CID Book 4 – Procedures for Capacity and Traffic Management

Harmonised text concerning capacity management, coordination and publication of planned temporary capacity restrictions, traffic management and train performance management for all corridors

2021 timetable year

Version control

Version	Chapter changed	Changes compared to the previously published version	X marks which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
Date of change shall be the version number	x.x.x	Version for publication		X

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1   Introduction

This CID Book 4 describes the procedures for capacity allocation by the Corridor One-Stop-Shop (C-OSS established by the Management Board (MB) of Corridor Amber 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 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.

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 Corridor Amber are placed under the common texts and marked as shown below.

The corridor-specific parts are displayed in this frame.

In addition, specific rules and terms on capacity allocation are applicable to parts of the corridors which the management board of the particular corridors decide upon. These rules and terms are described and defined in Annex 4 of the *Framework for Capacity Allocation* and refer to the pilot that is being conducted to test the results of the RNE-FTE project 'Redesign of the international timetabling process' (TTR) on the following lines:

The lines concerned are

> ➤ RFC North Sea-Mediterranean: Rotterdam - Antwerp
> ➤ RFC Scandinavian-Mediterranean: Munich - Verona
> ➤ RFC Atlantic: Mannheim - Miranda de Ebro
> ➤ RFC Baltic-Adriatic: Breclav – Tarvisio-B./Jesenice/Spielfeld

This Corridor does not participate in a TTR pilot project.

For all other sections of the above corridors, the rules described in this Book 4 apply.

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 Corridor Amber's website.

A general glossary can be found in the annex of the CID Book 1, which is harmonised over all corridors and is available under the following link:

The glossary can be found at: https://www.rfc-amber.eu/assets/downloads/corridor_information_document/Updated_CID_Book_1_harmonised_text_proposal_TT_2020_Amber%20RFC.pdf

2   Corridor OSS

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

2.1   Function

The C-OSS is the only body where applicants may request and receive dedicated infrastructure capacity for international freight trains on Corridor Amber. 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

Address	ul. Targowa 74, 03-734 Warszawa
Phone	+48 22 473 34 69
Email	c-oss@rfc-amber.eu

2.3   Corridor language

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

The C-OSS has beside English no additional official languages for correspondence

2.4   Tasks of the C-OSS

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

- ➢ Collection of international capacity wishes:
  - o Consult all interested applicants in order to collect international capacity wishes and needs for the annual timetable by having them fill in a survey. This survey is sent by the C-OSS to the applicants and/or published on the Corridor's website. The results of the survey will be one part of the inputs for the predesign of the PaP offer. It is important to stress that under no circumstances the Corridor can guarantee the fulfilment of all expressed capacity wishes, nor will there be any priority in allocation linked to the provision of similar capacity.

- ➢ Predesign of PaP offer:
  - ○ Give advice on the capacity offer, based on input received from the applicants, and the experience of the C-OSS and IMs/ABs, based on previous years and the results of the Transport Market Study
- ➢ Construction phase
  - ○ Monitor the PaP/RC construction to ensure harmonised border crossing times, running days calendar and train parameters
- ➢ Publication phase
  - ○ Publish the PaP catalogue at X-11 in the Path Coordination System (PCS)
  - ○ Inspect the PaP catalogue in cooperation with IMs/ABs, perform all needed corrections of errors detected by any of the involved parties until X-10.5
  - ○ Publish offer for the late path request phase (where late path offer is applicable) in PCS
  - ○ Publish the RC at X-2 in PCS
- ➢ Allocation phase: annual timetable (annual timetable process)
  - ○ Collect, check and review all requests for PaPs including error fixing when possible
  - ○ 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 Amber (see Framework for Capacity Allocation (FCA) in Annex 4.A)
  - ○ 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-book 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-harmonised 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
- ➢ Allocation phase: late path requests (annual timetable process)

- o Collect, check and review all requests for the late path request phase including error fixing when possible
- o Allocate capacity for the late path request phase where applicable
- o 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-harmonised border times), ask for correction
- o Send the responses/offers to the applicants on behalf of the IMs/ABs concerned
- o Keep the catalogue concerned updated

➢ Allocation phase: ad-hoc requests (RC) (running timetable process)

- o Collect, check and review all requests for RC including error fixing when possible
- o Create a register of the applications and keep it up-to-date
- o Allocate capacity for RC
- o 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-harmonised border times), ask for correction
- o Send the responses/offers to the applicants on behalf of the IMs/ABs concerned
- o Keep the RC catalogue updated

2.4.1 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 applicants concerned 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.

2.5   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.

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.

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/or 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 RFC Amber adopting the Framework for capacity allocation on the Rail Freight Corridor" (FCA), which was signed by representatives of the ministries of transport on (14/12/2018). The document is available under:

➢ Annex 4.A Framework for Capacity Allocation

The document is available under:

> https://rfc-amber.eu/assets/downloads/other_public_documents/RFC11_FCA.pdf

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.

Applicants shall accept the general terms and conditions of the Corridor in PCS before placing their requests.

Without accepting the general terms and conditions, the applicant will not be able to send the request. In case a request is placed by several applicants, every applicant requesting PaP sections has to accept the general terms and conditions for each corridor on which the applicant is requesting a PaP section. In case one of the applicants only requests a feeder or outflow section, the acceptance of the general terms and conditions is not needed.

The acceptance shall be done only once per applicant and per corridor and is valid for one timetable period.

With the acceptance the applicant declares that it:

➢ has read, understood and accepted the RFC Amber CID and, in particular, its Book 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 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 for feeder / outflow paths can be found.

Detailed information about the deadlines can be found in the network statements of IMs involved in RFC Amber Links to the network statements can be found in Book 2 of this CID.

3.3 Requirements for requesting capacity

RFC Amber applies the international timetabling deadlines defined by RNE for placing path requests as well as for allocating paths (for the Corridor calendar, see http://www.rne.eu/sales-timetabling/timetabling-calender/ or 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 is not entitled to create PCS dossiers on behalf of the applicant. If requested, the C-OSS can support applicants in creating the dossiers in order to prevent inconsistencies and guide the applicants' expectations (maximum
1 week prior to the request deadline). The IMs/ABs may support applicants by providing a technical check of the requests.

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 PaP/RC sections on one or more corridors as well as, where applicable, 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:

> > o Different origin and/or destination depending on running day (But using identical PaP/RC capacity for at least one of the IMs for which capacity was requested).

> > o Transhipment from one train onto different trains (or vice versa) because of infrastructure restrictions.

> > o The IM/AB specifically asks the applicant to split the request into two or more dossiers.

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 a request has to be submitted in more than one dossier, the applicant should indicate the link among these dossiers 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.

No corridor specific requirements for additional cases on RFC Amber

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 applicants' need for flexibility and the market demand on RFC Amber, PaPs are split up in several sections, instead of being supplied as entire PaPs, as for example from Małaszewicze to Koper. Therefore, 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 the Corridor's website.

The PaP catalogue can be found under the following link:
https://rfc-amber.eu/downloads/grp/capacity_allocation

PaPs are published in PCS at X-11. Between X-11 and X-10.5 the C-OSS is allowed to perform, in PCS, all needed corrections of errors regarding the published PaPs detected by any of the involved parties. In this phase, the published PaPs have 'read only' status for applicants, who may also provide input to the C-OSS regarding the correction of errors.

3.4.1.2 Schematic corridor map

  A schematic map of the RFC Amber can be found in Annex 4.C

Symbols in schematic corridor map:

Nodes along the RFC Amber, 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:

- o ☐ 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 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:

- o ⬤ Intermediate Point

- o 🔲 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:

- o 🔺 Operational Point

A schematic map of the Corridor can be found in Annex 4C

3.4.1.3 Features of PaPs

The capacity offer on a Corridor has the following features:

A PaP timetable is published containing:

➢ Sections with fixed times (data cannot be modified in the path request by an applicant)

- o Capacity with fixed origin, intermediate and destination times within one IM/AB.

- o Intermediate Points and Operational Points (as defined in 3.4.1.2) with fixed times. Requests 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 (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, stopping times and train parameters. Where applicable, the maximum number of stops and total stopping time per section has to be respected).

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

- o Where applicable, the indication of standard journey times for each corridor section has to be respected.

- o Optional: Intermediate Points (as defined in Chapter 3.4.1.2) without fixed times. Other points on the Corridor may be requested.

- o 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.

The C-OSS promotes the PaPs by presenting them to existing and potential applicants.

Amber Rail Freight Corridor
RFC Amber offers: PaPs with fixed times on the sections on Hungarian and Slovenian borders and on

Slovakian - Hungarian border and PaPs with flexible times on sections inside the territories of Slovenia, Hungary, Slovakia and Poland.

PaPs with fixed times for extra long trains:

RFC11PaP0029 Czechowice Dziedzice- Žilina

RFC11PaP0030 Žilina - Czechowice Dziedzice.

PaPs with bandwidth approach on sections on Polish – Slovakian border. This approach means that all times inclusive the border times can be modified by both applicant and IM within the band width of the originally published PaP. Band widths are defined and displayed in Annex 4D

3.4.1.4 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor. A PaP offer harmonised by different corridors may be published and indicated as such. The applicant may request PaP sections on different corridors within one request. 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.

Multiple corridor paths on RFC Amber are displayed on a map in Annex 4C.

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 overlapping sections concerned 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.

Description of common offers on overlapping sections on RFC Amber can be found on a map in Annex 4C.

Overlapping section with common offer	Involved corridors	Responsible C-OSS
Rajka to Bratislava	Orient/East-Med	Orient/East-Med

	RFC Amber	
Galanta via Nové Zámky to Štúrovo	Orient/East-Med RFC Amber	Orient/East-Med
Nové Zámky to Komárom	Orient/East-Med RFC Amber	Orient/East-Med
Sopron to Győr	Orient/East-Med RFC Amber	Orient/East-Med
Győr to Ferencváros	Orient/East-Med RFC Amber	Orient/East-Med
Štúrovo to Ferencváros	Orient/East-Med RFC Amber	Orient/East-Med
Hodoš to Zalaszentiván	RFC Mediterranean RFC Amber	Mediterranean
Divača - Koper	RFC Mediterranean RFC Amber	Mediterranean
Ljubljana - Divača	RFC Mediterranean RFC Amber	Mediterranean
Zidani Most - Ljubljana	RFC Mediterranean RFC Amber	Mediterranean
Zidani Most - Pragersko	RFC Mediterranean RFC Amber	Mediterranean
Pragersko-Ormož	RFC Mediterranean RFC Amber	Mediterranean
Ormož-Hodoš-nat. border (HU)	RFC Mediterranean RFC Amber	Mediterranean

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 / 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):
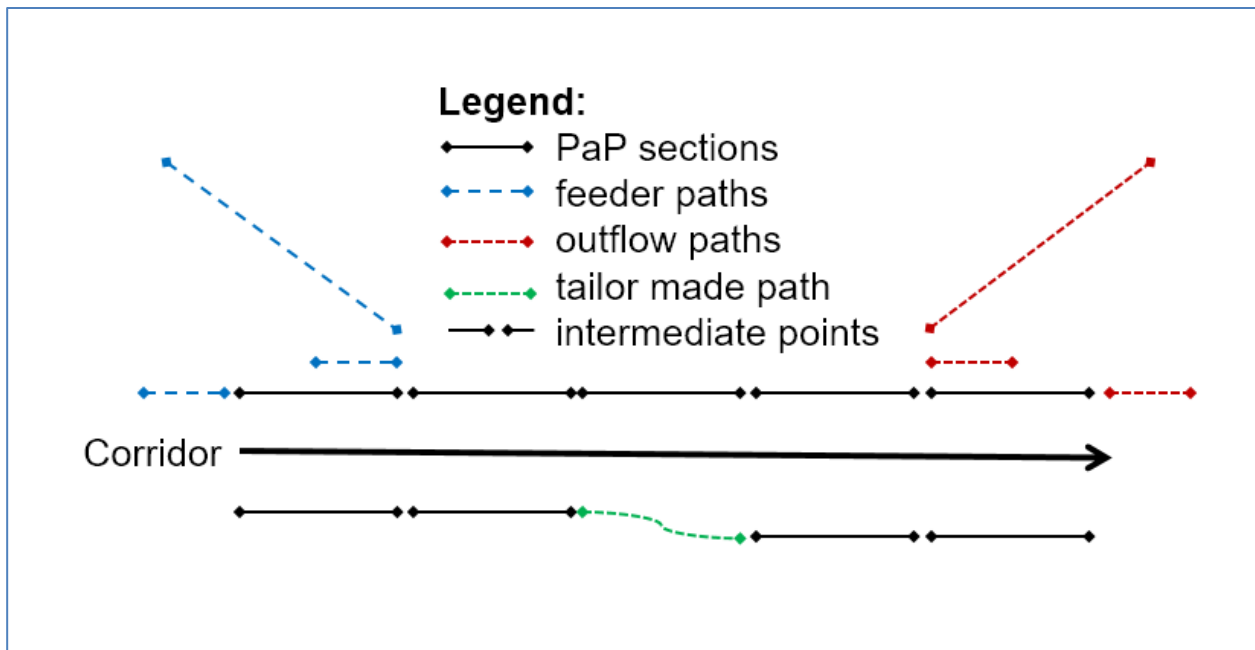
3.4.2   Handling of requests

The C-OSS publishes the PaP catalogue at X-11 in PCS, inspects it in cooperation with IMs/ABs, and performs all needed corrections of errors detected by any of the involved parties until X-10.5. Applicants can submit their requests until X-8. The C-OSS offers a single point of contact to applicants, allowing them to submit requests and receive answers regarding corridor capacity for international freight trains crossing at least one border on a corridor in one single operation. If requested, the C-OSS can support applicants in creating the dossiers in order to prevent inconsistencies and guide the applicants' expectations. The IMs/ABs may support the applicants by providing a technical check of the requests.

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 (till X-8)	Withdrawal (X-8t)	Pre-booking (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	National tool/PCS	National tool/PCS
Additional tool			Email (for pre-booking information)						

On PKP PLK network the national IT system is the only tool to place request for modification and cancellation.

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, for all incoming capacity requests it will perform the following plausibility checks:

  ➢ Request for freight train using PaP and crossing at least one border on a corridor

  ➢ Request without major change of parameters

If there are plausibility flaws, the C-OSS may check with the applicant whether these can be resolved:

  ➢ if the issue can be solved, the request will be corrected by the C-OSS (after the approval of the applicants concerned) and processed like all other requests. The applicant has to accept or reject the corrections within 5 calendar days. In case the applicant does not answer or reject the corrections, the C-OSS forwards the original request to the IM/AB concerned.

  ➢ if the issue cannot be resolved, the request will be rejected.

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).

No additional checks on RFC Amber.

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 is 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-booking phase

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) and in Chapter 3.4.3.1.

On behalf of the IMs/ABs concerned and according to the result of the application of the priority rules - as detailed in 3.4.3.1 - the C-OSS pre-books the PaPs.

The C-OSS also 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-booked), just as might be the case with requests with a lower priority value (priority rule process below). The latter will be handled in the following order:

- consultation may be applied

- alternatives may be offered (if available)

- if none of the above steps were applied or successful, the requested timetable will be forwarded to the IMs/ABs concerned to elaborate a tailor-made offer as close as possible to the initial request.

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:

  o   The conflict is only on a single corridor.

  o   Suitable alternative PaPs are available.

B) Applying the priority rule as described in Annex 1 of the FCA (see Annex 4.A) and Chapter 3.4.3.3 and 3.4.3.4 of this Book 4.

  a.   Cases where no Network PaP is involved (see 3.4.3.3)

  b.   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).

In the case that more than one PaP is available for the published reference PaP, the C-OSS pre-books the PaPs with the highest priority until the published threshold is reached. When this threshold is reached, the C-OSS will apply the procedure for handling requests with a lower priority as listed above.

Amber Corridor applies the resolution through consultation.

Resolution through consultation may be promoted and performed in a first step between applicants and the C-OSS, if all the following criteria are met:

- *Conflict is only on a single rail freight corridor*
- *Alternative pre-arranged paths are available*

The C-OSS addresses both applicants and proposes a solution. If both applicants agree to the proposed solution, the consultation process ends. If for any reason the consultation process does not lead to an agreement between all parties at X-7.5 the priority rules described below apply.

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.

RFC Amber 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 RFCs 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 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 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:*

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

K = Priority value

L^{NetPAP} *= Total requested length (in kilometres) of the PaP defined as "Network PaP" on either RFC included in one request.* The definition of a request can be found in Chapter 3.3.

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

RFC Amber uses the above described random selection.

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:

   o PaP section

   o Tailor-made section
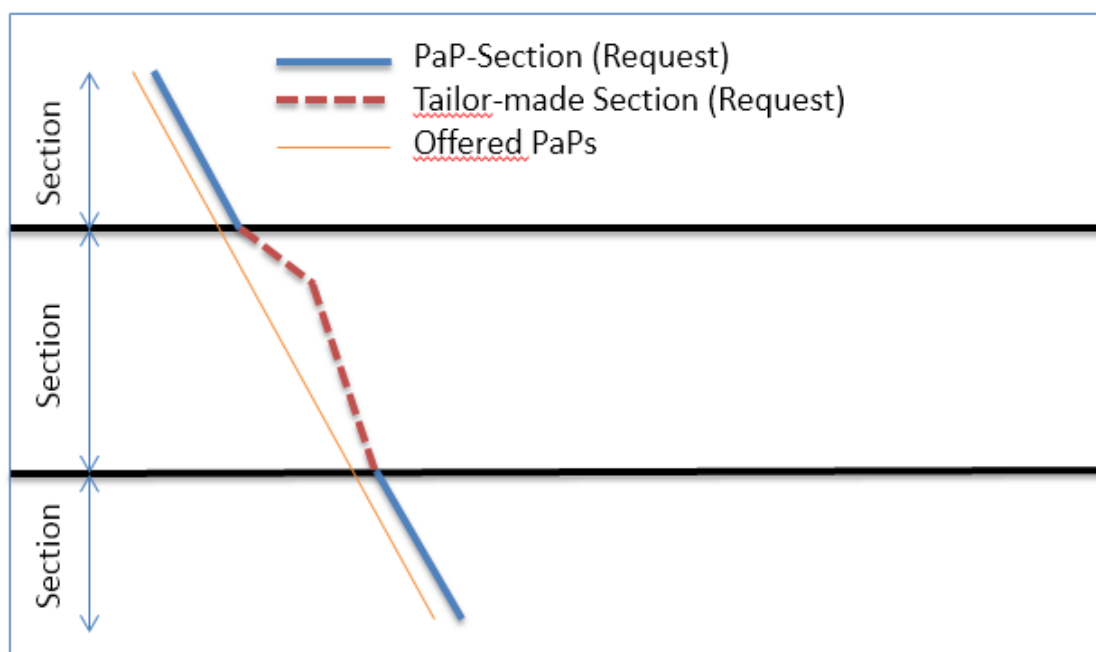
   o PaP section

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

   o Construction starting point at the beginning: The C-OSS pre-books 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-booked; they will be treated as tailor-made.

   o Construction starting point at the end: The C-OSS pre-books 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-booked; they will be treated as tailor-made.

   o Construction starting point in the middle: The C-OSS pre-books the longest of the requested PaP sections either before or after the interruption. No other sections will be pre-booked; 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 pre-booking

The C-OSS provides interim information to applicants regarding the status of their application no later than X-7.5.

In the case that consultation was applied, the applicants concerned are informed about the outcome.

In the case that no consultation was applied, the interim notification informs applicants with a higher priority value (K value) about pre-booking decisions in their favour.

In case of conflicting requests with a lower priority value, the C-OSS shall offer an alternative PaP, if available. 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, or no alternative is available, 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-booking, all non-requested PaPs are handed over to the IM/AB.

- B) The MB takes a decision regarding the capacity to be republished after X-7.5. This decision depends on the "booking situation" at that moment. More precisely, at least the following three criteria must be fulfilled in the following order of importance):

  1. There must be enough capacity for late requests, if applicable, and RC.

  2. Take into account the demand for international paths for freight trains placed by other means than PCS.

  3. Take into account the need for modification of the capacity offer due to possible changes in the planning of TCRs.

RFC Amber handles non-requested PaPs according to B *above.*

3.4.4 Path elaboration phase

3.4.4.1 Preparation of the (draft) offer

After receiving the pre-booking decision by the C-OSS, the IMs/ABs concerned will elaborate the flexible parts of the requests:

- ➢ Feeder, outflow or intermediate sections

- ➢ Pre-booked sections for which the published timetable is not available anymore due to external influences, e.g. temporary capacity restrictions

- ➢ In case of modifications to the published timetable requested by the applicant

- ➢ In case of an alternative offer that was rejected by the applicant or is not available

In case IMs/ABs cannot create the draft offer due to specific wishes of the applicant not being feasible, the C-OSS has to reject the request.

The C-OSSs shall be informed about the progress, especially regarding the parts of the requests that cannot be fulfilled, as well as conflicts and problems in harmonising the path offers.

3.4.4.2 Draft offer

At the RNE draft timetable deadline (X-5) the C-OSS communicates the draft timetable offer for every handled request concerning pre-booked PaPs including feeder and/or outflow, tailor-made sections and tailor-made offers in case of conflicting requests to the applicant via PCS on behalf of the IM/AB concerned.

3.4.4.3 Observations

Applicants can place observations on the draft timetable offer in PCS one month from the date stated in Annex 4B, which are monitored by the C-OSS. The C-OSS can support the applicants regarding their observations. This procedure only concerns 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).

3.4.4.4 Post-processing

Based on the above-mentioned observations the IMs/ABs have the opportunity to revise offers between X-4 and X-3.5. The updated offer is provided to the C-OSS, which – after a consistency check – submits the final offer to the applicant in PCS.

3.4.5 Final offer

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, tailor-made sections and tailor-made offers in case of conflicting requests 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 IMs/ABs have to ensure that there are no discrepancies between PCS and the national tool.

On Amber Corridor there is no flexibility in the final offer.

The applicants involved shall accept or reject the final offer within 5 calendar days in PCS.

- ➢ Acceptance > leads to allocation
- ➢ Rejection > leads to withdrawal and closing of the request
- ➢ No answer > The C-OSS will actively try to get an answer. In case there is no answer from the applicants, the C-OSS will end the process (no allocation).

If not all applicants agree on the final offer, the request will be considered as unanswered.

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.

RFC Amber offers the possibility to place late path requests. Products for late path requests are not available on Polish sections of RFC Amber

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 construction starting point. 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.

Amber Corridor offers the possibility to place late path requests by using the variant A. Products for late path requests are not available on Polish sections of Amber Corridor.

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.

Description of common offers on overlapping sections on RFC Amber can be found on a map in Annex 4C.

Products for late path requests are not available on Polish sections of RFC Amber

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/PCS	National tool/PCS

On PKP PLK network the national IT system is the only tool to place request for modification and cancellation. Products for late path requests are not available on Polish sections of RFC Amber.

3.5.2.2 Check of the applications

The C-OSS checks all requests as described in 3.4.2.2.

3.5.3 Pre-booking

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".

3.5.4 Path elaboration

During the path elaboration phase, the IMs/ABs concerned will prepare the Late Path offer under coordination of the C-OSS.

3.5.5 Late request offer

All applicants involved shall accept, ask for adaptations or reject the late request offer within 5 calendar days in PCS. By triggering the 'ask for adaptation' function, applicants can place comments on the late request offer, which will be monitored by the C-OSS. This procedure only concerns comments 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).

- ➢ Acceptance > leads to allocation

- ➢ Ask for adaptations > late offer can be returned to path elaboration with comments; IM/AB will make an alternative proposal; however, if no alternatives are possible, the applicant will have to prepare a new request

- ➢ Rejection > leads to withdrawal and closing of the request

> ➢ No answer > The C-OSS will actively try to get an answer. In case there is still no answer from the applicants, the C-OSS will end the process (no allocation)

If not all applicants agree on the final offer, the request will be considered as unanswered.

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 offers RC based on PaPs or capacity slots to allow for 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 as well as in the late path request phase.

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. The determined slots may not be decreased by the IMs/ABs during the last three months before real time.

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 construction starting point. The indications should respect the indicated standard running times as far as possible.

RFC Amber offers RC through variant A and B according to the product offered in each involved network.

In case of variant B, the timeframe for RC requests is +/- 6 hours from the construction starting point the applicant indicates.

RC is published by the C-OSS at X-2 in PCS and on the website of RFC Amber under the following link:

Link to RC catalogue: https://rfc-amber.eu/downloads/grp/capacity_allocation

Reserve capacity for timetable 2021 will be available from October 2020 and published in Path Coordination System (PCS). The offer is not valid in case of unavailable infrastructure capacity.

The IMs can modify or withdraw RC for a certain period in case of unavailability of capacity due to force majeure. Applicants can book 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.

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.

Description of common offers on overlapping sections on RFC Amber can be found on a map in Annex 4C.

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. If requested, the C-OSS can support applicants in creating the dossiers to prevent inconsistencies and guide the applicants' expectations. The IMs/ABs may support the applicants by providing a technical check of the requests.

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 and allocation (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/PCS	National tool/PCS

On PKP PLK network the national IT system is the only tool to place request for modification and cancellation.

3.6.2.2 Check of the applications

The C-OSS checks all requests as described in 3.4.2.2.

3.6.3 Pre-booking

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

3.6.4   Path elaboration

During the path elaboration phase, the IMs/ABs concerned will prepare the offer under coordination of the C-OSS.

3.6.5   Ad-hoc request offer

Applicants shall receive the ad-hoc offer no later than 10 calendar days before the train run. All applicants involved shall accept, ask for adaptations or reject the ad-hoc offer within 5 calendar days in PCS. By triggering the 'ask for adaptation' function, applicants can place comments on the ad-hoc request offer, which will be monitored by the C-OSS. This procedure only concerns comments 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).

> ➢ Acceptance > leads to allocation

> ➢ Ask for adaptations > ad-hoc offer can be returned to path elaboration with comments; IM/AB will make an alternative proposal; however, if no alternatives are possible, the applicant will have to prepare a new request

> ➢ Rejection > leads to withdrawal of the offer and closing of the request

> ➢ No answer > The C-OSS will actively try to get an answer. In case there is still no answer from the applicants, the C-OSS will end the process (no allocation)

If not all applicants agree on the final offer, the request will be considered as unanswered.

3.7 Request for changes by the applicant

3.7.1   Modification

The Sector Handbook for the communication between Railway Undertakings and Infrastructure Managers (RU/IM Telematics Sector Handbook) is the specification of the TAF-TSI (EC) No. 1305/2014 Regulation. According to its Annex 12.2 UML Model of the yearly timetable path request, it is not possible to place change requests for paths (even including PaPs) by the applicant between X-8 and X-5. The only option in this period is the deletion, meaning the withdrawal, of the path request.

3.7.2   Withdrawal

Withdrawing a request is only possible

> ➢ After submitting the request (until X-8) until the final offer

> ➢ before allocation during the late path request phase (where applicable) and ad-hoc path request phase.

Resubmitting the withdrawn dossier will be considered as annual request only until X-8.

3.7.2.1 Overview of withdrawal fees and deadlines

Detailed information about withdrawal fees and deadlines can be found in the network statements of IMs involved in RFC Amber. Links to the network statements can be found in Book 2 of this CID.

3.7.3   Transfer of capacity

Once capacity is pre-booked 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 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.

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

Detailed information about cancellation fees and deadlines can be found in the network statements of IMs involved in RFC Amber. Links to the network statements can be found in Book 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 for unused paths

Detailed information about fees for unused paths can be found in the network statements of IMs involved in RFC Amber. Links to the network statements can be found in Book 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.

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 RFC Amber

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.

Detailed information about who has to pay the charge when a non-RU applicant requests the path can be found in the network statements of IMs/ABs involved in RFC Amber. Links to the network statements can be found in Book 2 of this CID.

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.

The relevant Regulatory Body is the Office for Rail Transport of the Republic of Poland (Urząd Transportu Kolejowego).

4   Coordination and Publication of planned Temporary Capacity Restrictions

4.1 Goals

In line with Article 12 of Regulation (EU) No 913/2010, the management board of the freight Corridor shall coordinate and ensure in one place the publication of planned Temporary Capacity Restrictions (TCRs) that could impact the capacity on RFC Amber. 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. According to the current legal framework (see 4.2.), in case of international traffic, these capacity restrictions have to be coordinated by IMs among neighbouring countries.

Notwithstanding the above coordination requirements, the process and criteria for the involvement of RFC Amber in the coordination of the TCRs on the Corridor are regulated in Chapter 4.3. The RFC

TCR Coordinator appointed by the management board is responsible for ensuring that the needs of international freight traffic along the corridors are adequately respected.

Additionally, the Corridor's aim is to regularly update the information and present all known TCRs in an easily accessible way.

4.2 Legal background

The legal background to this chapter can be found in:
- ➤ Article 53(2) of and Annex VII to Directive 2012/34/EU as amended by Commission Delegated Decision (EU) 2017/2075 - hereafter "Annex VII"
- ➤ Article 12 of Regulation (EU) No 913/2010 ("Coordination of works").

A framework has been developed by RNE in the "Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions for the European Railway Network" and it is reflected in RFC Amber's specific procedures.

4.3 Coordination process of corridor-relevant TCRs

Coordination is the continuous process of planning TCRs with the aim to reduce their impact on traffic. If this impact of a TCR is not limited to one network, cross-border coordination between IMs is necessary. It results in optimising the common planning of several TCRs, and in offering alternative capacity for deviations on relevant lines to keep international freight traffic running.

4.3.1 Timeline for coordination

Different types of TCR (see 4.5.1) require a different deadline for final coordination:
- ➤ Major impact: 18 months before the start of the annual timetable
- ➤ High and medium impact: 13,5 months before the start of the annual timetable
- ➤ Minor impact: 5 months before the start of the annual timetable

Coordination of corridor-relevant TCRs is carried out according to the following procedure.

4.3.2   Coordination between neighbouring IMs (first level of coordination)

Coordination will be performed during regular coordination processes between neighbouring IMs on the Corridor during coordination meetings. The result of coordination is:

a) a common agreement between the involved IMs about coordinated TCRs linked to the timing of the TCR and describing the impact on capacity as far as it is known and
b) a common understanding of open issues, which have to be resolved, and a timeline for how to continue with the unresolved issues.

Criteria for coordination between IMs are set up in Annex VII, but additional criteria are taken into account, if according to IMs' expertise they are relevant for international traffic.

Due to IMs' experience and expertise, additional TCRs which could influence the traffic on RFC Amber may have to be considered.
Coordination meetings are organised by the respective IMs. The RFC TCR Coordinator will be invited and will be informed about the results and open issues concerning TCRs on Corridor lines. The RFC TCR Coordinator monitors the results of the coordination and if required, proposes additional actions to find solutions for open issues.

4.3.3   Coordination at Corridor level (second level of coordination)

Coordination at Corridor level is necessary if the impact of the TCR is not limited to the second network and a third or a fourth network is involved or the aggregated impact of several TCRs exceeds the criteria agreed.

4.3.4   Conflict resolution process

Unresolved conflicts on Corridor lines shall be reported by the RFC TCR Coordinator to RFC Amber's management board directly when it becomes clear that the coordination has not lead to sufficient results.

IMs involved in the conflict will initiate the conflict resolution process (e.g. by initiating specific bi/multi-lateral meetings). The specific RFC Amber's process is described in the box below.

Conflict resolution process on RFC Amber.

Experts with relevant knowledge of planning TCRs and timetables will work on proposals for alternatives to find solutions. The management of the IM(s) where the works take place is responsible for a final decision. The results will be reported to the management of the affected IMs and MB of the involved corridors.

4.4 Involvement of applicants

Each IM has its own national agreements, processes and platforms to consult and inform their applicants about TCRs during the various phases. These processes are described in the network statement of each IM.

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

---

1) *The results of the coordination of TCR's that are known for principal and diversionary lines of RFC Amber are published on RFC Ambers's website and/or in the CIP. Applicants may send their comments on the planned TCRs to the involved IM(s) by* (The Corridor shall add the deadline)*. The comments of applicants have an advisory and supportive character and shall be taken into consideration as far as possible.*

2) *Regular meetings of the Railway Undertaking Advisory Group (RAG) and Terminal Advisory Group (TAG) are used to discuss issues related with TCRs.*

3) *Additional meetings with applicants, to discuss and resolve open issues, will be treated on a case by case basis.*

4.5 Publication of TCRs

4.5.1 Criteria for publication

	Consecutive days	Impact on traffic (estimated traffic cancelled, re-routed or replaced by other modes of transport)
Major impact TCR[1]	More than 30 consecutive days	More than 50% of the estimated traffic volume on a railway line per day
High impact TCR[1]	More than 7 consecutive days	More than 30% of the estimated traffic volume on a railway line per day
Medium impact TCR[1]	7 consecutive days or less	More than 50% of the estimated traffic volume on a railway line per day
Minor impact TCR[2]	unspecified[3]	More than 10% of the estimated traffic volume on a railway line per day

1) Annex VII of Directive 2012/34/EU, article (11);

2) Annex VII of Directive 2012/34/EU, article (12).

3) according to Annex VII of Directive 2012/34/EU, article (12) "7 consecutive days or less", modified here.

RFC Amber also publishes other relevant TCRs on its website under the following link: https://rfc-amber.eu/assets/downloads/traffic_management/Amber_RFC_all_TCR_template%202019_2020.pdf and in CIP

After initial publication of TCRs, further details may be added as soon as they are available.

4.5.2 Dates of publication

IMs have to publish their major, high and medium impact TCRs at X-12. Corridor Amber publishes the relevant TCRs for TT 2022 – 2024 on the following dates:

	January 2021 (X-11)	January 2021 (X-23)	August 2021 (X-3.5)	January 2022 (X-11)	January 2022 (X-23)
Major	X (second publication)	X (first publication)		X (second publication)	X (first publication)
High	X (second publication)	X (first publication)		X (second publication)	X (first publication)
Medium	X (international impact)			X (international impact)	
Minor			X		
Applicable timetable	**TT 2022**	**TT 2023**	**TT 2022**	**TT 2023**	**TT 2024**

4.5.3 Tool for publication

After coordination between all IMs involved in RFC Amber the results are published in the harmonised Excel overview which is available on the corridor's website and/or in the CIP.

Link to the overview on the Corridor's website:
https://rfc- amber.eu/contents/read/capacity_restrictions

Amber Corridor also publishes on its website impact sheets for some TCRs with high impact for traffic. These sheets indicate the type and the duration of the TCR and the impact on international rail freight.

4.6 Legal disclaimer

By publishing the overview of the corridor relevant TCRs, the IMs concerned present the planning status for TCRs to infrastructure availability along RFC Amber. The published TCRs are a snapshot of the situation at the date of publication and may be subject to further changes. The information provided can be used for orientation purposes only and may not constitute the basis for any legal claim. Therefore, any liability of the Corridor organisation regarding damages caused using the TCR parameters (e.g. day, time, section, etc.) shall be excluded.

The publication of TCRs at Corridor level does not substitute the publication of TCRs in accordance with the relevant provisions of national and European law. It lies within the IMs' responsibility to publish and communicate TCRs in accordance with the process described in their network statements and/or defined in law.

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 neighbouring IMs in order to limit the impact as far as possible and to reduce the overall recovery time of the network. For international disruptions longer than 3 days with a high impact on international traffic, the international contingency management, as described in the Handbook for International Contingency Management (ICM Handbook), (http://www.rne.eu/wp-content/uploads/International_Contingency_Management_Handbook_final_v1.5.pdf) applies.

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

In the normal daily business the trains run according to their timetable, and there is no need for coordination or communication between the TCCs on the corridor. If there is any significant deviation from the timetable or in case of disturbance regardless of the cause, communication and coordination between the related TCCs is necessary. The coordination in

such cases should be based on the already existing bilateral agreements. For communication and coordination it is recommended to use the functionalities of RNE TIS.

The infrastructure managers of the freight corridor and the advisory groups set up Train Performance Management Coordination to ensure optimal coordination between the operation of the railway infrastructure and the customers.

5.1 Cross-border section information

In the table below, all cross-border sections covered by RFC Amber are listed:

Cross-border section	IM 1	IM 2
Zwardoń – Skalité	PLK	ŽSR
Muszyna – Plaveč	PLK	ŽSR
Rusovce – Rajka	ŽSR	GYSEV
Komárno – Komárom	ŽSR	MÁV
Štúrovo – Szob	ŽSR	MÁV
Čaňa – Hidasnémeti	ŽSR	MÁV
Slovenské Nové Mesto – Sátoraljaújhely	ŽSR	MÁV
Egervár-Vasboldogasszony – Zalaszentiván	GYSEV	MÁV
Őriszentpéter – Hodoš	MÁV	SŽ

5.1.1 Technical features and operational rules

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

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

For RFC Amber the above-mentioned information can be found:

➢ On Customer Information Platform (CIP) -
https://cip.rne.eu/apex/f?p=212:65:::::P65_CORRIDOR:11
➢ In the Implementation Plan -
https://rfc-amber.eu/downloads/grp/corridor_information_document
➢ In the Network Statements of IMs involved in the corridor
➢ On RNE website – Traffic Management Information – Border section information sheet within the Excel table (http://rne.eu/tm-tpm/other-activities-2/)

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 RFC Amber can be found in the overview below and contain the following information:

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

On RFC Amber the above-mentioned overview information can be found:

➢ On Customer Information Platform (CIP) under Information Documents -
https://cip.rne.eu/apex/f?p=212:65:::::P65_CORRIDOR:11
➢ On the Corridor website - https://rfc-amber.eu/downloads/grp/traffic_management
➢ On RNE website – Traffic Management Information – Border section information sheet within the Excel table (http://rne.eu/tm-tpm/other-activities-2/)

5.2 Priority rules in traffic management

In accordance with the Regulation (EU) No 913/2010, IMs involved in RFC Amber commit themselves to treating international freight trains 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.

There are no harmonised Priority Rules on the corridor. The prioritisation of freight trains is in the competence of the concerned Infrastructure Manager.

To see the overview of national IM priority rules in traffic management, please visit: http://www.rne.eu/tm-tpm/other-activities-2/

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 minimise the impact of the disruption. The overall aim should be to minimise 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.

In case of international disruptions longer than 3 days with a high impact on international traffic, the international contingency management procedures as described in Chapter 4.1 of the ICM Handbook apply.

Amber Rail Freight Corridor
The rerouting scenarios and the rerouting overview can be found: ➢ On Customer Information Platform (CIP) under Information Documents - https://cip.rne.eu/apex/f?p=212:65:::::P65_CORRIDOR:11   ➢ On the Corridor website - https://rfc-amber.eu/downloads/grp/traffic_management

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 neighbouring IMs.

In case of international disruptions longer than 3 days with a high impact on international traffic, the international contingency management communication procedures as described in Chapter 4.2 of the ICM Handbook apply.

Amber Rail Freight Corridor
Detailed rules for communication in case of disturbance are included in bilateral agreements, which can be found: ➢ On Customer Information Platform (CIP) under Information Documents – https://cip.rne.eu/apex/f?p=212:65:::::P65_CORRIDOR:11   ➢ On the Corridor website - https://rfc-amber.eu/downloads/grp/traffic_management   In case of disturbance for communication and coordination it is recommended to use the functionalities of RNE TIS.

5.3.2 Operational scenarios on the Corridor in the event of disturbance

For international disruptions longer than 3 days with a high impact on international traffic, RFC Amber with its member IMs and related corridors developed an international corridor re-routing overview combining national re-routing plans across borders along the Corridor, according to Chapter 3 of the ICM Handbook.

The rerouting scenarios and the rerouting overview can be found:

  ➢ On Customer Information Platform (CIP) under Information Documents - https://cip.rne.eu/apex/f?p=212:65:::::P65_CORRIDOR:11
  ➢ On the Corridor website - https://rfc-amber.eu/downloads/grp/traffic_management

5.3.3   Allocation rules in the event of disturbance

In case of international disruptions longer than 3 days with a high impact on international traffic, the international contingency management allocation principles as described in Chapter 3.2 of the ICM Handbook apply.

In case of major disturbances the national rules and procedures which are applicable, are to be found in the related Network Statements.

5.4 Traffic restrictions

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

On RFC Amber the information about unplanned restrictions can be found:

 The member IMs are responsible for the publication of the information

  ➢ On the internal channels / tools of the involved IMs;
  ➢ Within the respective sections of the IM's websites, if applicable

5.5 Dangerous goods

Detailed information about conditions for the transport of dangerous goods can be found in the network statements of IMs involved in RFC Amber. Links to the network statements can be found in Book 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 IMs involved in RFC Amber. Links to the network statements can be found in Book 2 of this CID.

6 Train performance management

The aim of the Corridor Train Performance Management (TPM) is to measure the performance on the Corridor, analyse weak points and recommend corrective measures, thus managing and

improving the train performance of international services. RNE has developed guidelines for train performance management on corridors (http://rne.eu/wp-content/uploads/RNE_Guidelines_for_Train_Performance_Management_on_RFCs.pdf) as a recommendation for processes and structures. However, the implementation of the TPM is subject to particular Corridor decision.

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

Corridors publish in the CIP or on their websites a management summary of the Corridor's monthly punctuality report, harmonised among the corridors.

Several different reports have been developed by RNE for the needs of corridors. Interested parties (applicants, terminals and others) are welcome to contact the Corridor TPM WG leader in case of need for further, specific, detailed analyses. The list of Corridor TPM WG leaders can be found on the RNE website: http://www.rne.eu/tm-tpm/tpm-on-rfcs/. In addition, direct access to the reporting tool can be requested by applicants via the RNE Joint Office.

The management summary of the Corridor monthly punctuality report is published: ➢ On Customer Information Platform (CIP) under Information Documents - https://cip.rne.eu/apex/f?p=212:65:::::P65_CORRIDOR:11 ➢ On the Corridor website - https://rfc-amber.eu/downloads/grp/traffic_management

Annexes:

Annex 4.A Framework for Capacity Allocation

Mentioned in Chapter 3.1 The Framework for Capacity Allocation can be found on the RFC Amber's website:

https://rfc-amber.eu/assets/downloads/other_public_documents/RFC11_FCA.pdf

Annex 4.B Table of deadlines

Date / Deadline	Date in X-System	Description of Activities
13 January 2020	X-11	Publication of PaP Catalogue
13 January 2020 – 27 January 2020	X-11 – X-10.5	Correction phase (corrections of errors to published PaPs)
14 April 2020	X-8	Last day to request a PaP
21 April 2020		Last day to inform applicants about the alternative PaP offer
27 April 2020	X-7.5	Last day for C-OSS to send PaP pre-booking information to applicants
6 July 2020	X-5	Publication of draft timetable
7 July 2020 – 7 August 2020	X-5 – X-4	Observations and comments from applicants
28 April 2020 – 19 October 2020	X-7.5 – X-2	Late path request application phase via the C-OSS
25 August 2020 – 16 November 2020	X-3.5 – X-1	Late path request allocation phase
24 August 2020	X-3.5	Publication of final offer
29 August 2020	X-3	Acceptance of final offer
12 October 2020	X-2	Publication of RC
13 December 2020	X	Timetable change
12 October 2020 – 10 December 2021	X-2 - X+12	Application and allocation phase for RC

Annex 4.C Maps of RFC Amber

Mentioned in chapters 3.4.1.2, 3.4.1.4, 3.4.1.5, 3.5.1.2, 3.6.1.3

Schematic map Amber
PaP capacity offer TT2021
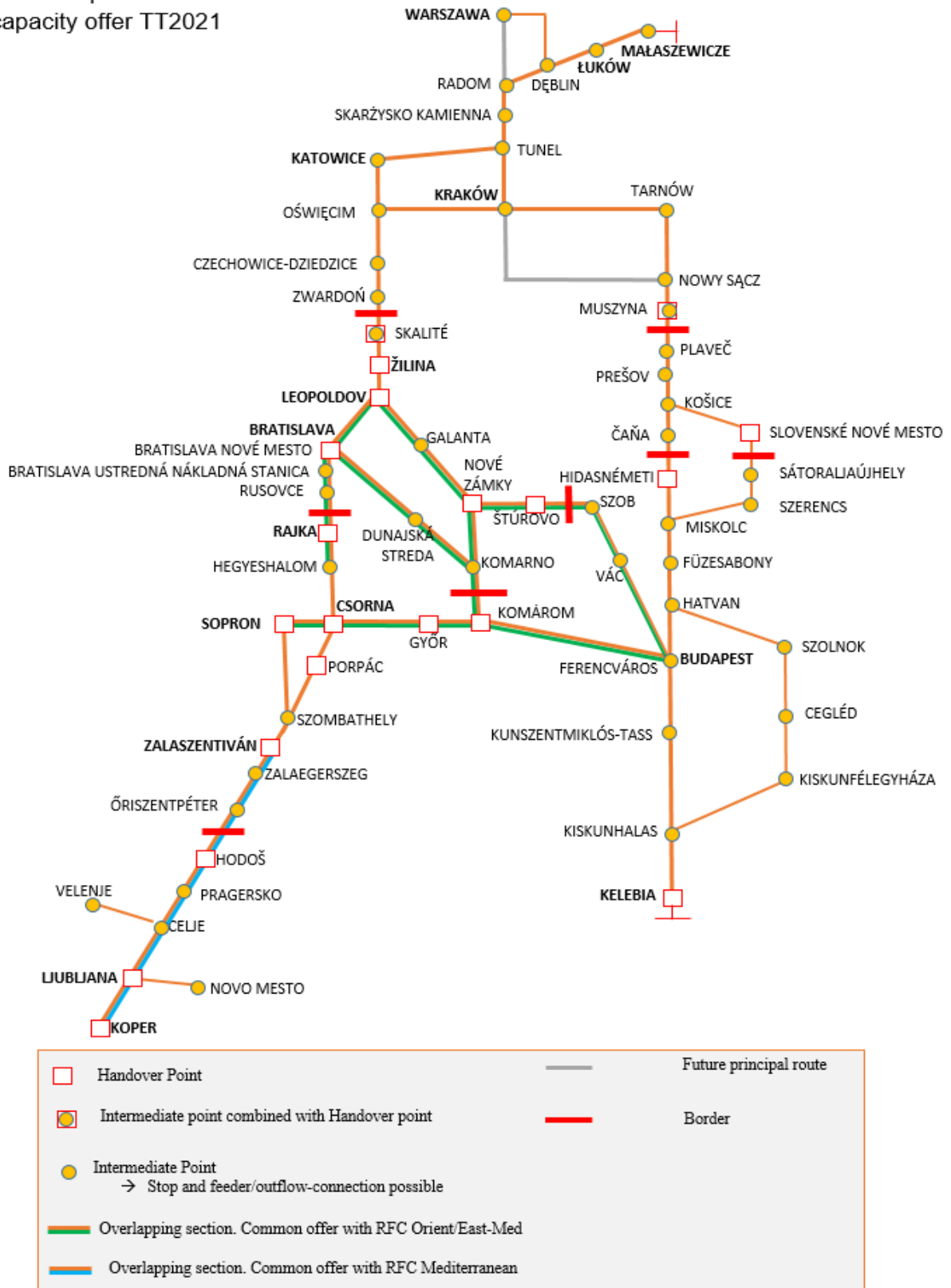
Annex 4.D Specificities on specific PaP sections on RFC Amber

Mentioned in Chapter 3.4.1.3

Bandwidth for IMs:	Bandwidth Request at border	Bandwidth Request inland	Bandwidth Construction at border
PKP PLK, Poland	+/- 60 min	open	+/- 120 min
ŽSR, Slovakia	+/- 60 min	open	+/- 120 min
MÁV/GYSEV/VPE, Hungary	0 min	open	0 min
SŽ-I, Slovenia	0 min	open	0 min

Annex 4.E Table of distances (PaP sections)

Mentioned in Chapter 3.4.3.1

IM	PaP section		Number of kilometres
	From	To	
PLK	Małaszewicze Płd	Łuków	79,472
	Łuków	Dęblin	61,444
	Warszawa Praga	Pilawa	102,932
	Pilawa	Dęblin	49,262
	Dęblin	Radom	56,775
	Radom	Skarżysko Kamienna Ska	36,170
	Skarżysko Kamienna Ska	Tunel	128,664
	Tunel	Jaworzno Szczakowa	65,821
	Jaworzno Szczakowa	Oświęcim	32,817
	Oświęcim	Czechowice- Dziedzice	21,411
	Czechowice- Dziedzice	Zwardoń	69,151
	Zwardoń	Skalite	7,192
	Tunel	Kraków Nowa Huta	51,672

	Kraków Nowa Huta	Podłęże	12,753
	Podłęże	Tarnów Mościce	55,492
	Tarnów Mościce	Tarnów Filia	5,386
	Tarnów Filia	Nowy Sącz	86,340
	Nowy Sącz	Muszyna	50,648
	Muszyna	Plaveč	14,328
ŻSR	Plaveč	Prešov	61,400
	Prešov	Košice	32,800
	Košice	Čana	13,200
	Čaňa	Hidasnémeti	13,340
	Košice	Slovenské Nové Mesto	61,900
	Skalité	Čadca	13,500
	Čadca	Žilina zr.st.	29,800
	Žilina zr.st.	Leopoldov	136,900
	Leopoldov	Rusovce	84,400
	Leopoldov	Bratislava-Raca	57,10
	Bratislava-Raca	Rajka	35,10
	Bratislava-Raca	Rusovce	28,25
	Bratislava Nove Mesto	Rajka	29,80
	Bratislava Nove Mesto	Rusovce	22,95
	Leopoldov	Galanta	29,30
	Galanta	Nove Zamky	42,40
	Rusovce	Rajka	6,589
	Leopoldov	Nové Zámky	72,000
	Nové Zámky	Komárno	28,700
	Nové Zámky	Štúrovo	44,200

	Bratislava Nove Mesto	Komarno	94,70
VPE	Hodos	Zalaszentiván	48,469
	Zalaszentiván	Szombathely-Rendező	47,898
	Szombathely-Rendező	Sopron-Rendező	61,108
	Szombathely-Rendező	Porpác	17,799
	Porpác	Csorna	55,109
	Csorna	Rajka	52,052
	Rajka	Rusovce	6,591
	Sopron-Rendező	Csorna	53,704
	Csorna	Győr	30,746
	Győr	Komárom	37,333
	Komárom	Ferencváros	94,833
	Komárom	Komárno	7,358
	Stúrovo	Vác	44,017
	Vác	Ferencváros	42,192
	Čana	Hidasnémeti	13,309
	Hidasnémeti	Miskolc-Rendező	63,082
	Slovenské Nové Mesto	Szerencs	47,589
	Szerencs	Miskolc-Rendező	39,801
	Miskolc-Rendező	Hatvan	113,787
	Hatvan	Ferencváros	66,234
	Ferencváros	Kunszentmiklós-Tass	53,891
	Kunszentmiklós-Tass	Kelebia	102,247
	Hatvan	Szolnok	68,453
	Szolnok	Cegléd	28,651
	Cegléd	Kiskunhalas	103,590

SŻ-I	Koper tovorna	Ljubljana Zalog	161,000
	Ljubljana Zalog	Pragersko	137,100
	Pragersko	Hodos	108,600