

# **Rail Freight Corridor 5 Baltic - Adriatic Corridor**



**ANNEX 4F of CID Book4 timetable 2018  
year:**

**Short Term Capacity Pilot**



## 0 Table of contents

0	Table of contents .....	2
1	Scope .....	3
1.1	Definitions .....	3
1.2	Geographical scope .....	3
1.3	Pilot duration .....	3
1.4	Channel .....	3
1.5	Who can apply .....	3
1.6	Number of operation days in one request .....	3
2	Procedure .....	4
3	Conditions .....	<b>Error! Bookmark not defined.</b>
3.1	Deadline to submit a request.....	4
3.2	Deadline to receive an offer by IMs.....	4
3.3	Deadline for AA to accept/reject an offer .....	5
3.4	Allocation .....	5
3.5	Cancellations and unused paths .....	5
3.6	Signature of GTC .....	5
ANNEX 1	.....	5

## **1 Scope**

This document describes the terms and conditions for requesting short-term capacity to the Baltic Adriatic RFC (RFC5) under the framework of the pilot.

### **1.1 Definitions**

A short-term capacity request:

1. is a request for capacity in the running TT;
2. consists in the creation of a new request/dossier in PCS;
3. is a request for freight train paths.

Customers can request tailor made paths (no catalogue is published).

The offer will be provided by the TT departments of the IMs of RFC5.

### **1.2 Geographical scope**

Request must regard international paths crossing at least one border of RFC5 and both Origin and Destination must be within the Infrastructure Managers (IMs) of RFC5.

Origin and Destination can be anywhere in the IMs networks of RFC5. Yet, if Origin or Destination is in Italy, the timeline described in this document is applicable only if it is within the list of stations featured in Annex 1 and border station is Tarvisio Boscoverde; otherwise the request will be answered as soon as possible.

### **1.3 Pilot duration**

The pilot is an interim project. It will be running till May 31<sup>st</sup> 2018.

### **1.4 Channel**

The tool to ask for short-term capacity under the conditions of this document is PCS.

### **1.5 Who can apply**

Applicants (AA) having access to PCS. If they are RU, they should have network access contracts for the lines where they request capacity. If they are not RUs, they should have contract of allocation and at the moment of submitting the request they should designate RUs holding network access contracts for everyline where capacity was requested .

### **1.6 Number of operation days in one request**

To fulfill the interim requests for capacity in the running TT (i.e. requests submitted more than 30 days ahead the train planned run) RFC5 offers Reserve Capacity on catalogue (published in PCS).

The pilot project described in this document is aimed to fulfill market needs for short term planning, that is trains that are going to run within 30 days from the request date or more in general within the next RNE update of annual TT. Yet there are no limitations in terms of operations days that are allowed in one request. If more operation days are requested, one answer for one request is not guaranteed, i.e. several answers can be given on different dates.

## 2 Procedure

- a) AA creates a harmonized request in PCS for the whole path from origin to destination. AA should pay attention that all operational points are correct: e.g. requests with Breclav pred (OeBB) or Bohumin (PKPPLK) are not correct and will be rejected. When creating the path request in the basic data of the dossier the leading RU can select the dossier type "Default" or "Ad-Hoc Pre accepted".
- b) The leading AA selects the leading IM and the reference point, and submits the request.
- c) In case the request involves PKP-PLK and/or SŽ-I, the respective national AA must create as well a request in national capacity request tool of these IMs after placing the request in PCS. In the case of PKP-PLK the national tool is ISZTP and AA shall write in the box RU's remarks (Uwagi przewoźnika ) the number of PCS dossier ID (i.e.: "RFC5 PCS ID...."). In the case of SŽ-I the national tool is E-poti and AA shall write in the box RU's remarks that it is RFC Ad-hoc request.
- d) The first IM to start construction is the IM where the reference point is.
- e) If requested capacity is available, IMs involved in the request provide an offer to the AA in PCS, within the deadline as at point 3.2; otherwise they (at least one IM) will reject the request in PCS.
- f) AA can see the TT offer in PCS:
  - If the dossier type "Ad-Hoc Pre accepted" was selected, no further action is needed.
  - If the dossier type "Default" was selected, AA shall accept or refuse the offer.

### 2.1 Deadlines for AA to submit a request

There are two deadlines for AA to submit a request within the scope of the pilot:

- a) until 09:00am of the **eighth working day** before the first operation day (operation day is not counted) of the paths asked by AA in the request.
- b) Later than in point a) but in any case before 09:00 am of the **fifth calendar day** before the first operation day (operation day is not counted) of the paths asked by AA in the request

If request is submitted later, the request will **not** be accepted as a valid request for this pilot.

Due to national holidays, if the first day of train run in a request is between 26<sup>th</sup>-29<sup>th</sup> December 2017 or between 2<sup>nd</sup>-5<sup>th</sup> April 2018 the request deadline at point b) is modified as follows working instead of calendar days.

### 2.2 Deadlines to receive an offer by IMs

There are two deadlines depending on the moment when the request is submitted:

- a) If it is submitted by the deadline as set in 3.1 a) , AA can expect to receive an offer in PCS by 09:00am of the fifth working day before the first operation day of the paths asked by AA in the request.
- b) If it is submitted by the deadline as set in 3.1 b) , AA can expect to receive an offer in PCS as soon as possible, anyway by 09:00am of the day before the first operation day of the paths asked by AA in the request.

There is no guarantee that capacity is available and therefore it may happen the IMs cannot deliver the path offer.

IMs are not going to provide partial offers.

### **2.3 Deadlines for AA to accept/reject an offer**

They apply only if the dossier type "Default" was selected.

There are two deadlines when AA can accept or reject the offer depending on the moment when the request is submitted:

- a) If it is submitted by the deadline as set in 3.1 a), then AA can accept or reject the offer till 23.59 of the fifth working day before the first operation day of the paths asked by AA in the request.
- b) If it is submitted by the deadline as set in 3.1 b), then AA can accept or reject the offer till 16.00 of the day before the first operation day of the paths asked by AA in the request.

In order to accept the offer, all AA shall put a green light to the PCS dossier and the leading AA must switch it to Active TT.

Otherwise the request will be considered as not accepted.

An observations phase is not foreseen for the pilot.

### **2.4 Allocation**

Right after the request is accepted by AA according to 3.3, the offered capacity is allocated by IMs.

### **2.5 Cancellations and unused paths**

After a path is allocated, in case it is cancelled by AA or unused, the fees according to 3.7.4.2 and 3.7.5 of RFC5 CID Book4 TT 2018 apply.

### **2.6 Signature of GTC**

Before applying for capacity offered by the IMs of RFC BA according to the terms and conditions described in this document, every AA shall agree with them by signing the document General Terms and Conditions (available for download at <http://rfc5.eu/c-oss/terms-and-conditions/general-terms-and-conditions/>) and send it to RFC5 C-OSS address [c-oss@rfc5.eu](mailto:c-oss@rfc5.eu), unless it has already accepted them directly in PCS for the timetable 2018

## **ANNEX 1**

<b>LIST OF STATIONS</b>
UDINE
TRIESTE CM
GORIZIA
MONFALCONE
CERVIGNANO

VENEZIA SC. MARGHERA
TREVISO
PADOVA CM
CASTELFRANCO V.
FERRARA
BOLOGNA S. DONATO
BOLOGNA INTERPORTO
RAVENNA
LUGO