

# CORRIDOR INFORMATION DOCUMENT

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Timetable 2026

**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
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## Glossary

A general glossary which is harmonised over all Corridors is available under the following link:

[https://rne.eu/wp-content/uploads/2024-03-19\\_NS\\_CID\\_Glossary\\_2024.xlsx](https://rne.eu/wp-content/uploads/2024-03-19_NS_CID_Glossary_2024.xlsx)

## 1. General Information

### 1.1 Introduction

Rail Freight Corridors were established according to the Regulation (EU) 913/2010 of 22 September 2010 concerning a European rail network for competitive freight (hereinafter: Regulation), which entered into force on 9 November 2010. The purpose of the Regulation is to create a competitive European rail network composed of international freight corridors with a high level of performance. It addresses topics such as governance, investment planning, capacity allocation, traffic management and quality of service and introduces the concept of Corridor One-Stop-Shops.

Over the years, 11 RFCs were established. With the publication of the revised TEN-T Regulation (EU) 2024/1679 also Regulation (EU) 913/2010 was amended and the eleven RFCs will gradually evolve to the nine freight corridors in alignment with the European Transport Corridors (ETC). The map of the corridors is displayed in the [Customer Information Platform \(CIP\)](#).

The role of the corridors is to increase the competitiveness of international rail freight in terms of performance, capacity allocation, harmonisation of procedures and reliability with the aim to support the shift from road to rail and to promote the railway as a sustainable transport system.

### 1.2 Purpose of the CID

The Corridor Information Document (CID) is set up to provide all corridor-related information and to guide all applicants and other interested parties easily through the workings of the Corridor in line with Article 18 of the Regulation (EU) 913/2010.

This CID applies the RNE CID Common Texts and Structure so that applicants can access similar documents for different corridors and in principle, as in the case of the national Network Statements (NS), find the same information in the same place in each one.

For ease of understanding and in order to respect the particularities of some corridors, common procedures are always written at the beginning of a chapter. The particularities of the Corridor are placed below the common text and marked as follows:

#### Corridor Specificities

The corridor-specific parts are displayed in this frame.

The CID is divided into four Sections:

- ✓ Section 1: General Information
- ✓ Section 2: Network Statement Excerpts
- ✓ Section 3: Terminal Description
- ✓ Section 4: Procedures for Capacity, Traffic and Train Performance Management

According to the Regulation, the Corridor shall also publish an Implementation Plan, which covers the following topics:

- ✓ Description of the characteristics of the Corridor,
- ✓ Essential elements of the Transport Market Study (TMS),
- ✓ Objectives and performance of the Corridor,
- ✓ Indicative investment plan,
- ✓ Measures to implement Articles 12 to 19 of the Regulation.

During the drafting of the Implementation Plan, the input of the stakeholders is taken into account following a consultation phase. The Implementation Plan is approved by the Executive Board of the Corridor before publication.

#### Corridor Specificities

The Implementation Plan of the Corridor can be found under the following link:  
<https://cip.rne.eu/api/cip/documents?hash=c742f732-db6d-4ee2-a08d-76e71abf6364>

### 1.3 Corridor Description

The railway lines of the Corridor are divided into:

- ✓ **Principal lines:** on which PaPs are offered,
- ✓ **Diversiónary lines:** on which PaPs may be considered temporarily in case of disturbances, e.g. long-lasting major construction works on the principal lines,
- ✓ **Connecting lines:** lines connecting the corridor lines to a terminal (on which PaPs may be offered but without an obligation to do so).
- ✓ **Expected lines:** any of above-mentioned which are either planned for the future or under construction but not yet completely in service. An expected line can also be an existing line which shall be part of the RFC in the future.

For further details on the geographical alignment of the Corridor please refer to the CIP under:  
<https://cip-online.rne.eu/>.

### 1.4 Corridor Organisation

In accordance with Article 8 of the Regulation, the governance structure of the Corridor assembles the following entities:



- ✓ Executive Board (ExBo): composed of the representatives of the Ministries of Transport along the Corridor.

#### Corridor Specificities

Det Kongelige Samferdselsdepartement  
(The Royal Ministry of Transport and Communications) – Norway

Infrastrukturdepartementet område Transporter och infrastruktur  
(Ministry of Infrastructure areas Transport and Infrastructure) – Sweden

Trafik-, Bygge- og Boligstyrelsen  
(Danish Transport, Construction and Housing Authority) – Denmark

Bundesministerium für Verkehr und digitale Infrastruktur  
(Federal Ministry of Transport and Digital Infrastructure) – Germany

Bundesministerium für Verkehr, Innovation und Technologie  
(Austrian Ministry for Transport, Innovation and Technology) – Austria

Ministero delle Infrastrutture e dei Trasporti  
(Ministry of Infrastructures and Transport) – Italy

- ✓ Management Board (MB): composed of representatives of the IMs and (where applicable) ABs along the Corridor, responsible for the development of the Corridor. The MB is the decision-making body of the respective Corridor.

#### Corridor Specificities

Bane NOR SF – Norway

 **BANE NOR**

Trafikverket – Sweden

 **TRAFIKVERKET**

Øresundsbro Konsortiet – Denmark

 ØRESUNDSBRON

Banedanmark – Denmark

 **banedanmark**

DB InfraGO AG – Germany

 **DB InfraGO**

ÖBB-Infrastruktur Aktiengesellschaft – Austria

 **ÖBB**  
INFRA

Rete Ferroviaria Italiana S.p.A. – Italy



- ✓ Railway Undertaking Advisory Group (RAG): composed of RUs interested in the use of the Corridor.

#### Corridor Specificities

The Corridor also invites non-RU applicants to its RAG meetings. Please contact andrea-marco.penso@deutschebahn.com to be included in the member list.

- ✓ Terminal Advisory Group (TAG): composed of managers and owners of the terminals of the Corridor, including, where necessary, sea and inland waterway ports.

#### Corridor Specificities

Any interested manager or owner of a terminal is kindly invited to the TAG meetings. Please contact tomas.arvidsson@raillog.se to be included in the member list.

The organigram of the Corridor can be found below.

#### Corridor Specificities

[Link to the page](#) of the Corridor's website where the organigram is published.

The Corridor organisation is based on a contractual agreement between the IMs and (where applicable) ABs along the Corridor.

For the execution of the common tasks the MB has decided to build up the following structure:

#### Corridor Specificities

The ScanMed Corridor is set up as an Association under Austrian Law

The operational management of the Corridor is executed by a virtual office organization, described on the Corridor's website under the following link:

[https://www.scanmedfreight.eu/scanmedrfc/whats\\_scanmedrfc/organization/](https://www.scanmedfreight.eu/scanmedrfc/whats_scanmedrfc/organization/)

In order to facilitate the work regarding the development of the Corridor, several permanent and/or temporary working groups were formed consisting of experts in specific fields delegated by the IMs/ABs. The current working groups are described on the Corridor's website under the following link: [https://www.scanmedfreight.eu/scanmedrfc/whats\\_scanmedrfc/organization/](https://www.scanmedfreight.eu/scanmedrfc/whats_scanmedrfc/organization/)

To fulfil the tasks described in Article 13 of the Regulation, a Corridor One-Stop-Shop (C-OSS) was established as a single point of contact for requesting and receiving answers regarding infrastructure capacity for freight trains crossing at least one border along the Corridor. For contact details see 1.5 and 4.2.2.

## 1.5 Contacts

Applicants and any other interested parties wishing to obtain further information can contact the following persons:

### Corridor Specificities

The relevant contacts of the Corridor are published on its website under the following link:  
[https://www.scanmedfreight.eu/scanmedrfc/whats\\_scanmedrfc/contact/](https://www.scanmedfreight.eu/scanmedrfc/whats_scanmedrfc/contact/)

## 1.6 Legal Status

This CID is drawn up, regularly updated, and published in accordance with Article 18 of the Regulation regarding information on the conditions of use of the freight corridor. By applying for capacity on the Corridor, the applicants accept the provisions of Section 4 of CID. Parts of this CID may be incorporated into contractual documents.

Every effort has been made to ensure that the information is complete, correct and valid. The involved IMs/ABs accept no liability for direct or indirect damages suffered as a result of obvious defects or misprints in this CID or other documents. Moreover, all responsibility for the content of the national NSs or any external sites referred to in this publication (links) is declined.

## 1.7 Validity Period, Updating and Publishing

This CID is valid for timetable year 2026 and all associated capacity allocation processes related to this timetable year.

The CID is published for each timetable year on the 2<sup>nd</sup> Monday of January of the previous timetable year.

The CID can be updated when necessary according to:

- ✓ changes in the rules and deadlines of the capacity allocation process,
- ✓ changes in the railway infrastructure of the member states,
- ✓ changes in services provided by the involved IMs/ABs,
- ✓ changes in charges set by the member states,
- ✓ etc.

The CID is also available free of charge in the Network and Corridor Information (NCI) portal as described in 1.8.5. In the portal, several corridors can be selected to create a common CID in order to optimise efforts of applicants interested in using more than one corridor to find all relevant information about all of the corridors concerned.

## 1.8 IT tools

The Corridor uses the following common IT tools provided by RNE in order to facilitate fast and easy access to the corridor infrastructure / capacity and corridor-related information for the applicants.

### 1.8.1 Path Coordination System (PCS)

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

More information can be found in 4.2.5 of this CID and via <http://pcs.rne.eu>.

### 1.8.2 Train Information System (TIS)

TIS is a web-based application that supports international train management by delivering real-time train data concerning international trains. The relevant data are obtained directly from the IMs' systems. The IMs send data to TIS, where all the information from the different IMs is combined into one train run from departure or origin to final destination. In this manner, a train can be monitored from start to end across borders. TIS also provides support to the Corridor Train Performance Management by providing information for punctuality, delay and quality analysis.

Applicants and operators of service facilities may also be granted access to TIS by signing the TIS User Agreement with RNE. By signing this Agreement, the TIS User agrees to RNE sharing train information with cooperating TIS Users. The TIS User shall have access to the data relating to its own trains and to the trains of other TIS Users if they cooperate in the same train run (i.e. data sharing by default).

Access to TIS is free of charge. A user account can be requested via the RNE TIS Support: [support.tis@rne.eu](mailto:support.tis@rne.eu). For more information please visit the RNE TIS website: <http://tis.rne.eu>.

### 1.8.3 Charging Information System (CIS)

CIS is an infrastructure charging information system for applicants provided by IMs and ABs. The web-based application provides fast information on indicative charges related to the use of European rail infrastructure and estimates the price for the use of international train paths. It is an umbrella application for the various national rail infrastructure charging systems. CIS also enables an RFC routing-based calculation of infrastructure charge estimates. It means that the users can now define on which RFC(s) and which of their path segments they would like to make a query for a charge estimate.

Access to CIS is free of charge without user registration. For more information please visit the RNE CIS website <http://cis.rne.eu> or contact the RNE CIS Support: [support.cis@rne.eu](mailto:support.cis@rne.eu).

### 1.8.4 Customer Information Platform (CIP)

CIP is an interactive, internet-based information tool.

Access to the CIP is free of charge and without user registration.

For accessing the application, as well as for further information, use the following link:

<http://info-cip.rne.eu/>

By means of a Graphical User Interface (GUI), CIP provides precise information on the routing, as well as information on terminals, infrastructure investment projects and basic track properties of the participating corridors. All essential corridor-related information documents, such as this CID, capacity offer and temporary capacity restrictions (TCRs) are also accessible.

### 1.8.5 Network and Corridor Information (NCI) portal

The NCI is a common web portal where NSs and CIDs are made available in a digitalised and user-friendly way.

Access to the NCI portal is free of charge and without user registration. For accessing the application, as well as for further information, use the following link: <http://nci.rne.eu/>.

## 1.9 Corridor Language

The common working language on the Corridor, as well as the original version of the CID, is English.

In case of inconsistencies between the English and the translated version, if existent, the English version of the CID always prevails.

The language used in operations is determined by national law.

## 2. Network Statement Excerpts

Each IM and – if applicable – AB of the Corridor publishes its Network Statement (NS) for each timetable year on its website, as well as in a digitalised way in the NCI portal at <http://nci.rne.eu/> with the aim to give an easy and user-friendly access to network and corridor-related information to all the interested parties in line with Article 18 of the Regulation (see also 1.8.5).

The users can search in the contents of the various NS documents and easily compare them.

## 3. Terminal Description

Article 18 of the Regulation obliges the MB of the Corridor to publish a list of terminals belonging to the Corridor and their characteristics in the CID.

In accordance with Article 2.2c of the Regulation and as amended by the revised TEN-T Regulation (EU) 2024/1679, “terminal” means the installation provided along the freight corridor which has been specially arranged to allow either the loading or the unloading of goods onto or from freight trains, and the integration of rail freight services with road, maritime, river and air services, and either the forming or modification of the composition of freight trains; and, where necessary, performing border procedures at borders with European third countries.

According to Implementing Regulation (EU) 2177/2017, operators of service facilities, hence also terminal operators, are obliged to make available detailed information about their facilities to the IMs.

The purpose of this section of the CID is to give an overview of the terminal landscape along the Corridor while also including relevant information on the description of the terminals via links, if available.

The terminals along the Corridor are also displayed in a map in the CIP: [www.cip.rne.eu](http://www.cip.rne.eu).

The information provided in this section of the CID and in the CIP are for information purposes only. The Corridor cannot guarantee that the terminals in the CIP are exhaustively displayed and that the information is correct and up-to-date.

The below terminal list provides a summary of the terminals along the Corridor, together with a link to a detailed terminal description, if provided by the terminal to the IM.

Country	Terminal Name	Link to Terminal Description
Norway	Freight Terminal Alnabru	<a href="https://www.banenor.no/jernbaneforetak/infrastruktur/godsterminaler/alnabru-godsterminal/">https://www.banenor.no/jernbaneforetak/infrastruktur/godsterminaler/alnabru-godsterminal/</a>
Norway	Port of Oslo (Sydhavna)	N/A
Norway	Port of Moss (Currently disconnected due to track construction – will be reconnected following project completion)	N/A
Norway	Port of Drammen	<a href="https://www.banenor.no/jernbaneforetak/infrastruktur/godsterminaler/drammen-godsterminal-nybyen/">https://www.banenor.no/jernbaneforetak/infrastruktur/godsterminaler/drammen-godsterminal-nybyen/</a>
Norway	Freight Terminal Rolvsøy	<a href="https://www.banenor.no/jernbaneforetak/infrastruktur/godsterminaler/rolvsøy/">https://www.banenor.no/jernbaneforetak/infrastruktur/godsterminaler/rolvsøy/</a>
Norway	Port of Halden	<a href="https://networkstatement.banenor.no/doku.php?id=vedlegg:havneterminaler:halden">https://networkstatement.banenor.no/doku.php?id=vedlegg:havneterminaler:halden</a>
Norway	Port of Larvik	<a href="https://networkstatement.banenor.no/doku.php?id=vedlegg:havneterminaler:larvik_revet">https://networkstatement.banenor.no/doku.php?id=vedlegg:havneterminaler:larvik_revet</a>
Norway	Port of Grenland	<a href="https://networkstatement.banenor.no/doku.php?id=vedlegg:havneterminaler:brevik">https://networkstatement.banenor.no/doku.php?id=vedlegg:havneterminaler:brevik</a>
Norway	Port of Kristiansand	<a href="https://networkstatement.banenor.no/doku.php?id=vedlegg:havneterminaler:kristiansand_havn">https://networkstatement.banenor.no/doku.php?id=vedlegg:havneterminaler:kristiansand_havn</a>

Country	Terminal Name	Link to Terminal Description
Norway	Kristiansand	<a href="https://www.banenor.no/jernbaneforetak/infrastruktur/godsterminaler/kristiansand-godsterminal-langemyr/">https://www.banenor.no/jernbaneforetak/infrastruktur/godsterminaler/kristiansand-godsterminal-langemyr/</a>
Sweden	Stockholm Årsta	N/A
Sweden	Hallsbergs rangerbangård	N/A
Sweden	Hallsberg Kombiterminal	N/A
Sweden	Katrineholm Kombiterminal	N/A
Sweden	Norrköpings Hamn	N/A
Sweden	Sävenäs rangerbangård	N/A
Sweden	Göteborg Kombiterminal	N/A
Sweden	Göteborg Hamn	N/A
Sweden	Nässjö kombiterminal	N/A
Sweden	Båramo Kombiterminal	N/A
Sweden	Halmstad Hamn	N/A
Sweden	Älmhult Terminal	N/A
Sweden	Helsingborgs Hamn	N/A
Sweden	Helsingborg Kombiterminal	N/A
Sweden	Malmö Hamn	N/A
Sweden	Malmö Rangerbangård	N/A
Sweden	Malmö Kombiterminal	N/A

Country	Terminal Name	Link to Terminal Description
Sweden	Trelleborg Hamn	N/A
Denmark	Glostrup Railport	N/A
Denmark	Combiterminal Høje Taastrup	N/A
Denmark	Ringsted Railport	N/A
Denmark	Fredericia Port	N/A
Denmark	Fredericia Shipping in Taulov	N/A
Denmark	Combiterminal Taulov	N/A
Denmark	Kolding Railport	N/A
Denmark	Kolding Port	N/A
Denmark	Combiterminal Padborg	N/A
Germany	Lübeck, Skandinavienkai LHG-Terminal	N/A
Germany	Hamburg, Container-Terminal Burchardkai	N/A
Germany	Hamburg, Container-Terminal Tollerort	N/A
Germany	Hamburg, Container-Terminal Eurogate	N/A
Germany	Hamburg Süd	N/A
Germany	Waltershof	N/A
Germany	Hamburg, Waltershof, Hansaport	N/A
Germany	Hamburg Billwerder	N/A



Country	Terminal Name	Link to Terminal Description
Germany	Hamburg, Container-Terminal Altenwerder	N/A
Germany	Hamburg Hohe Schaar	N/A
Germany	Maschen Rbf	N/A
Germany	Seelze Rbf	N/A
Germany	MegaHub Lehrte	N/A
Germany	Hannover-Linden	N/A
Germany	DUSS Container Terminal Göttingen	N/A
Germany	Containerterminal Kassel	N/A
Germany	DUSS Container Terminal Beiseförth	N/A
Germany	TRANSLOG Container Terminal Schweinfurt	N/A
Germany	Nürnberg Rbf	N/A
Germany	Nürnberg, Nürnberg Hafen, TriCon Container-Terminal	N/A
Germany	Ingolstadt Nord	N/A
Germany	Ingolstadt-Hbf	N/A
Germany	München Nord Rbf	N/A
Germany	München Riem	N/A
Germany	München Ost Rbf	N/A
Austria	Wörgl Terminal (ROLA)	N/A

Country	Terminal Name	Link to Terminal Description
Austria	Hall in Tirol Container-Terminal	N/A
Austria	Brennersee Terminal (ROLA)	N/A
Italy	Interbrennero	N/A
Italy	Interporto Quadrante Europa	N/A
Italy	Verona Quadrante Europa	N/A
Italy	Bologna Interporto	N/A
Italy	Bologna Interporto RFI	N/A
Italy	Villa Selva	N/A
Italy	Port of La Spezia	N/A
Italy	Interporto della Toscana	N/A
Italy	Livorno Guasticce	N/A
Italy	Port of Livorno	N/A
Italy	Port of Ancona	N/A
Italy	Pescara	N/A
Italy	Roma Smistamento	N/A
Italy	Pomezia S. Palomba Terminal	N/A
Italy	Interporto Regionale della Puglia	N/A
Italy	Bari Ferruccio	N/A
Italy	Interporto Sud Europa	N/A

Country	Terminal Name	Link to Terminal Description
Italy	Maddaloni Marcianise	N/A
Italy	Interporto Campano	N/A
Italy	Port of Naples	N/A
Italy	Port of Taranto Cagioni	N/A
Italy	Port of Gioia Tauro S. Ferdinando	N/A
Italy	Palermo Brancaccio RFI	N/A
Italy	Catania Bicocca	N/A
Italy	Port of Augusta	N/A

## 4. Procedures for Capacity, Traffic and Train Performance Management

### 4.1 Introduction

This Section of the CID describes the procedures for capacity allocation by the C-OSS, planned Temporary Capacity Restrictions (TCRs), Traffic Management and Train Performance Management on the Corridor.

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 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.

Pilots are being conducted on parts of some RFCs to test the results of the RNE-FTE project Redesign of the International Timetabling Process: ‘TTR for Smart Capacity Management’ (TTR).

For a complete and up-to-date overview of lines concerned by the aforesaid pilots, refer to the ‘TTR Pilots Communication Platform’ maintained by RNE under the URL: <https://rne.eu/capacity-management/ttr/implementation/pilots-and-mvp/>.

Specific rules and terms for capacity allocation are applicable on these parts of the Corridors, which the MB of the particular Corridors decide upon.

#### Corridor Specificities

The Corridor does not participate in a TTR pilot project.

Some of these pilots follow the rules and terms described and defined in Annex 4 of the Framework for Capacity Allocation. For all other lines of the above Corridors, the rules described in this Section 4 apply.

This document is revised and updated every year 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 the Corridor's website.

## 4.2 Corridor OSS

According to Article 13 of the Regulation, the MB of the Corridor has established a C-OSS. The tasks of the C-OSS are carried out in a non-discriminatory way and maintain confidentiality regarding applicants.

### 4.2.1 Function

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

### 4.2.2 Contact

#### Corridor Specificities

**Mr. Rainer Wolf**  
Address Adam-Riese Straße 11-13  
60327 Frankfurt am Main, Germany  
Phone (+49) 69 265-26773  
Email [coss@scanmedfreight.eu](mailto:coss@scanmedfreight.eu)

### 4.2.3 Language of the C-OSS

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

### 4.2.4 Tasks of the C-OSS

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

- ✓ Collection of international capacity wishes:
  - 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 (see 4.2.4.1)
  - 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 Scandinavian Mediterranean (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)
  - Collect, check and review all requests for the late path request phase including error fixing when possible
  - Allocate capacity for the late path request phase where applicable
  - 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 to the applicants on behalf of the IMs/ABs concerned
  - Keep the catalogue concerned updated
- ✓ Allocation phase: ad-hoc requests (RC) (running timetable process)
  - Collect, check and review all requests for RC including error fixing when possible
  - Create a register of the applications and keep it up-to-date
  - Allocate capacity for RC
  - Monitor the construction of feeder and/or outflow paths by sending these requests to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonised border times), ask for correction
  - Send the responses/offers to the applicants on behalf of the IMs/ABs concerned
  - Keep the RC catalogue updated

#### 4.2.4.1 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.

#### 4.2.5 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 (see also 1.8.1). Access to the tool is free of charge and granted to all applicants who have a valid, signed PCS User Agreement with RNE. To receive access to the tool, applicants have to send their request to RNE via [support.pcs@rne.eu](mailto:support.pcs@rne.eu).

Applications for PaPs/RC can only be made via PCS to the involved C-OSS. If the application is made directly to the IMs/ABs concerned, they inform the applicant that they have to place a correct PaP/RC request in PCS via the C-OSS according to the applicable deadlines. PaP/RC 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.

### 4.3 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.

### 4.3.1 Framework for Capacity Allocation

Referring to Article 14.1 of the Regulation, the Executive Boards of the Rail Freight Corridors agreed upon a common Framework. The document is available in Annex 4.A. and below.

#### Corridor Specificities

Link on the Corridor's website:

<https://www.scanmedfreight.eu/scanmedrfc/services/capacity-offer/how-to-apply/>

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

### 4.3.2 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 Corridor's CID and, in particular, this Section 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.

#### Corridor Specificities

IM:	National rule according to the national Network Statements:
Bane NOR	Until 30 days before the train run
Trafikverket	Until 30 days before the train run
Banedanmark	Until 30 days before the train run
DB InfraGO	Until 30 days before the first running day
ÖBB Infra	Until 30 days before the train run but at the latest with the introduction of the desire if the time is shorter
RFI	Until 30 days before the train run

### 4.3.3 Requirements for requesting capacity

Corridor Scandinavian Mediterranean applies the international timetabling deadlines defined by RNE for placing path requests as well as for allocating paths (for the Corridor calendar, see <https://rne.eu/capacity-management/capacity-planning-timetabling/> 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 1.8.1 and 4.2.5). Details are explained in the PCS User Manual <https://rne.eu/it/rne-applications/pcs/documentation/>)
- ✓ 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:
  - 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).
  - Transshipment from one train onto different trains (or vice versa) because of infrastructure restrictions.
  - 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.

### 4.3.4 Annual timetable phase

#### 4.3.4.1 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 the Corridor, PaPs are split up in several sections, instead of being supplied as entire PaPs, as for example from [Start Point(s)] to [End Point(s)]. 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.

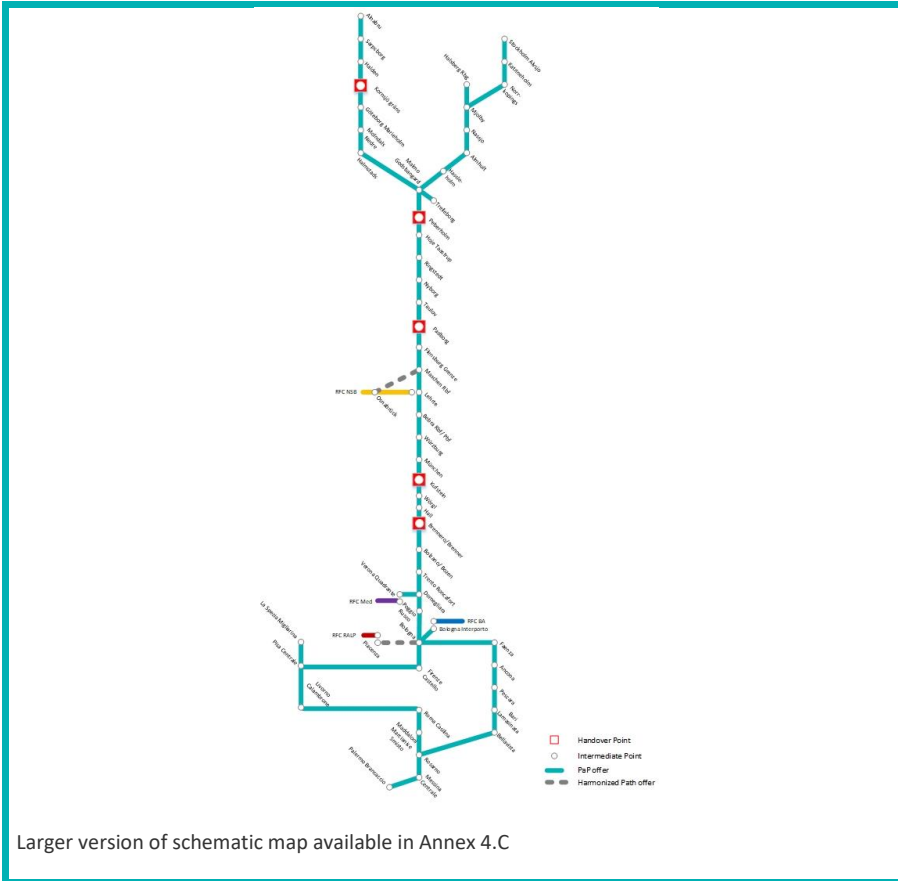
##### Corridor Specificities

The PaP catalogue can be found under the following link: <https://ris-online.rne.eu/api/cip/documents?hash=c4008c55-9f37-48fc-89ba-e5e450d42eeb>

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.

#### 4.3.4.2 Schematic corridor map

##### Corridor Specificities




Symbols in schematic corridor map:

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

✓ Handover Point

Point where planning responsibility is handed over from one IM to another. Published times cannot be changed. In case there are two consecutive Handover Points, only the departure time from the first Handover Point and the arrival time at the second Handover Point cannot be changed.

On the maps, this is shown as:



 Handover Point

✓ Intermediate Point

Feeder and outflow connections are possible. If the path request ends at an Intermediate Point without indication of a further path, feeder/outflow or additional PaP section, the destination terminal / parking facility of the train can be mentioned. Intermediate Points also

allow stops for train handling, e.g. loco change, driver change, etc.  
An Intermediate Point can be combined with a Handover Point.


On the maps, this is shown as:

-  Intermediate Point
-  Intermediate Point combined with Handover Point

✓ Operational Point

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

On the maps, this is shown as:

-  Operational Point

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

#### 4.3.4.3 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)
  - Capacity with fixed origin, intermediate and destination times within one IM/AB.
  - Intermediate Points and Operational Points (as defined in 4.3.4.2) 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).
  - Applicants are free to include their own requirements in their PaP request within the parameters mentioned in the PaP catalogue.
  - Where applicable, the indication of standard journey times for each corridor section has to be respected.
  - Optional: Intermediate Points (as defined in 4.3.4.2) without fixed times. Other points on the Corridor may be requested.
  - Optional: Operational Points (as defined in 4.3.4.2) 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.

#### Corridor Specificities

Scandinavian Mediterranean Corridor offers only Flex PaPs on all corridor sections.

#### 4.3.4.4 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.

##### Corridor Specificities

Multiple corridor paths on the Corridor are displayed on a map in Annex 4C.

Scandinavian Mediterranean Corridor offers paths coordinated with the Corridor North Sea-Baltic between Maschen and Osnabrück paths coordinated with the Corridor Rhine-Alpine between Piacenza and Bologna and path coordinated with the North Sea Baltic Corridor at Castel Maggiore.

#### 4.3.4.5 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.

##### Corridor Specificities

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

Scandinavian Mediterranean Corridor does not have a common offer with other corridors on overlapping sections.

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

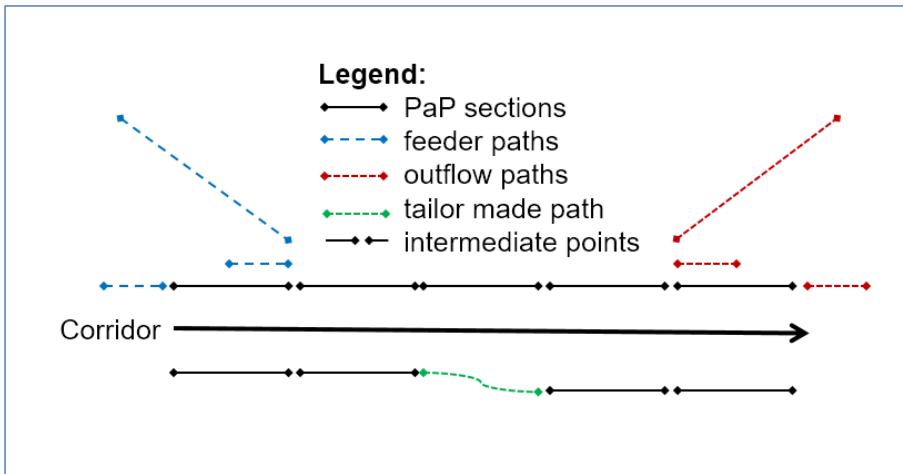
In case available PaPs do not cover the entire requested path, the applicant may include a feeder and/or outflow path to the PaP section(s) in the international request addressed to the C-OSS via PCS in a single request.

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 4.3.4.14).

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



#### 4.3.4.7 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.

#### 4.3.4.8 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-8)	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)	Path Alteration (after X-4)	Cancellation (after X-4)

Leading tool	PCS	PCS	PCS	PCS	PCS	PCS	PCS	National tool/PCS	National tool/PCS	National tool/PCS
Additional tool			Email (for pre-booking information)							

#### 4.3.4.9 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).

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 4.3.4.11). The different corridors can thus be seen as part of one combined network.

#### 4.3.4.10 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 4.3.4.11.

On behalf of the IMs/ABs concerned and according to the result of the application of the priority rules - as detailed in 4.3.4.11 - 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.

#### 4.3.4.11 Priority rules in capacity allocation

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

- A) A resolution through consultation may be promoted and performed between applicants and the C-OSS, if the following criteria are met:
  - The conflict is only on a single corridor.
  - Suitable alternative PaPs are available.

- B) Applying the priority rule as described in Annex 1 of the FCA (see Annex 4.A) and in 4.3.4.12

The Table of Distances in Annex 4.E shows the distances taken into account in the priority calculation.

- C) Random selection (see 4.3.4.13).

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.

##### Corridor Specificities

Corridor Scandinavian Mediterranean does not apply the resolution through consultation.

#### 4.3.4.12 Priority rule in case a 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 4.3.3.

$L^{F/O}$  = Total requested length of the feeder/outflow path(s) included in one request;

$Y^{RD}$  = 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 ( $L^{PAP} + L^{E/O}$ ) 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 4.3.4.15.

#### 4.3.4.13 Random selection

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

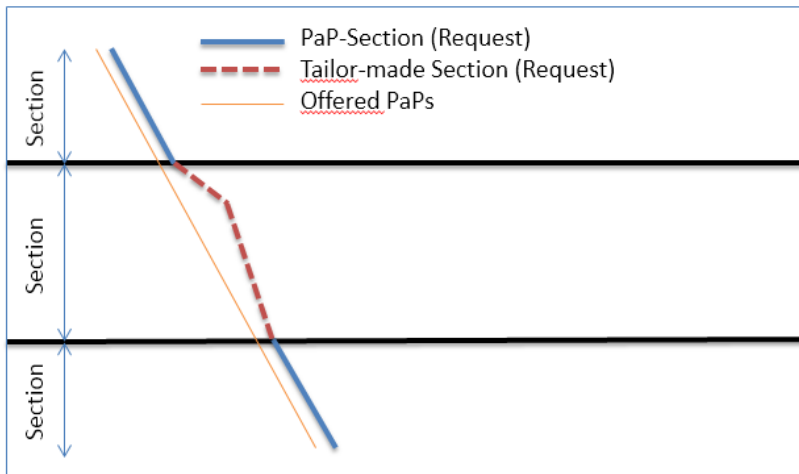
- ✓ The respective applicants will be acknowledged of the undecided conflict before X-7.5 and invited to attend a drawing of lots.
- ✓ The actual drawing will be prepared and executed by the C-OSS, with complete transparency.
- ✓ The result of the drawing will be communicated to all involved parties,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

#### 4.3.4.14 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:

1. PaP section
2. Tailor-made section
3. PaP section





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

- ✓ 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.
- ✓ 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.
- ✓ 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.

#### 4.3.4.15 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.

#### 4.3.4.16 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.

##### Corridor Specificities

Corridor Scandinavian Mediterranean handles non-requested PaPs according to A above.

#### 4.3.4.17 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.

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.

#### 4.3.4.18 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 4.3.7.1 (without further involvement of the C-OSS).

#### 4.3.4.19 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.

#### 4.3.4.20 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.

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.

### 4.3.5 Late path request phase

Late path requests refer to capacity requests concerning the annual timetable sent to the C-OSS within the timeframe from X-7.5 until X-2.

#### Corridor Specificities

Corridor Scandinavian Mediterranean does not offer the possibility to place late path requests.

#### 4.3.5.1 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.

**Corridor Specificities**

Products for late path requests are not available on this Corridor.

### 4.3.5.2 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor if capacity is offered. See 4.3.4.4.

### 4.3.5.3 Late paths on overlapping sections

See 4.3.4.5.

**Corridor Specificities**

Products for late path requests are not available on Corridor Scandinavian Mediterranean.

### 4.3.5.4 Handling of requests

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

### 4.3.5.5 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	Path Alteration	Cancellation
Leading tool	PCS	PCS	PCS	PCS	National tool/PCS	National tool/PCS	National tool/PCS

**Corridor Specificities**

Products for late path requests are not available on Corridor Scandinavian Mediterranean.

#### 4.3.5.6 Check of the applications

The C-OSS checks all requests as described in 4.3.4.9.

#### 4.3.5.7 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”.

#### 4.3.5.8 Path elaboration

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

#### 4.3.5.9 Late request offer

All applicants involved shall accept, ask for adaptations or reject the late request offer within 7 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 4.3.7.1 (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.

### 4.3.6 Ad-hoc path request phase

#### 4.3.6.1 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.

#### Corridor Specificities

Corridor Scandinavian Mediterranean offers RC through variant B. The time frames (maximal time deviation between the requested and the offered time at the construction reference point) are +/- 3 hours. On all ScanMed RFC sections north of Domegliara the number of guaranteed timeslots is one per day and direction. The offer is not valid in case of unavailable infrastructure capacity.

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

#### Corridor Specificities

[Link](#) to RC catalogue for TT 2025

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.

### 4.3.6.2 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor. See 4.3.4.4.

### 4.3.6.3 Reserve capacity on overlapping sections

See 4.3.4.5.

#### Corridor Specificities

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

Scandinavian Mediterranean Corridor does not have a common offer with other corridors on overlapping sections.

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

See 4.3.4.6. For RC the same concept applies as for PaPs in the annual timetable.

### 4.3.6.5 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.

### 4.3.6.6 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	Path Alteration	Cancellation
Leading tool	PCS	PCS	PCS	PCS	National tool/PCS	National tool/PCS	National tool/PCS

#### Corridor Specificities

In compliance with the procedure described in the Network Statements modifications and cancellations are done in the national IM tools.

### 4.3.6.7 Check of the applications

The C-OSS checks all requests as described in 4.3.4.9.

### 4.3.6.8 Pre-booking

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

### 4.3.6.9 Path elaboration

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

### 4.3.6.10 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 4.3.7.1 (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.

## 4.3.7 Request for changes by the applicant

### 4.3.7.1 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 (EU) 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.

### 4.3.7.2 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.

Corridor Specificities



An overview of withdrawal fees and deadlines of the IMs/ABs on the Corridor (extract from the different Network Statements) is listed below

IM:	Withdrawal fees and deadlines
Bane NOR	A path request can be withdrawn without charge until it's allocated
Trafikverket	A path request can be withdrawn without charge until it's allocated
Banedanmark	A path request can be withdrawn without charge until it's allocated
DB InfraGO	<p>Withdrawal between X-8 – X-4:</p> <p>Prior to receiving a path offer from DB InfraGO AG, applicants may withdraw a request at any time. They will not be charged by DB InfraGO AG for withdrawing a request as long as they have not received a path offer.</p> <p>RUs will be charged after having received the final offer at X-4.</p> <p>Please note, a charge for issuing an offer is getting effective – CID section 4.3.10.</p>
ÖBB Infra	<p><b>ÖBB-Infra/NS 2025:</b></p> <p>5.6.1 Reservation fees: In cases where the applicant is solely responsible, ÖBB-Infra will apply a reservation fee for infrastructure capacity requests for regular interval passenger services that are accounted for in the running timetable, for which:</p> <ul style="list-style-type: none"> <li>• no allocation is made;</li> <li>• train paths are cancelled before the start of the running timetable;</li> <li>• the allocation is not used or is insufficiently used.</li> </ul> <p>The calculation criteria for the reservation fee per train path is the usage fee for the relevant running timetable period (consisting of the “train path fee”, “station fee” and “facilities fee”), along with the ordering date.</p> <ul style="list-style-type: none"> <li>• Reservation fee amounts:</li> </ul> <p>-If there has not been an allocation of train paths for the total run, or if train paths already allocated for the total run are cancelled before the start of the running timetable period, a reservation fee of 50 % of the charge applies.</p> <p>-If the actual traffic on a given section of a train path (5 km or longer) within a quarter year (January to March, April to June, July to September or October to December) is less than 75% of the 5 Services and charges</p> <p>Page 62 2025 Network Statement traffic allocated in the running timetable, the usage charge will nonetheless be applied at full value (100% of the charge) for that section and that quarter year.</p> <ul style="list-style-type: none"> <li>• Waiving the reservation fee: <ul style="list-style-type: none"> <li>- The reservation fee is waived for restrictions due to force majeure or other events outside of the control of the applicant.</li> <li>- If usage is restricted due to ÖBB-Infra construction works, the reservation fee will not be charged.</li> </ul> </li> </ul>
RFI	<p><b>Withdrawal between X-8 – X-4:</b> no fees</p> <p><b>Withdrawal request after final offer:</b></p> <ul style="list-style-type: none"> <li>▪ Of trains on limited infrastructure capacity = 75%</li> <li>▪ Of trains on no limited infrastructure capacity = 50%</li> </ul>

### 4.3.7.3 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.

#### 4.3.7.4 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.

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

Corridor Specificities

An overview of cancellation fees and deadlines of the IMs/ABs on the Corridor (extract from the different Network Statements) is listed below.

IM	Cancellation fees and deadlines	
<b>Bane NOR</b>	Upon cancellation of allocated capacity for train paths, the following reservation charges are imposed: <ul style="list-style-type: none"> <li>▪ Up to 15 days before the planned departure time from the rail-head station.</li> <li>▪ Between 14 days and 48 hours before the planned departure time from the rail-head station</li> <li>▪ Less than 48 before the planned departure time from the rail-head station.</li> </ul>	30% of the train path charge  60% of the train path charge  80% of the train path charge
<b>Trafikverket</b>	Upon cancellation of allocated capacity for train paths, the following reservation charges are imposed: <ul style="list-style-type: none"> <li>▪ Between 48 days and 15 days prior to the planned departure time at the departure station</li> <li>▪ Between 14 days and 1 day prior to the planned departure time at the departure station</li> <li>▪ Between 24 hours and 0 hours prior to the planned departure time at the departure station</li> </ul>	10 % of the train path charge  20 % of the train path charge  50 % of the train path charge + additional 500 SEK
<b>Banedanmark</b>	Upon cancellation of allocated capacity for train paths, the following reservation charges are imposed: <ul style="list-style-type: none"> <li>▪ If a Railway undertaking cancels one or more path in a time span from 8 to 49 days before the scheduled running day.</li> <li>▪ If a Railway undertaking cancels a path less than 8 days before the scheduled running day.</li> </ul>	50 % of the fee for the canceled path or the first of the canceled path (with same number)  100% of the train path fee for the first of the canceled path (with same number)

IM:	Cancellation fees and deadlines
DB InfraGO	<p>Between final draft of working timetable in first phase until 30 November of the same year, a minimum cancellation fee has to be paid:</p> <ul style="list-style-type: none"> <li>▪ In case of cancellations, a minimum cancellation fee is generally charged for each day of service cancelled, depending on the expense associated therewith.</li> <li>▪ No minimum cancellation fee accrues for days of service for which an increased cancellation fee is charged.</li> <li>▪ The minimum cancellation fee is calculated by multiplying the timetable costs according to the working timetable by the number of train-path kilometers affected by the amendment, multiplied by the number of amended days of service. The minimum cancellation fee is limited by a maximum of € 1.087.</li> </ul> <p>Calculation: <math>0,04 * \text{number of train-path kilometers} * \text{number of amended days of service}</math>.</p> <p>An increased cancellation fee is charged in case of cancellations after 30 November:</p> <p>Until 31 days before the running day 15% of calculation basis * number of train-path kilometers * number of amended days of service.</p> <p>Between 30 days and 5 days (included) before the running day 20 % of calculation basis * number of train-path kilometers * number of amended days of service.</p> <p>Between 4 days and 24h hours before the running day 40 % of calculation basis * number of train-path kilometers * number of amended days of service.</p> <p>24h hours or less before the running day 70 % of calculation basis * number of train-path kilometers * number of amended days of service.</p> <p>Between scheduled time of train run and beyond 20h of scheduled departure 120 % of calculation basis * number of train-path kilometers * number of amended days of service.</p> <p>After 20 hours after departure: 200% of calculation basis * number of train-path kilometers</p> <p>Calculation basis: the saved direct costs of train operation for maintenance and depreciation are deducted from the charge for the cancelled train path. This results in the calculation basis for the cancellation fee. Amounts can be found in Annex 5.3 to the DB InfraGO Network Statement (INB).</p> <p>If the Applicant cancels several days of service, the relevant increased cancellation fee is determined for each day of service and added up for the affected days of service. If a train path is cancelled</p>

	and/or amended on different days of service, the relevant increased cancellation fee per day of service and the relevant minimum cancellation charge per day of service are added up. No minimum cancellation fee accrues for days of service for which an increased cancellation fee is charged.	
<b>ÖBB Infra</b>	<p><b>ÖBB-Infra / NS 2025:</b> 5.6.2 Cancellation charge for all types of transport from the working timetable period 2026:</p> <p><b>Processing fee for the working timetable:</b> ÖBB-Infra charges a processing fee for infrastructure capacity requests which are submitted on time for the main ordering date and are to be taken into account for the working timetable, if no allocation is made for reasons for which the applicant is responsible. This processing fee serves to cover the costs incurred for processing, feasibility check and preparation and transmission of the offer. The processing fee does not apply until 10 working days after the main order date, which gives the applicants the opportunity to correct any errors in the initial order free of charge. Calculation formula: <u>Processing fee</u> = train km * processing charge * days of traffic</p> <p><b>Cancellation charge for allocated train paths:</b> ÖBB-Infra levies the cancellation charge if allocated train paths are cancelled in whole or partially for one or several days of operation. Non-use of a train path is defined by the applicant not using an allocated train path and not cancelling it 18 hours after the planned departure time at the latest. The basis for calculating the cancellation charge is the train km component z of the cancelled train's market segment. The amount of the cancellation fee to be levied depends on the time of cancellation and the amount of cancelled train km. Calculation formula: <u>Cancellation charge</u> = z * ptrain km * 5% * days of traffic The cancellation charge increases progressively and therefore becomes higher the shorter the cancellation period before the traffic day. Waiver of levying processing fee and cancellation charge: • In the event of restrictions due to force majeure or other events that do not fall within the responsibility of the applicant, the processing fee and cancellation charge shall not apply. • If use is restricted due to construction work by ÖBB-Infra, processing fee and cancellation charge will not be levied.</p>	
<b>RFI</b>	<p><b>Cancellations trains on limited capacity infrastructure:</b></p> <ul style="list-style-type: none"> <li>▪ until 5 days before operation trains</li> <li>▪ by 4 days before operation trains</li> </ul> <p><b>Cancellations trains on no limited capacity infrastructure:</b></p> <ul style="list-style-type: none"> <li>▪ until 5 days before operation trains</li> <li>▪ by 4 days before operation trains</li> </ul>	<p>50% net of cost of electricity</p> <p>60% net of cost of electricity</p> <p>0%</p> <p>30% net of cost of electricity</p>

### 4.3.7.5 Unused paths

If an applicant or designated RU does not use the allocated path, the case is treated according to the national rules.

### Corridor Specificities

An overview of fees for unused paths for the IMs/ABs on the Corridor (extract from the different Network Statements) is listed below.

IM	Fees for unused paths:
Bane NOR	<p>An RU that applies again in the capacity distribution process for infrastructure capacity, which, due to reasons for which NNRA cannot be blamed, has utilized less than 80 %, surrenders priority to other RUs that are applying for the same train path.</p> <p>If, during the course of a one-month period (31 calendar days), an RU does not use its assigned infrastructure capacity, the Norwegian National Rail Authority can withdraw the unused capacity at five working days' notice in writing</p>
Trafikverket	<p>For the allocated capacity that is not used, and which has not been cancelled or acute cancelled, the same charges shall be paid as though the capacity had been used.</p> <p>If allocated capacity is not used, this will be taken into consideration at later allocations of capacity, which means that a train path may be given a lower priority or that the contracting party in question may be denied allocation.</p> <p>The Swedish Transport Administration is entitled to withdraw an allocated train path if the Swedish Transport Administration's contracting party does not use the train path to a sufficient extent. The Swedish Transport Administration's contracting party must be afforded an opportunity to make a statement in this regard.</p> <p>A "sufficient extent" refers to the Swedish Transport Administration's contracting party using the train path at least once per calendar month, and at no less than 60 per cent of the allocated capacity of the train path during a three-month period (calendar months).</p>
Banedanmark	<p>Banedanmark has the right to withdraw allocated path or paths, if an RU, due to reasons beyond their control, during the course of no less than one calendar month has utilized less than 75 % of the allocated path or paths.</p>
DB InfraGO	<p>If train paths are not cancelled by the Applicant and are not operated, the no show fee will be charged. The regulations for a 20-hour train as defined in Section 5.6.3.2 of the DB InfraGO Network Statement (INB) remain unaffected.</p> <p>The amount of the no-show fee is 200% of calculation basis * number of train-path kilometers.</p> <p>Calculation basis: the saved direct costs of train operation for maintenance and depreciation are deducted from the charge for the cancelled train path. This results in the calculation basis for the cancellation fee. Amounts can be found in Annex 5.3 to INB</p>
ÖBB Infra	<p>See information above under pt. 4.3.7.4 Cancellation referring to Chapter 5.6.2. NS ÖBB-Infra TT 2025</p>
RFI	<p>100% of the charge, net of cost of electricity</p>

## 4.3.8 Exceptional transport and dangerous goods

### 4.3.8.1 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.

#### 4.3.8.2 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.

#### 4.3.9 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.

#### 4.3.10 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 according to the national rules.

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

Corridor Specificities

An overview of who has to pay the path charge when a non-RU applicant requests the path on the Corridor per IM/AB (extract from the different Network Statements) is listed below.

IM:	Explanations:
Bane NOR	The RU is responsible for paying the path charge.
Trafikverket	NS 6.7 Billing: The party responsible for payment is the company that signs an agreement regarding allocated service. (=traffic organiser)
Banedanmark	The RU will be responsible for paying the path fee.
DB InfraGO	Path charge will be invoiced to the party of the infrastructure user contract. Charge for issuing an offer: The costs involved in processing requests for the allocation of train path are contained in the train-path charge. Therefore, failure to take up a train path once an application has been submitted will result in a processing charge being levied for issuing the offer. The charge for issuing an offer is calculated by the timetable costs multiplied by the train path kilometres multiplied by the number of changed running days. Charge for issuing an offer per running day = timetable costs * train path kilometres (up to a maximum of € 1087). In the case of a new train path allocation due to DB InfraGO Network Statement (INB) Section 6.3.3.4.2 the Applicant pays the charge for the train path newly assigned by DB InfraGO AG. In the event of the train path not being used due to the provision in INB Section 6.3.3.4.2, DB InfraGO AG shall bill the Applicant, in addition to the train path charge to be paid in accordance with the above sentence 1, the charge for the originally ordered and unused train path amounting to the charge for cancelling this train path less than 24 hours before departure (pursuant to INB Section 5.6.3.), unless DB InfraGO AG was responsible for the delay of 20 hours or more. The provisions of NBN Section 6.3.3.4.2 shall remain unaffected.
ÖBB Infra	The RU has to pay the used path whereas the non RU is liable for the payment.
RFI	Path charge will be invoiced to the RU that used the path.

### 4.3.11 Appeal procedure

Based on Article 20 of the Regulation: in case of complaints regarding the allocation of PaPs (e.g. due to a decision based on the priority rules for allocation), the applicants may address the relevant Regulatory Body (RB) as stated in the Cooperation Agreement signed between RBs on the Corridor.

#### Corridor Specificities

The Cooperation Agreement can be found under:

[Link to the Agreement of the RBs](#)



## 4.4 Coordination and Publication of planned Temporary Capacity Restrictions

### 4.4.1 Goals

In line with Article 12 of the Regulation, 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 the Corridor. 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 4.4.2), 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 the Corridor in the coordination of the TCRs on the Corridor are regulated in 4.4.3. The RFC TCR Coordinator if 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.

### 4.4.2 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 the Regulation ("Coordination of works").

A framework has been developed by RNE in the "[Procedures for Temporary Capacity Restriction Management](#)" and it is reflected in Corridor specific procedures.

### 4.4.3 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.

#### 4.4.3.1 Timeline for coordination

Different types of TCR (see 4.4.5.1) 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.

#### 4.4.3.2 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. 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.

##### Corridor Specificities

Due to the topological conditions on ScanMed RFC, the first level coordination is carried out by two regional groups – TCRs North and TCRs South. These groups are led by WG-Leaders, nominated by the ScanMed MB, and are autonomous in their working method, including involvement of RUs in this stage of coordination. Timelines are compliant with the rules set up by Annex VII mentioned in 4.4.2 above.

The two regional TCR WGs deal with passenger and freight traffic in the same way, to obtain an optimised result to all customers.

If conflicts remain unsolved, they are reported at corridor-level of coordination and solved there.

#### 4.4.3.3 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.

##### Corridor Specificities

The RFC TCR Coordinator organises coordination meetings according to the internal rules of the Corridor.

All TCRs, already discussed within the regional coordination groups or at any bilateral coordination activity are submitted to the RFC TCR Coordinator by the involved IMs. Coordination on RFC level will then be initiated by the RFC TCR Coordinator with the aim to investigate:

- if the combined impact of all the TCRs on the respective networks of the corridor is still acceptable,
- the availability of required capacity on diversionary lines, and
- the possibility to provide a capacity offer.

The RFC TCR Coordinator organises coordination meetings according to the internal rules of the Corridor.

#### 4.4.3.4 Conflict resolution process

Unresolved conflicts on Corridor lines shall be reported to the Corridor'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 Corridor's process is described in the box below.

##### Corridor Specificities

Experts with relevant knowledge of planning TCRs and of planning timetables will work on proposals for alternatives to find solutions. The management(s) of the IM(s) where the works take place is/are responsible for the final decision and report(s) these results to the management(s) of the affected IM(s) and the MB of ScanMed RFC.

#### 4.4.4 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:

##### Corridor Specificities

- 1) The results of the coordination of TCRs that are known for principal and diversionary lines of Corridor Scandinavian Mediterranean are published on Scandinavian Mediterranean RFC's website and/or in the CIP. Applicants may send their comments on the planned TCRs to the involved IM(s) regarding national processes. The received comments have an advisory and supportive character and shall be taken into consideration as far as possible.
- 2) Regular meetings of the Railway Undertakings Advisory Group (RAG) and Terminal Advisory Group (TAG) and, for the southern part of the corridor, of the Brenner Group, 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.

#### 4.4.5 Publication of TCRs

##### 4.4.5.1 Criteria for publication

	Consecutive days	Impact on traffic (estimated traffic cancelled, re-routed or replaced by other modes of transport)	First publication deadline according to Annex VII
<b>Major impact TCR<sup>1</sup></b>	More than 30 consecutive days	More than 50% of the estimated traffic volume on a railway line per day	X-24
<b>High impact TCR<sup>1</sup></b>	More than 7 consecutive days	More than 30% of the estimated traffic volume on a railway line per day	
<b>Medium impact TCR<sup>1</sup></b>	7 consecutive days or less	More than 50% of the estimated traffic volume on a railway line per day	X-12
<b>Minor impact TCR<sup>2</sup></b>	unspecified <sup>3</sup>	More than 10% of the estimated traffic volume on a railway line per day	X-4
<b>Less than minor impact TCR</b>	unspecified	Maximum of 10% of the estimated traffic volume on a railway line per day	The IMs are recommended to comply with the Path Alteration requirements <sup>4</sup> : <ul style="list-style-type: none"> <li>➤ Passenger: T<sup>5</sup>-135</li> <li>➤ Freight: T-45</li> </ul>

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.

4) Data coming from the RNE Path Alteration Handbook. Less than minor TCRs are not regulated by Annex VII.

5) T- #: a deadline referring to the first day of the capacity restriction (T) and the number of days (#) in advance of this deadline.

#### Corridor Specificities

The Corridor also publishes other relevant TCRs on its website and/or in the CIP.

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

#### 4.4.5.2 Dates of publication

The Corridor publishes the relevant TCRs for TT 2026 – 2028 on the following dates:

	January 2025 (X-11)	January 2025 (X-23)	August 2025 (X-3.5)	January 2026 (X-11)	January 2026 (X-23)
<b>Major</b>	X (second publication)	X (first publication)		X (second publication)	X (first publication)

<b>High</b>	X (second publication)	X (first publication)		X (second publication)	X (first publication)
<b>Medium</b>	X (international impact)			X (international impact)	
<b>Minor</b>			X		
<b>Applicable timetable</b>	<b>TT 2026</b>	<b>TT 2027</b>	<b>TT 2026</b>	<b>TT 2027</b>	<b>TT 2028</b>

#### 4.4.5.3 Tool for publication

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

##### Corridor Specificities

ScanMed RFC publishes TCRs in table format with a schematic overview map on [CIP](#).

#### 4.4.6 Legal disclaimer

By publishing the overview of the corridor relevant TCRs, the IMs concerned present the planning status for TCRs to infrastructure availability along the Corridor. 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.

### 4.5 Traffic management

In line with Article 16 of the Regulation, 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.

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.

#### 4.5.1 Cross-border section information

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

#### Corridor Specificities

Cross-border section	IM 1	IM 2
<b>Kornsjø-gränsen – Göteborg Marieholm</b>	Bane NOR (Norway)	TRV (Sweden)
<b>Peberholm - Lernacken</b>	TRV (Sweden)	BDK (Denmark)
<b>Padborg – Flensburg</b>	BDK (Denmark)	DBInfraGO (Germany)
<b>Kiefersfelden – Kufstein</b>	DBInfraGO (Germany)	ÖBB-Infrastruktur AG (Austria)
<b>Abzw Steinach 4 – Brennero/Brenner</b>	ÖBB-Infrastruktur AG (Austria)	RFI (Italy)

#### 4.5.1.1 Technical features and operational rules

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

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

#### Corridor Specificities

For this Corridor the above mentioned information can be found both in the Border section information sheet within the Excel table downloadable from RNE Website: "[Traffic Management Information](#)" and in the Network Statements of the IMs involved in the Corridor.

#### 4.5.1.2 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 the Corridor 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.

#### Corridor Specificities

On this Corridor the above-mentioned information can be found in the “Border section agreements Level 1” and “Border section agreements Level 2” sheets within the excel table downloadable from RNE Website: “[Traffic Management Information](#)”.

### 4.5.2 Priority rules in traffic management

In accordance with the Regulation, IMs involved in the Corridor 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.

#### Corridor Specificities

There are no harmonised Priority Rules on the corridor. The prioritization 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:  
<https://rne.eu/traffic-management/other-activities/>

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

In case of disruptions of international traffic lasting 3 days or longer with a high impact on international traffic, (if equal to or more than 50% of the trains on the affected section that operate on more than one network need or are expected to need an operational treatment), the initiating IM shall declare a case of International Contingency Management (ICM).

To allow continuation of freight and passenger traffic flows at the highest possible level despite an international disruption and to ensure non-discriminatory treatment of the RUs, transparency of the status of the disruption and its impact on traffic flows for all relevant stakeholders across Europe, the IMs should apply the rules and procedures defined in the ‘[Handbook for International Contingency Management](#)’ (ICM Handbook) approved by the RNE General Assembly.

According to the ICM Handbook, the Corridors act as facilitators with respect to the disruption management and the communication process.

#### Corridor Specificities

Detailed information on the implementation of the ICM Handbook along ScanMed can be found in [CIP](#)

### 4.5.3.1 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 lasting 3 days or longer with a high impact on international traffic, the international contingency management communication procedures as described in the ICM Handbook will be applied.

#### Corridor Specificities

For this Corridor the details of the relevant communication procedure can be found [here](#)

In case of a disturbance on the corridor the following principles apply: Whenever rerouting alternative is possible, the IM on whose infrastructure the disturbance occurred should always contact the domestic RU to organise the rerouting of their own trains in accordance with partner RUs and concerned IMs.

The ScanMed RFC provides an overview of the relevant traffic management and operational information, including re-routing possibilities and transshipment places and traffic management principles in case of disturbance.

#### Tools:

##### Train Information System 2020 (TIS 2020)

TIS 2020 is an Internet-based tool displaying real-time information on international train traffic. It has been or is about to be introduced on all networks crossed by ScanMed RFC.

International freight trains are visible, just as any other train spotted by the system, by using train numbers and filters.

##### Train Information System 2020 Incident Management Tool (TIS 2020 IMT)

TIS 2020 IMT enables to send predefined messages which will be released and received, on each side of the border, in the native language. The present document recommends TIS 2020 IMT to be implemented at traffic control centers where different languages may be an obstacle for ensuring smooth handovers.

### 4.5.3.2 Operational scenarios on the Corridor in the event of disturbance



For international disruptions longer than 3 days with a high impact on international traffic, Corridor Scandinavian Mediterranean 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 the ICM Handbook.

#### Corridor Specificities

The ScanMed RFC re-routing overview can be found in [CIP](#)

### 4.5.3.3 Allocation rules in the event of disturbance

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

### 4.5.4 Traffic restrictions

Information about planned restrictions can be found in 4.4, Coordination and Publication of Planned Temporary Capacity Restrictions (TCRs).

#### Corridor Specificities

On this Corridor the information about unplanned restrictions can be found in [CIP](#)

### 4.5.5 Dangerous goods

Detailed information about conditions for the transport of dangerous goods can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal (see Section 2).

### 4.5.6 Exceptional transport

Detailed information about conditions for the carriage of exceptional consignments can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal (Section 2).

## 4.6 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 ([https://rne.eu/wp-content/uploads/2022/10/RNE\\_Guidelines\\_for\\_Train\\_Performance\\_Management\\_on\\_RFCs.pdf](https://rne.eu/wp-content/uploads/2022/10/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 1.8.2) 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](#).

#### Corridor Specificities

Practical application of the main principles described in the “RNE Guidelines for Freight Corridor Punctuality Monitoring” can be found in the TPM Manual of Corridor ScanMed and it is not dealt with in details in this document.

The TPM Manual can be found in [CIP](#)

ScanMed Corridor set up a group in the framework of its organisational structure which is responsible for the train performance management of the corridor. In this group IMs work together in order to make the railway business more attractive and competitive. In addition two regional working groups are established on the corridor with the aim to discuss the quality and operational issues in their respective area. In this groups IMs work together with RUs aiming at improving the train service. More information can be found in ScanMed [Website](#).

The monthly TPM report is published in the [CIP](#)

## Annexes:

### Annex 4.A Framework for Capacity Allocation

Mentioned in 4.3.1, 4.2.4, 4.3.4.10 and 4.3.4.11: [Link](#)

## Annex 4.B Table of deadlines

Date / Deadline	Date in X-System	Description of Activities
Date / Deadline	Date in X-System	Description of Activities
13 January 2025	X-11	Publication of PaP Catalogue
13 January 2025 – 27 January 2025	X-11 – X-10.5	Correction phase (corrections of errors to published PaPs)
14 April 2025	X-8	Last day to request a PaP
21 April 2025		Last day to inform applicants about the alternative PaP offer
28 April 2025	X-7.5	Last day for C-OSS to send PaP pre-booking information to applicants
7 July 2025	X-5	Publication of draft timetable
8 July 2025 – 8 August 2025	X-5 – X-4	Observations and comments from applicants
29 April 2025 – 13 October 2025	X-7.5 – X-2	Late path request application phase via the C-OSS
26 August 2025 – 06 November 2025	X-3.5 – X-1	Late path request allocation phase
25 August 2025	X-3.5	Publication of final offer
1 September [2025]	X-3	Acceptance of final offer
13 October 2025	X-2	Publication of RC
14 December 2025	X	Timetable change

**Kommenterad [VDHG1]:** This is not 7 calendar days, but 5

**Kommenterad [GB2R1]:** Reply from C-OSS Community:  
In case changing the deadline in chapter 4.3.4.22 (5 calendar days --- > 7 calendar days), the date shall be changed to 1 September 2025  
The update of RNE process calendar (see link in previous comment) shall be done accordingly.

## Annex 4.C Maps of the Corridor

Mentioned in 4.3.4.2, 4.3.4.4, 4.3.4.5



## Annex 4.D Specificities on specific PaP sections on the Corridor

Mentioned in 4.3.4.3

### Annex 4.D-1 Italy / RFI

Dwell times at border have to be compliant with network connecting facilities management rules (network statement 2020 chap. 5.2 and ePIR portal “Documenti Tecnici/Tempi Massimi per le operazioni di transito dei treni merci negli impianti di confine”)

## Annex 4.E Table of distances (PaP sections)

Mentioned in 4.3.4.11

	From	To	Number of kilometres
BaneNor	PaP section: Alnabru - Kornsjø grans		174,29
	Alnabru	Sarpsborg	114,64
	Sarpsborg	Halden	27,17
	Halden	Kornsjø grans	32,48
Trafikverket	PaP section: Kornsjø grans - Göteborg Marieholm		173,00
	Kornsjø-Gransen	Göteborg Marieholm	173,00
	PaP section: Göteborg Marieholm - Malmö Godsbangård		284,42
	Göteborg Marieholm	Mölnåds nedre	10,63
	Mölnåds nedre	Halmstads Central	138,97
	Halmstads Central	Halmstad Rangerbangård	1,10
	Halmstad Rangerbangård	Malmö Godsbangård	133,72
	PaP section: Malmö Godsbangård - Trelleborg		32,70
	Malmö Godsbangård	Trelleborg	32,70
	PaP section: Älvsjö Godsbangård - Mjölby		252,58
	Älvsjö Godsbangård	Katrineholms Central	125,50
	Katrineholms Central	Norrkopings Central	48,44
	Norrkopings Central	Mjölby	78,64

	PaP section: Hallsberg rangerbangard - Mjolby		94,76
	Hallsberg rangerbangard	Mjolby	94,76
	PaP section: Mjolby - Malmo Godsbangard		352,78
	Mjolby	Nassjo Central	88,54
	Nassjo Central	Almhult	134,00
	Almhult	Hassleholm	50,86
	Hassleholm	Malmo Godsbangard	79,38
	PaP section: Malmo Godsbangard - Peberholm		25,05
	Malmo Godsbangard	Peberholm	25,05
Banedanmark	PaP section: Peberholm – Padborg		332,38
	Peberholm	Hoeje Taastrup	27,80
	Hoeje Taastrup	Ringsted	44,40
	Ringsted	Nyborg	67,70
	Nyborg	Taulov	91,09
	Taulov	Padborg	101,39
DB InfraGO	PaP section: Padborg – Maschen		213,8
	Padborg	Flensburg Grenze	2,50
	Flensburg Grenze	Maschen Rbf (Mswf)	211,30
	Maschen Rbf (Msof)	Flensburg Grenze	211,30
	PaP section: Maschen - Munich		774,3
	Maschen Rbf (Mswf)	Lehrte Nord	144,70
	Lehrte West	Maschen Rbf (Msof)	146,60
	Lehrte Nord	Bebra Rbf	196,60
	Bebra Pbf	Lehrte West	198,70
	Bebra Rbf	Wuerzburg Hbf	167,10
Wuerzburg Hbf	Bebra Pbf	168,30	

	Wuerzburg Hbf	Muenchen Nord Rbf Einfahrt	265,90
	Muenchen Nord Rbf Ausfahrt	Wuerzburg Hbf	268,90
	PaP section: Munich - Kufstein		103,40
	Muenchen Nord Rbf Mitte	Kufstein	102,40
	Muenchen Nord Rbf Einfahrt	Kufstein	103,30
	Kufstein	Muenchen Nord Rbf Ausfahrt	101,30
ÖBB Infra	PaP section: Kufstein - Brennero		109,86
	Kufstein	Wörgl	13,48
	Wörgl	Hall	50,40
	Hall	Brennero	45,58
	Wörgl	Brennero	96,38
RFI	PaP section: Brennero - Domegliara		215,6
	Brennero	Bolzano	88,80
	Bolzano	Trento Roncafort	50,60
	Trento Roncafort	Domegliara	76,20
	PaP section: Domegliara - Verona		18,70
	Domegliara	Verona Quadrante Europa	18,70
	PaP section: Domegliara - Poggio Rusco		70,50
	Domegliara	Poggio Rusco	70,50
	PaP section: Poggio Rusco - Firenze Castello		145,60
	Poggio Rusco	Firenze Castello	145,60
	PaP section: Firenze Castello - Pisa Centrale		74,50
	Firenze Castello	Pisa Centrale	74,60
	PaP section: Pisa Centrale - La Spezia Migliarina		71,70
	Pisa Centrale	La Spezia Migliarina	71,70
PaP section: Firenze Castello - Roma Casilina		234,8	

Firenze Castello	Orte	197,60
Orte	Roma Casilina	67,20
<b>PaP section: Roma Casilina - Pisa Centrale</b>		<b>329,6</b>
Roma Casilina	Livorno Calambrone	314,40
Livorno Calambrone	Pisa Centrale	15,20
<b>PaP section: Roma Casilina – Rosarno</b>		<b>605,3</b>
Roma Casilina	Maddaloni Marcanise Smisto	215,90
Maddaloni Marcanise Smisto	Rosarno	389,40
<b>PaP section: Rosarno - Messina Centrale</b>		<b>54,80</b>
Rosarno	Messina Centrale	54,80
<b>PaP section: Messina Centrale - Palermo Brancaccio</b>		<b>220,90</b>
Messina Centrale	Palermo Brancaccio	220,90
<b>PaP section: Messina Centrale - Biccocca</b>		<b>137,60</b>
Messina Centrale	Biccocca	102,10
Biccocca	Priolo Melilli	35,50
<b>PaP section: Poggio Rusco - Faenza</b>		<b>108,50</b>
Poggio Rusco	Faenza	108,50
<b>PaP section: Faenza - Rosarno</b>		<b>1008,80</b>
Faenza	Ancona	154,90
Ancona	Pescara	146,00
Pescara	Bari Lamasinata	291,60
Bari Lamasinata	Bellavista	110,10
Bellavista	Rosarno	306,20



## Annex 4.F Terminal Integrated Capacity Offer

The Scandinavian Mediterranean Corridor offers with participating Terminals for the yearly timetable 2025 an additional product which is called Terminal Integrated Capacity Offer (TICO).

The Offer only applies to requests which can be subsumed as an integrated offer. Under integrated offer is meant an offer consisting of at least one PaP and a Terminal slot. The PaP may be Terminal-in- or outbound.

In addition, the TICO consists of several levels, which build on one another and differ in terms of commitment, obligations and responsibilities for all involved parties:

- **Level 1: C-OSS as facilitator of information exchange**  
By the Beginning of July, the C-OSS forwards to the Terminals the train information on Draft TT for the trains that can be expected in Terminals with permission by the applicant.
- **Level 2: C-OSS as common Post-Box**  
Applicants can place requests for Terminal Capacity in one step together with the PaP requests. The C-OSS acts as a common Post-Box and collects the requests for both PaPs and Terminal Capacity. The requests for the Terminal Capacity will be forwarded to the Terminals and they accept these applications as valid requests, which were placed on time. Pre-Allocation and Allocation of the Terminal Capacity is still conducted by the concerned Terminal.
- **Level 3: Publication of Free Terminal Slots**  
C-OSS publishes free Terminal Slots connected to published PaPs. Once an Applicant has applied for a published slot, the request for the Terminal Capacity will be forwarded to the Terminals and they accept these applications as valid requests, which were placed on time. Pre-Allocation and Allocation of the Terminal Capacity is still conducted by the concerned Terminal.
- **Level 4: Publication of Coordinated Terminal Slots and Integrated Offer**  
C-OSS publishes Terminal Slots which have already been coordinated with PaPs. Once an Applicant applied for a PaP and a coordinated Terminal Slot, the C-OSS decides which Terminal Slot is to be pre-booked to which applicant. In case of conflicting applications, the C-OSS decides on basis of the priority rules established by the Framework for Capacity Allocation agreed by the Ministries in charge of Transport involved in ScanMed RFC following Art.14.1 of the Regulation. Final Allocation of the Terminal Capacity is still conducted by the concerned Terminal.

For TT2026 following Terminals participate in the Product with the indicated level:

Terminal	Applied Level of Terminal Product
Oslo Godsterminal Alnabru	Level 4
Båramo CT (by PGF Terminal AB)	Level 4
Nässjö Kombiterminal	Level 4

Taulov Container & Rail Terminal (by Fredericia Shipping)	Level 4
Verona Quadrante Europa	Level 4
Lugo Terminal Bari Giovinazzo	Level 4
Interporto Bologna	Level 3
Port of la Spezia	Level 3

A description how to request TICO can be found on the webpage of the corridor ([www.scanmedfreight.eu](http://www.scanmedfreight.eu)). Furthermore, the C-OSS is also available for support and help.

## Annex 4.F-1. Applicable rules with Terminals participating in level 4

### 1. Register and Checking Integrated Applications

#### 1.1. Collecting applications for Integrated Offer

1.1.1. Integrated offer can be booked only via PCS. The C-OSS receives and collects all requests via PCS. The C-OSS ensures the appropriate treatment of each request.

1.1.2. Integrated applications placed via other channels to the C-OSS (e.g. Email, Fax, Phone, RNE paper template) will have to be redirected to PCS. The C-OSS will inform the applicant accordingly and provide basic support for using PCS. The C-OSS is not entitled to open PCS dossiers for the applicant.

#### 1.2. Registering the integrated application

1.2.1. The C-OSS establishes and maintains a register for all incoming integrated applications in PCS containing a dossier number, name of applicant, requested integrated offer and specifying the follow-up activities of the C-OSS concerning the concrete request. This register must be made available to the concerned Parties at any time (see contact list at the end of the present Annex) and in a simplified form, allowing for business confidentiality to all concerned applicants.

#### 1.3. Checking applications with regard to C-OSS competence

1.3.1. The C-OSS evaluates his competence for the further treatment of the incoming integrated applications immediately after receipt and sorts out the following request types:

- Applications for integrated offer without requesting a PaP within the dossier
- Applications with impacting capacity handled outside the sphere of competence of the C-OSS.

1.3.2. The C-OSS informs the applicant that he is not competent for this request and that it has been handed over to the concerned Party for further treatment.

#### 1.4. Checking the quality of the request

1.4.1. The C-OSS checks if the request is complete and consistent, especially that the request for integrated offer allows a timely connection of PaPs and Terminal Slot.

1.4.2. In case of missing or inconsistent data, the C-OSS will directly contact the leading applicant and require the relevant data update/changes within 5 working days. If the applicant does not clarify the

required data within the specified timeframe, the C-OSS will inform the leading applicant that further treatment of the request is not possible.

### **1.5. Confirming further handling of requests or executing rejection of request**

1.5.1. The C-OSS may send a message to the applicant to confirm the receipt of the application by the C-OSS, if agreed so between the applicant and the C-OSS.

1.5.2. The C-OSS updates the register according to the results of the checks (incl. closing of dossiers which means path rejection).

## **2. Pre-Allocating Integrated Applications**

### **2.1. Executing the allocation decision**

2.1.1. The C-OSS will evaluate/consider for the pre-allocation decision, on an equal basis, all valid requests placed on-time before the deadline at X-8.

2.1.2. Within the integrated application, the C-OSS decides which Terminal Slot is to be pre-booked to which applicant. In case of conflicting applications, the C-OSS decides on basis of the priority rules established by the Framework for Capacity Allocation agreed by the Ministries in charge of Transport involved in ScanMed RFC following Art.14.1 of the Regulation.

### **2.2. Updating the register of integrated applications**

2.2.1. The C-OSS marks the result of the pre-allocation decision in the register of integrated application at the latest at X-7,5 of each year.

### **2.3. Informing the Terminal**

2.3.1. The C-OSS informs the concerned Terminal on the preliminary allocation decision for inclusion in the draft timetable.

2.3.2. Integrated applications that could not be accommodated due to losing priority respect to a competing request are fulfilled with a tailor-made integrated capacity, if available, in cooperation with the Infrastructure Managers and the Terminal.

2.3.3. Integrated offer not pre-allocated will be handed over by the C-OSS to the Terminal at X-7,5 of each year, allowing for an efficient use of the not requested terminal capacity in its regular capacity management process.

### **2.4. Informing applicants**

2.4.1. At X-7 the C-OSS provides interim information to the applicants on the status of their integrated application (e.g. allocation decision in their favor for the applications with the highest priority, provision of an Alternative Offer for the applications with the second priority ranking – if alternatives are available-, submission of the request to the Terminal for tailor made solution for the rest of the valid applications). The C-OSS also announces that the draft path offer will be submitted by the C-OSS at X-5 via PCS, on behalf of the Terminal.

## **3. Communicating the offer to the applicant**

### **3.1. Communicating the draft timetable**

3.1.1. At X-5 the C-OSS communicates the draft timetable for every valid integrated request to the applicants via PCS. The C-OSS hereby stresses the fact that he is acting on behalf of the concerned

Terminals. Furthermore, the C-OSS informs that the terminal contracts will be concluded between the Terminals and the applicant, on basis of terminal conditions.

### 3.2. Handling applicant observations for integrated applications

3.2.1. The C-OSS monitors the applicant's observations placed on the draft timetable in PCS. For that purpose, the C-OSS requires an answer from the Terminal until one week before the deadline for the final TT offer (at X-4). This procedure only concerns observations related to the original request - whereas modifications to the original requests will be handed over to the Terminal for further treatment.

### 3.3. Communicating the final offer

3.3.1. At the RNE deadline for final TT (X-4) the C-OSS allocates the final timetable for every valid integrated request to the applicants via PCS. The C-OSS hereby stresses the fact that he is acting on behalf of the Terminal. Furthermore, the C-OSS informs that the terminal contracts will be concluded between the Terminal and the applicant, on basis of the terms and conditions set by the Terminal.

## 4. Further applicable rules

### 4.1. Accepting the final offer

4.1.1. The Applicant shall accept or reject the final integrated offer within 5 calendar days in PCS.

### 4.2. Request for changes by the Applicant

4.2.1. Substantial change requests for integrated offers, either in the PaP or PaPs, as well as in the Terminal slot it is composed of, placed by the Applicant between X-8 and X-5 and affecting the allocated PaP and/or the Terminal Slot times are viewed as complete cancellations.

### 4.3. Withdrawal

4.3.1. Withdrawing a request for integrated capacity is possible between X-8 (after path request deadline) and X-5 (before draft offer). Regarding the fees, those of the involved Terminal are applied.

### 4.4. Transfer of capacity

4.4.1. Once integrated capacity is pre-allocated to an Applicant, it shall not be transferred to another Applicant.

4.4.2. The use of integrated capacity by a Railway undertaking (RU) acting on behalf of a non-RU-Applicant is not considered as a transfer.

### 4.5. Cancellation

4.5.1. In case the integrated capacity must be cancelled, the cancellation must be done directly towards the Terminal.

4.5.2. Applicable cancellation fees are those of the Terminal.

### 4.6. Non-usage

4.6.1. If an Applicant or a designated RU does not use the pre-allocated terminal slot the rules of the Terminal will apply. The communication will take place bilaterally between the Terminal and the applicant. Applicable cancellation fees are those of the Terminal.

#### 4.7. Contracting and invoicing

4.7.1. The contracts for the use of Terminal Capacity are concluded between the Terminal and the Applicant.

The Terminal invoices the applicant directly.