Rail Freight Corridor 5
Baltic - Adriatic Corridor
Corridor Information Document

RFC5
Baltic-Adriatic Corridor

Book 1 – Generalities

2018 timetable year
Version control

<table>
<thead>
<tr>
<th>VERSION</th>
<th>AUTHOR</th>
<th>DATE</th>
<th>CHANGES</th>
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<tr>
<td>0.1</td>
<td>RFC5 PMO</td>
<td>2015-11-10</td>
<td>1st publication</td>
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<td>RFC5 PMO</td>
<td>2016-01-08</td>
<td>2nd publication updated</td>
</tr>
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<td>RFC5 PMO</td>
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Annex 2 Agreement between Regulatory Bodies on cooperation and rules of dealing with claims

Glossary and Abbreviations

Terms used here and their meanings are provided:

a) in the Regulation EU 913/2010 concerning a European rail network for competitive freight;
b) in the Directive 2012/34/EU establishing a single European railway area (recast);
c) in the Annex 1 of Book 5 this CID
1 Introduction


The Corridor Information Document provides all information in one document in relation with Baltic-Adriatic Corridor (hereinafter RFC 5 – established by Railway Infrastructure Managers and Allocation Bodies of the Poland, Czech Republic, Slovak Republic, Austria, Slovenia and Italy). This document ensures the existence of the Corridor and gives the overall, basic structure of the applicable rules, procedures for use of rail infrastructure and available data of RFC 5, as required by the Regulation (EU) No. 913/2010 of 22 September 2010.

According to the Article 18 of the Regulation 913/2010, the Corridor Information Document (CID) contains:

- All information in relation with the freight corridor contained in the national network statement,
- Information on terminals,
- Information on capacity allocation (One Stop Shop) and traffic management, also in the event of disturbances,
- The Implementation Plan.

The creation of the Corridor contributes to the development of the international freight market. As for the comparison of the other modes of transport, the competitiveness of the railway sector is essential; therefore a proper railway infrastructure and good quality regarding the freight transport services should be applied and generated along the Corridor. According to the fulfilment of the Regulation (EU) 913/2010 the cooperation of the infrastructure Managers and Allocation Bodies is vital at international level.
2 Structure of the Corridor Information Document

The Corridor Information Document contains the information helpful for clients wishing to use the corridor rail network to provide freight transport services. On the basis of the Rail Net Europe (RNE) structure, the Corridor Information Document, which is a single document, consists of 5 different Books. There are proposed structures available for each book; the Network Statement Excerpts part follows the structure of national Network Statements.

The Corridor Information Document is built up as follows:

- Book 1 – Generalities
- Book 2 – Network Statement Excerpts
- Book 3 – Terminal Description
- Book 4 – Procedures for Capacity and Traffic Management
- Book 5 – Implementation Plan

All Books can be executed under different processes but the Network Statement Excerpts part should be drawn up in accordance with the procedure set out in Directive 2012/34/EU.

The Corridor Information Document for RFC 5 contains:

- all the information in relation with the freight corridor from the national network statements
- information on terminals
- information on capacity allocation (OSS operation) and traffic management, also in the event of disturbance
- the implementation plan that contains:
  - the characteristics of the freight corridor
  - the essential elements of the transport market study that should be carried out on a regular basis
  - the objectives for the freight corridor
  - the investment plan described in the regulation
  - measures to implement the provisions for co-ordination of work, capacity allocation (OSS), traffic management etc.

The Corridor Information Document is an international document, therefore it is written in English.
3 Corridor Description

Each Rail Freight Corridor is part of the network of Rail Freight Corridors. For timetable 2017, the schematic overview of this network looks as follows:

Figure 1 Rail Freight Corridor 5 in the Rail Freight Corridor network

RFC 5, the most eastern North - South axis, connects ports of the Polish coast of Baltic Sea and the Slovenian and the Italian ports of northern Adriatic Sea with terminals in Czech Republic, Slovakia and Austria. It creates connections which can overcome barriers between industrial parts of Southern Poland, Czech Republic, Slovakia and Austria with harbours of Baltic and Adriatic Seas.

The total length of the RFC5 (principal and diversionary lines) RFC5 is 4825 km with European gauge (1435 mm) in 6 countries as it is shown on Figure 2:
Figure 2  Rail Freight Corridor 5 in the Rail Freight Corridor network
The total length of the corridor consists of sections in each involved countries. Poland has the longest part, about 1890 km corridor line (approx. 39 % of the total length), Czech Republic has about 460 km (approx. 10 % of the total length), Slovakia has about 440 km (approx. 9 % of the total length), Austria has about 850 km (approx. 18 % of the total length), Slovenia has about 450 km (approx. 9 % of the total length) and Italy has about 730 km (approx. 15 % of the total length). The most essential data are presented in Table 1 below:

**Table 1 Essential data of RFC 5**

<table>
<thead>
<tr>
<th>Country</th>
<th>Length in km</th>
<th>Percentage of corridor length</th>
<th>Max Length of train / maxload</th>
<th>Type of voltage</th>
<th>ERTMS (ETCS, GSM-R)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poland</td>
<td>1890</td>
<td>39</td>
<td>750 (not all sections)</td>
<td>3 kV DC</td>
<td>Polish system SHP</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>22,5 (not all sections)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Czech Republic</td>
<td>460</td>
<td>10</td>
<td>700 (not all sections)</td>
<td>3 kV DC</td>
<td>Czech and Slovak system - class B – L5/ GSM-R</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>22,5</td>
<td>25 kV AC 50 Hz</td>
<td></td>
</tr>
<tr>
<td>Slovak Republic</td>
<td>440</td>
<td>9</td>
<td>700 (not all sections)</td>
<td>3 kV DC</td>
<td>Czech and Slovak system - class B – L5/ ETCS 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>22,5 (except Bratislava Nove Mesto – Podunajskie Biskupce)</td>
<td>25 kV AC 50 Hz</td>
<td></td>
</tr>
<tr>
<td>Austria</td>
<td>850</td>
<td>18</td>
<td>650 (almost all sections)</td>
<td>15 kV AC 16 1/3 Hz</td>
<td>Austrian system PZB/ ETCS 1/ETCS 2 GSM-R</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>22,5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Slovenia</td>
<td>450</td>
<td>9</td>
<td>600 (not all sections)</td>
<td>3 kV DC</td>
<td>Slovenian system MO/ZUGP UNK / optical fibre</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>22,5 (not all sections)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Italy</td>
<td>730</td>
<td>15</td>
<td>650 (almost all sections)</td>
<td>3 kV DC</td>
<td>Italian system – class B/ GSM-R</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>22,5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>4820</td>
<td>100</td>
<td>n.a.</td>
<td>n.a.</td>
<td>n.a.</td>
</tr>
</tbody>
</table>

The corridor has mainly double track route, which constitutes about 35 %. RFC 5 is electrified by tri-tension voltage 25000V (Czech Republic and Slovak Republic), 3000V (Poland, Czech Republic, Slovak Republic, Slovenia and Italy), 1500V (in Austria). There are different signalisation systems.

Maximum load of 22.5 ton is on the 23 % of the total corridor’s the route.

There are allowed different max train lengths varying from 330/360 m long up to 750 m long.

Detailed information concerning to infrastructure parameters on the whole corridor are described in Book 5 – Implementation Plan (SUB - Chapter 2.2.2 table 1 Infrastructure parameters). RFC5 route and basic parameters can be found on Customer Information Platform (CIP) at the following address:

[https://cip.rne.eu/](https://cip.rne.eu/)
On the RFC 5 are following overlapping sections:

<table>
<thead>
<tr>
<th>Overlapping section</th>
<th>IMs involved</th>
<th>RFCs involved</th>
<th>Section length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wroclaw – Muchobór – Myslowice</td>
<td>PKP-PLK</td>
<td>RFC5/RFC8</td>
<td>205,87 km</td>
</tr>
<tr>
<td>Rzepin – Głogów</td>
<td>PKP-PLK</td>
<td>RFC5/RFC8</td>
<td>124 km</td>
</tr>
<tr>
<td>Mysłowice – Sosnowiec Maczki – Jaworzno Szczakowa</td>
<td>PKP-PLK</td>
<td>RFC5/RFC8</td>
<td>18 km</td>
</tr>
<tr>
<td>(“diversionary” for RFC5)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sosnowiec Maczki – Dąborwa Górnicza Towarowa and</td>
<td>PKP-PLK</td>
<td>RFC5/RFC8</td>
<td>28 km</td>
</tr>
<tr>
<td>Sosnowiec Maczki – Sosnowiec Południowy</td>
<td></td>
<td>(“diversionary” for RFC 5 and “type A” for RFC 8)</td>
<td></td>
</tr>
<tr>
<td>Bivio S. Polo – Villa Opicina – Ljubljana – Pragersko</td>
<td>RFI/SŽ</td>
<td>RFC5/RFC6</td>
<td>297,50 km</td>
</tr>
</tbody>
</table>
4 Corridor Organisation

The process of establishment of RFC 5 started already in the first half of 2011, when the involved Infrastructure Managers and Allocation Body (AB) established the Working Group Coordination which, from 9 of June 2011, worked on the development of the RFC 5 structure finalising in the establishment of the RFC 5 Corridor Management Board on August 2012 by signature on the 24.08.2012 of the Memorandum of Understanding.

Executive Board

The Executive Board is composed of representatives from the Ministries responsible for transport of Poland, Czech Republic, Slovakia, Austria, Slovenia and Italy. The Executive Board has supervisory role and defines general goals for RFC 5 and framework of capacity allocation.

The Executive Board approved FCA (Framework of Capacity Allocation), Terms of cooperation of IMs, AB and RFC 5.

Management Board

The governance structure of RFC 5 at Management Board level consists of representatives of 6 different companies from 6 Member States. Regulation 913/2010 requires the Management Board to take its decisions, including decisions regarding its legal status, the establishment of its organisational structure, resources and staffing, on the basis of mutual consent.

On 13th May 2016, the European Economic Interest Grouping (EEIG) has been established. Its fullname is: EUROPEAN ECONOMIC INTEREST GROUPING FOR BALTIC-ADRIATIC RAIL FREIGHT CORRIDOR 5 EZIG.

After establishment, the EEIG has taken over the obligations of the Management Board of the corridor and coordinates all the work. Cooperation with Advisory Groups and other relevant stakeholders and international organizations is already conducted and will be continued.

In parallel to the Management Board and Executive Board works a set of working groups of experts has been set up to work on procedures and on the Implementation Plan, Transport Market Study (TMS), Corridor Information Document (CID) etc.

Their activities are concentrated currently on the organizational context and preparation of necessary measures to make corridor operational.

The working groups meet regularly, working on creation of organizational conditions to make corridor operational and contribute to the Implementation Plan.

Furthermore, in October 2013 two Advisory Groups were established: one for railway undertakings (RAG) and one for managers and owners of terminals (TAG).

Both Advisory groups Railway Undertaking Adviser Group (RAG) and Advisory Group of Terminal owners and managers (TAG) were established. The corridor communication style and concept for the
future cooperation has been presented. Organigram of present organisation of RFC 5 is presented below:

Figure 3  RFC5 EEIG Organigram

The EEIG Project Management Office is composed of 3 Managers: Executive Manager, Corridor Infrastructure Manager and C-OSS Manager. At the same time, within the PMO, the Corridor One-Stop Shop (C-OSS) as dedicated model has been appointed.
5 Contacts

Corridor One Stop Shop (C-OSS) of RFC 5 has a seat in Warsaw (Poland). The contact address is following:

C – OSS
Ul. Targowa 74.
03-734 Warsaw, Poland.

www.RFC5.eu, e-mail: C-OSS@RFC5.eu

Chairman of RFC 5 ExBo: Mr Boris Živec, e-mail address: Boris.Zivec@gov.si

Other useful contacts

<table>
<thead>
<tr>
<th>Country</th>
<th>National Railway Regulation Authority</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poland</td>
<td>Urząd Transportu Kolejowego (Office of Rail Transport)</td>
<td><a href="http://www.utk.gov.pl/utk@utk.gov.pl">http://www.utk.gov.pl/utk@utk.gov.pl</a></td>
</tr>
<tr>
<td>Czech Republic</td>
<td>Drážní Úřad (Rail Authority)</td>
<td><a href="http://www.ducr.cz/podatelna@ducr.cz">http://www.ducr.cz/podatelna@ducr.cz</a></td>
</tr>
<tr>
<td>Slovakia</td>
<td>Dopravný Úrad (Transport Authority)</td>
<td><a href="http://nsat.sk/">http://nsat.sk/</a></td>
</tr>
<tr>
<td>Austria</td>
<td>Austrian Railway Regulation Authority</td>
<td><a href="http://www.schienenkontrol.gv.at">http://www.schienenkontrol.gv.at</a></td>
</tr>
<tr>
<td>Slovenia</td>
<td>Agency for communication networks and services of the Republic of Slovenia</td>
<td><a href="http://www.akos.rs.si/railways">http://www.akos.rs.si/railways</a></td>
</tr>
<tr>
<td></td>
<td>Stegne 7, 1000 Ljubljana, Slovenia</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Phone: 01 583 63 00</td>
<td></td>
</tr>
<tr>
<td>Italy</td>
<td>ART Autorità di Regolazione dei Trasporti</td>
<td>Autorità di Regolazione dei Trasporti</td>
</tr>
<tr>
<td></td>
<td>Via Nizza 230, 10126 Torino Italy</td>
<td>Via Nizza 230, 10126 Torino Italy</td>
</tr>
<tr>
<td></td>
<td>E-mail: <a href="mailto:art@autoritadietrasporti.it">art@autoritadietrasporti.it</a></td>
<td>E-mail: <a href="mailto:art@autoritadietrasporti.it">art@autoritadietrasporti.it</a></td>
</tr>
<tr>
<td></td>
<td>PEC: <a href="mailto:pec@pec.autoritadietrasporti.it">pec@pec.autoritadietrasporti.it</a></td>
<td>PEC: <a href="mailto:pec@pec.autoritadietrasporti.it">pec@pec.autoritadietrasporti.it</a></td>
</tr>
<tr>
<td></td>
<td>WebSite: <a href="http://www.autoritadietrasporti.it">http://www.autoritadietrasporti.it</a></td>
<td>WebSite: <a href="http://www.autoritadietrasporti.it">http://www.autoritadietrasporti.it</a></td>
</tr>
</tbody>
</table>
The Regulatory Bodies situated in the countries of Rail Freight Corridor No 5 signed an Agreement on cooperation and rules of dealing with claims. The Text of the Agreement is attached to CID Book 1 as Annex 2.
6 Legal Framework

Regulation (EU) No. 913/2010 of 22 September 2010 concerning a European rail network for a competitive freight and Regulation 1316/2013 and other Regulations and European directives mentioned in text of CID as well as national regulations mentioned in Corridor Information Document of every Corridor’s infrastructure Managers.

The designation of a joint body by the Management Board for applicants to request and to receive answers, in a single place and in a single operation, regarding infrastructure capacity for freight trains crossing at least one border along the freight corridor is legally binding. According to the decision of the Management Board, the parties agreed on that the C-OSS of RFC 5 is located in PMO. C-OSS Manager was appointed.

7 Legal Status

This Corridor Information Document serves for information purposes only. However, parts of this Corridor Information Document may be incorporated in contractual documents.

It has been made every effort to ensure that the information is complete, correct and valid.
8 Validity and Updating Process

The Regulation (EU) 913/2010 states that the Corridor Information Document should be drawn up, published and regularly updated by the MB.

Due to the type of content all five Books of the Corridor Information Document have different updating needs, therefore different updating procedures shall be drawn up.

Based on MB decision Book 1, Book 2 and Book 4 shall be updated continuously by the RFC 5 PMO according to:

- changes in the rules and deadlines of capacity allocation process;
- changes in the railway infrastructure of the member states;
- changes in services provided by the member states;
- changes in charges set by the member states;
- changes in national network statements, etc.

The IMs are responsible for informing the RFC 5 PMO immediately about any modifications in the Network Statements which are relevant to the Corridor so that the RFC 5 PMO can implement these changes to the Corridor Information Document.

Book 3 and Book 5 shall be updated once a year by the RFC 5 PMO unless the MB decides otherwise.

All CID updates shall be registered in Book 1 under Modifications and Updating section by the RFC 5 PMO.
9 Publishing

Corridor Information Document shall be available on the RFC 5 website and updated according to the rules set in point 8 of this document. The language of the Corridor Information Document is English.

IMs shall also provide information about the Corridor in their Network Statements at least by a link to the RFC 5 website or by keeping up a chapter for basic description, list of contact persons furthermore indicating relevant RFC 5 infrastructure data.
10 IT Tools

RNE PCS

PCS is the only tool for publishing the binding PaP and RC offer and for managing international path requests on the corridor. This method simplifies the presentation and management of the paths, which remain in the catalogue for allocation as ad-hoc paths during the running timetable period.

For more information, please visit the RNE PCS website: http://www.rne.eu/index.php/pcs.html or write to the helpdesk: support.pcs@rne.eu.

RNE TIS

RNE TIS is an RNE-operated IS. It supports international train management by delivering data concerning international passenger and freight trains and in limited range regulated by each IM also concerning domestic freight trains on RNE TIS rail network, including defined elements of network topology by IMS involved.

RNE TIS delivers real-time involved train data directly to the users via an easy-to-use, web-based application which visualizes international trains from origin to destination included in the TIS network topology. This information is also available by means of data exchange between RNE TIS and the IM’s or applicant’s IS. TIS also keeps historical data (especially on the timetable, deviations from the timetable and reasons for the train ride disruption) for needs of various tasks related to the feedback from railway operation analysis.

RNE TIS was chosen as a pilot project of data exchange implementation based on TAF / TAP TSI standards in the field on train running reports and was chosen at the same time by all RFC corridors as a support tool for meeting requirements concerning monitoring and evaluating punctuality of trains as set in Regulation 913/2010 EU.

TIS was chosen as supporting tool for the European Performance Regime (EPR) – a joint RNE / UIC project.

RNE TIS may be accessed via: http://tis.rne.eu/ and the helpdesk may be contacted by email: support.tis@rne.eu.

CIP – Client Information Platform

The CIP is an interactive, Internet-based information tool. By means of a Graphical User Interface (GUI), CIP provides precise information on the routing, terminals, as well as basic track properties of RFC 5. The CIP can be accessed via the following link: https://cip.rne.eu/

Further information about the CIP application can be found under http://info-cip.rne.eu/

Access to CIP is free of charge and without user registration.
11 Corridor Language

a) On RFC5 was English language as the corridor language set up. All documents on RFC5 is publish in English and English is communication language for C-OSS as well.
Decision of the Executive Board
of the Baltic-Adriatic Rail Freight Corridor (RFC 5)

adopting the framework for capacity allocation
on the Baltic-Adriatic Rail Freight Corridor (RFC 5)
Having regard to

- Directive 2012/34/EU of the European Parliament and of the Council and in particular Chapter IV (Section 5) 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, 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:
   - 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.

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

The present decision takes effect on the day following the last day of signature.

Signed in six original copies in English language. One original is kept by each signatory.

For the
Federal Ministry for Transport, Innovation and Technology of the Republic of Austria
Thomas SPIEGEL
Vienna, 9th December 2016

For the
Ministry of Transport of the Czech Republic
Jindřich KUŠNÍR
Praha.

For the
Ministry of Infrastructures and Transport of the Italian Republic
Alessandro VIOLI
Roma.
For the
Ministry of Infrastructure and Construction of the Republic of Poland
Jakub KAPTURZAK
Vienna, 9th December 2016

For the
Ministry of Transport, Construction and Regional Development of the Slovak Republic
Ján FARKAŠ

For the
Ministry of Infrastructure of the Republic of Slovenia
Boris ŽIVEC
Vienna, 9th December 2016
COOPERATION AGREEMENT

Between the Regulatory Bodies situated in the countries of Rail Freight Corridor № 5, “Baltic – Adriatic”:

Gdynia-Katowice-Ostrava/ Žilina-Bratislava/ Vienna/ Klagenfurt-Udine-Venice/ Trieste / Bologna/ Ravenna/

Graz-Maribor-Ljubljana-Koper/ Trieste

**Austria:** Schienen-Control GmbH, Linke Wienzeile 4/1/6, 1060 Vienna

**Czech Republic:** Drážní úřad, Wilsonova 300/8, CZ-121 06 Praha 2

**Italy:** Autorità di regolazione dei trasporti, Via Nizza 230, IT-10126 Torino

**Poland:** Urząd Transportu Kolejowego, Aleje Jerozolimskie 134, 02-305 Warszawa

**Slovakia:** Dopravný úrad (Transport Authority), Letisko M.R. Štefánika, 823 05 Bratislava

**Slovenia:** AKOS – Agencija za komunikacijska omrežja in storitve Republike Slovenije, Stegne 7, 1000 Ljubljana
In accordance with Article 20 of Regulation (EU) No 913/2010, hereafter ‘the Regulation’, in conjunction with Article 57 of Directive 2012/34/EU the Regulatory Bodies of Austria, Czech Republic, Italy, Poland, Slovakia and Slovenia (countries of the Corridor “Baltic – Adriatic”) have agreed on the following way of cooperation.

The signature of the present agreement expresses the consent of the Regulatory Bodies to be bound by this agreement. Signatory Regulatory Bodies agree to review this agreement every two years or if at least one of them considers it is necessary.

**Principles of cooperation**

Article 20 of the Regulation in conjunction with Directive 2012/34/EU, provides the legal basis for Regulatory Bodies to monitor the definition of train paths to avoid discrimination.

In accordance with Article 13.5 in conjunction with Article 20 of the Regulation, Regulatory Bodies are jointly responsible for monitoring the activities of the Corridor One-Stop Shop (hereafter C-OSS) and for ensuring non-discriminatory access to the corridor.

**a) Complaint relating to infrastructure managers:**

As the territorial principle applies, national Regulatory Bodies regulate the activity of infrastructure managers in accordance with their national provisions (Article 20 of the Regulation).

The Regulatory Body concerned should inform other Regulatory Bodies involved in the corridor.

**b) Complaint related to the Corridor One-Stop shop:**

Owing to the multiple responsibilities for regulating the C-OSS, and in order to guarantee fast decision-making, the Regulatory Body responsible for taking a decision in the event of a complaint regarding the C-OSS will be identified as follows:

1) Should the Regulatory Bodies of the corridor jointly come to the conclusion that the cause of complaint is related to only one single country, the Regulatory Body responsible (hereafter "RespRB") will be the competent regulatory body for that country.

2) For other cases, the RespRB for handling the complaint will be the Regulatory Body of the country where the C-OSS is legally seated. If the C-OSS is not organized as a separate legal entity, the RespRB will be the RB in the country where the Management Board has its seat.
Depending on the circumstances, it is possible that more than one Regulatory Body could be involved in a matter concerning the regulation of the corridor. As all Regulatory Bodies concerned by a complaint must be consulted in the investigation process, in accordance with Article 20.3 of the Regulation, the process of co-operation is set out below.

**Initial review:**

Any Regulatory Body, hereafter referred to as RB(a), on the corridor can be solicited by a complainant. Upon receipt of a complaint related to the C-OSS, the RB(a) acknowledges receipt.

RB(a) conducts a formal review of the complaint and checks if the information given by the complainant is complete and sufficient to initiate a case.

When the information is incomplete or insufficient, RB(a) requests the complainant to provide that information without delay.

RB(a) informs other Regulatory Bodies concerned and asks them for comments.

Regulatory Bodies determine jointly if the cause of the complaint is related to only one single country or not.

If the cause of the complaint is related to one single country, the competent Regulatory Body of that single country will be the RespRB for handling the complaint.

If the Regulatory Bodies determine that the complaint is not related to one single country, the RespRB for handling the complaint will be the Regulatory Body of the country where the C-OSS is legally seated. If the C-OSS is not organized as a separate legal entity, the RespRB will be the Regulatory Body in the country where the Management Board has its seat.

If RB(a) is not the RespRB, it sends all relevant information to the RespRB, informs the complainant that it is not competent to handle the complaint and advises the complainant to introduce the complaint at the RespRB.

The RespRB continues with the review of the complaint.
Review:

The proceeding is based on RespRB’s national law in the context of the Regulation. The RespRB which is responsible for the complaint sets the deadlines according to its national rules. The final decision is taken no more than two months after having received all information (in compliance with time frame foreseen in the applicable European legislation).

RespRB informs concerned parties in writing that it has received the complaint. Subsequently, it sends to these parties appropriate information, including letter (in English and/or in one of the official languages of the country where the RespRB is located), and asks for comments on the complaint. Such parties might include railway undertakings, infrastructure managers, the C-OSS, other Regulatory Bodies or any other stakeholder.

RespRB reviews all the information and comments received from the applicant and other parties and, if necessary, requests further information.

All Regulatory Bodies on the Corridor 5 ensure their cooperation in the investigation of the RespRB by providing all information legally available within their powers.

RespRB drafts a decision and informs, within the limits of its national legislation, the Regulatory Bodies involved. The Regulatory Bodies involved can comment on the proposed decision (deadline defined by RespRB on a case to case basis).

After having consulted, where applicable, the Regulatory Bodies involved, the RespRB decides and informs properly (according its national legislation) the complainant, the C-OSS and, where applicable, the infrastructure manager that is involved.

RespRB sends the decision and a summary of the decision in English to all Regulatory Bodies affected by the decision.

After the publication of the decision, the RBs monitor together whether the C-OSS complies with it. If the C-OSS does not comply with the decision, the RespRB in cooperation with the other RBs follows an enforcement procedure.

The exchange of information between Regulatory Bodies will be in English and by e-mail.

The decision is subject to judicial review according the national legislation of the RespRB.

In order to assure the transparency of this Cooperation Agreement, the signatory RBs will:

- publish this Cooperation Agreement on their websites;

- jointly ask the management board to publish it in the Corridor Information Document.
This agreement shall enter into force upon signature by all Regulatory Bodies.
For Schienen-Control GmbH

Mag. Maria-Theresia Röhsler, LL.M., MBA

For Drážní úřad

Jiří Kolář

For Autorità di regolazione dei trasporti

Andrea Camanzi

For Urząd Transportu Kolejowego

Radosław Pacewicz
(by authorization of President of UTK)

For Dopravný úřad (Transport Authority)

Ing. Ján Breja

For Agencija za komunikacijska omrežja in storitve Republike Slovenije

Jožef Dajćman, MSc
(by authorization of Director of AKOS)