in the reporting as referred to in Article 19 of the Regulation.

The following basic indicators shall at least be evaluated using the methodology outlined below:

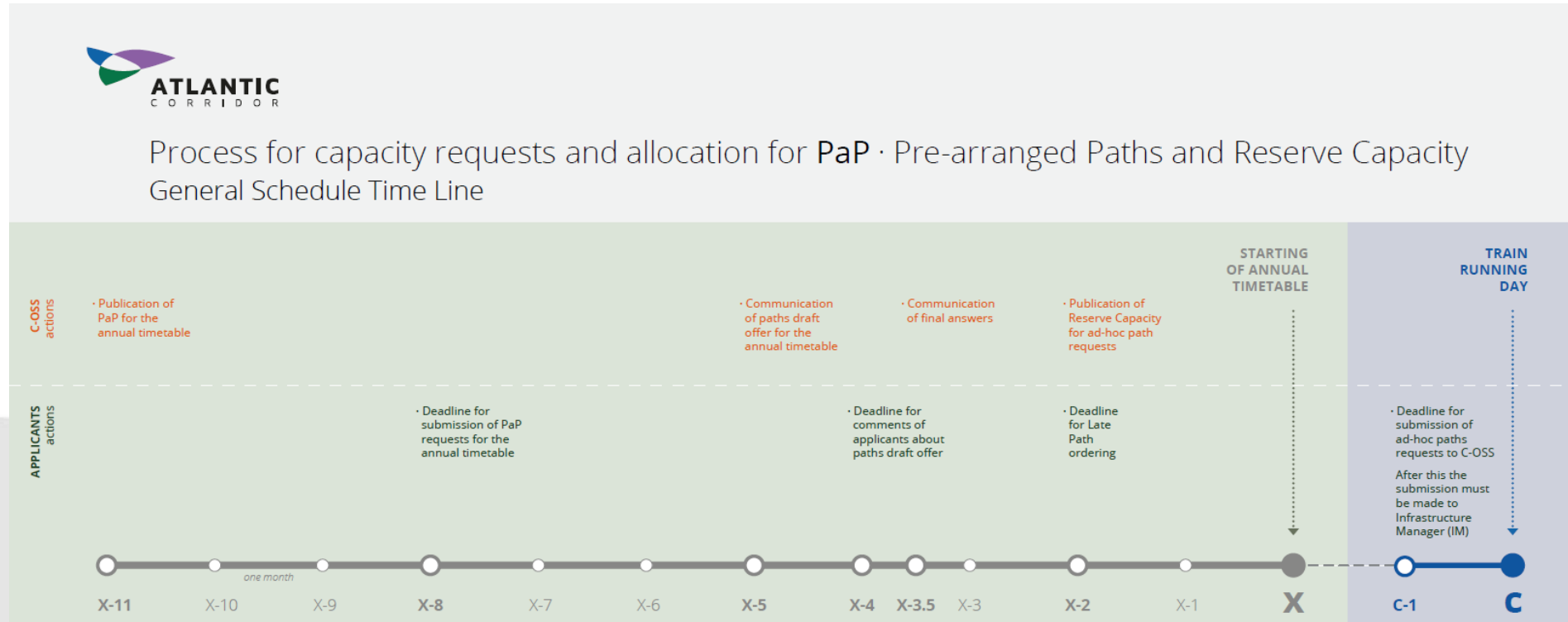
Indicator	Calculation formula	Timing
Volume of offered capacity	Km*days offered	At X-11 and X-2
Volume of requested capacity	Km*days requested	At X-8
Volume of requests	Number of requests	At X-8
Volume of capacity (pre-booking phase)	Km*days -(pre-booking phase)	At X-7.5
Number of conflicts	Number of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

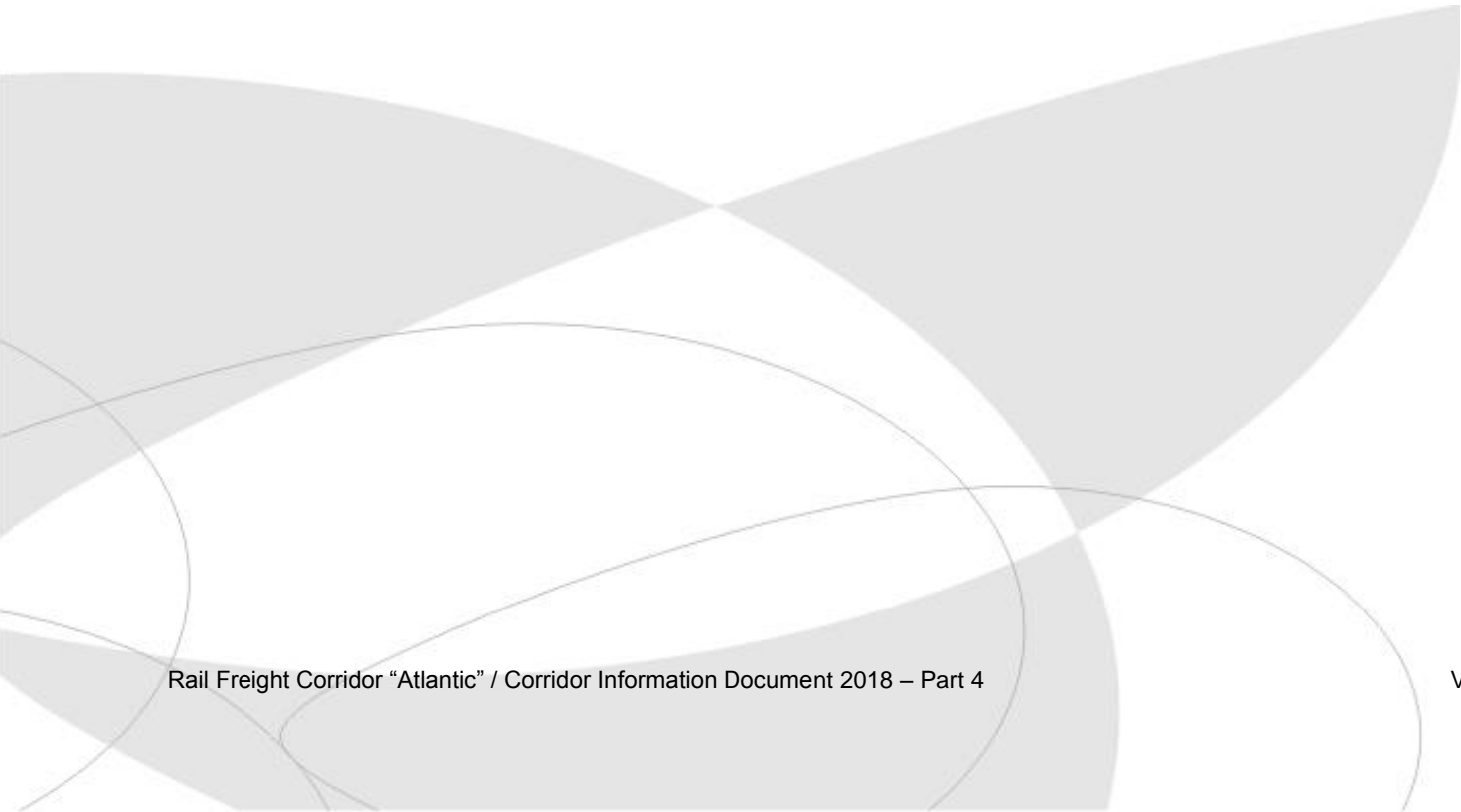
## GLOSSARY OF ABBREVIATIONS

- **AB:** Allocation Body
- **IM:** Infrastructure Manager
- **C-OSS:** Corridor One Stop Shop
- **PaP:** Pre-arranged path
- **X:** Starting date of a timetable
- **F/O:** Feeder / Outflow
- **RD:** Running days
- **RFC:** Rail Freight Corridor
- **Network PaP:** Pre-arranged path on which the “Network PaP rule” applies.
- **CID:** Corridor Information Document

## ANNEX 4.A.2 Framework for Capacity Allocation signed by the Executive Board

<http://www.corridor4.eu/oss-en/capacity-management-en>





## ANNEX 4.B Table of deadlines

Date / Deadline	Date in X-System	Description of Activities
9 January 2017	X-11	Publication of PaP Catalogue
10 April 2017	X-8	Last day to request a PaP
24 April 2017	X-7.5	PaP pre-Parting information sent to applicants by C-OSS
3 July 2017	X-5	Publication of draft timetable
4 July 2017 – 4 August 2017	X-5 – X-4	Observations and comments from applicants
25 April 2017 – 16 October 2017	X-7,5 – X-2	Late path request application phase via the C-OSS
4 August 2017 – 13 November 2017	X-4 – X-1	Late path request allocation phase
21 August 2017	X-3.5	Publication of final offer
26 August 2017	X-3	Acceptance of final offer
17 October 2017	X-2	Publication of RC
10 December 2017	X	Timetable change
9 December 2018	X+12	Last day to request RC



## ANNEX 4.C Map of Corridor Atlantic



Sines · Setúbal · **Lisbon** · Aveiro · Leixões · Algeciras · **Madrid** · Bilbao · Zaragoza  
 Bordeaux · La Rochelle · Nantes · **Paris** · Le Havre · Strasbourg · **Mannheim**



Border	Handover Point → Fixed Times	Intermediate Point → Stop and feeder/outflow-connection possible
Not electrified section	Handover Point combined with Boundary point	





## **ANNEX 4.D Declaration to be signed by the applicants**

### **DECLARATION**

#### **Acceptance of the general terms and conditions for requesting international freight train paths through the Rail Freight Corridor «Atlantic» one stop shop**

Considering that the RFC Atlantic corridor-one stop shop (“C-OSS”) is a department of the EEIG Atlantic Corridor incorporated under the Law of France and registered at the Registre du Commerce et des Sociétés de Paris under number 797803228, located in SNCF Réseau, 174 avenue de France – 75648 PARIS CEDEX and operating from ADIF (Dirección de Planificación y Gestión de Red), C/. Hiedra, s/nº, Estación de Chamartín, Edificio 23, 28036 Madrid, SPAIN.

- The applicant has read, understood and accepted the RFC Atlantic Corridor Information Document and, in particular, its part IV which states the procedures for requesting and allocating international freight paths through the RFC Atlantic one stop shop.
- The applicant complies with all conditions required by applicable legislations and by the Infrastructure Managers / Allocation Bodies (“IMs/ABs”) involved in the paths it requests including inter alia administrative and financial requirements.
- The applicant shall provide all data required for the path requests.
- The applicant accepts the provisions of the national networks statements applicable to the path(s) requested.
- The applicant shall place capacity requests only through the Path Coordination System.

The EEIG Atlantic Corridor, as C-OSS, shall only be held liable for direct damages caused to the applicant due to the breach of one of the obligations of the C-OSS as described in article 2.1 of part IV of the Corridor Information Document.

The EEIG Atlantic Corridor shall not be held liable for any damage caused to the applicant due to the breach by one or several IMs/ABs involved in the requested paths of one of the obligations described in article 2.2 of part IV of the Corridor Information Document

Name and address of the applicant:

By signing these terms and conditions, I accept the provisions above,

Date, signature and stamp

**ANNEX 4.E      Cooperation agreement signed by the Regulatory Bodies**



# ATLANTIC

C O R R I D O R

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