

EUROPEAN REGULATION No. 913/2010 Rail Freight Corridor “Atlantic”

CORRIDOR INFORMATION DOCUMENT



PART 4 Capacity and Traffic Management Timetabling year 2017



Co-financed by the European Union
Trans-European Transport Network (TEN-T)



VERSION CONTROL

Version 00	14.07.2015	Original version
-------------------	------------	------------------

Version 01	17.08.2015	Updated version
-------------------	------------	-----------------

Version 02	10.09.2015	Updated version
-------------------	------------	-----------------

Version 03	24.09.2015	Updated version
-------------------	------------	-----------------

Version 04	09.10.2015	Updated version
-------------------	------------	-----------------

Version 05	27.10.2015	Updated version
-------------------	------------	-----------------

TABLE OF CONTENTS

1.	Introduction	4
2.	Corridor One-Stop-Shop (C-OSS)	4
2.1.	Generalities	4
2.2.	Priority Rules	6
2.3.	Other activities of the C-OSS	7
3.	Capacity allocation for freight trains	7
3.1.	Framework for capacity allocation	7
3.2.	Applicants	7
3.3.	Corridor related paths offer	8
3.4.	Conditions for booking capacity via the Corridor OSS	10
3.5.	Handling of capacity requests	11
3.6.	Request for changes	14
3.7.	Rail related services	14
3.8.	Invoicing	15
4.	Coordination of works and possessions	15
5.	Traffic management	16
5.1.	Generalities	16
5.2.	Border crossing	16
5.3.	Change of locomotives and drivers	17
6.	Traffic management in the event of disturbance	17
6.1.	Generalities	17
6.2.	Priority rules in traffic management	18
6.3.	Communication	19
6.4.	Emergency management	20
6.5.	Assistance to defective or damaged trains	20
6.6.	Itinerary modifications	20
7.	ANNEXES	21

1. INTRODUCTION

This part 4 of the Corridor Information Document presents the structure and specific procedures about allocation and management of railway capacity over the Rail Freight Corridor «Atlantic», including the subjects concerning traffic management and One-Stop-Shop (“C-OSS”). Several paragraphs make reference to European Regulation 913/2010 ‘concerning the European Railway Network for a competitive freight service’.

The aim of this part is, therefore, to inform the Rail Freight Corridor «Atlantic» applicants about the basic operating rules in terms of allocation of capacity and traffic management, including traffic management in degraded situations.

This part 4 contents the offer and demand of capacity and especially the role of the C-OSS as a coordinator in the management of the capacity offered by the Infrastructure Managers (IMs). Besides, it describes traffic management in normal and degraded situations, and it finally provides information about specific traffics.

Particularly, this part defines the pre-arranged paths offered by the Rail Freight Corridor «Atlantic» to its clients, the priority rules to allocate capacity, the conditions to use the paths and the rules for the cancelation of allocated capacity.

This document undergoes a yearly revision and is updated before the start of the yearly allocation process for PaPs. Changes in the legal base of this document (e.g. changes in EU regulations, Framework for capacity allocation or national regulations) will be implemented with each revision. All changes during the running allocation process will be communicated directly to the known applicants.

2. CORRIDOR ONE-STOP-SHOP (C-OSS)

2.1. Generalities

The European Economic Interest Grouping (“EEIG”) of the Atlantic Corridor has implemented a Corridor One-stop-shop (C-OSS) for the Rail Freight Corridor. The C-OSS is a body for the allocation of dedicated infrastructure capacity for international freight trains on the Atlantic Corridor according to Art. 13/14 of EU Regulation No 913/2010. The infrastructure managers (IMs) involved are the responsible IMs in Portugal (Infraestruturas de Portugal), Spain (ADIF), France (SNCF Réseau) and Germany (DB Netz AG).

C-OSS first role is to give to applicants the possibility to make their requests and to receive an answer in a single place and with a single operation, concerning the capacities of the infrastructure for a freight train crossing at least one border of any Rail Freight Corridor.

The C-OSS takes a decision about the requests of capacity, such as the pre-arranged paths and the reserve of capacity; it allocates the capacity in accordance to the capacity allocation rules and it informs on time the IMs about the requests and about the decisions taken.

The C-OSS operates in a clear and non-discriminatory manner. For this, a register is set up and freely available to all interested parties. It shows the date of the requests, the name of the applicants, the details of documentation supplied and the incidents that may take place. These activities are beheld by the control organisms: ARAF (France), CNMC (Spain), AMT (Portugal) and BNetzA (Germany).

There are three types of paths in the corridor:

- Paths crossing a border included in any Rail Freight Corridor and running, at least partially, on a Pre-arranged Path (PaP). The correspondent requests will be addressed to the C-OSS.
- International paths running, at least partially, over the infrastructure of Rail Freight Corridor «Atlantic» and crossing a border in any Rail Freight Corridor but not requesting any PaP. The correspondent requests shall be directly to the involved IMs.
- The national paths are dedicated to trains running through one part of the corridor and not crossing any border in a Rail Freight Corridor. They are defined and managed by the IM. The C-OSS is not involved.

The address and contact details of the C-OSS are as follows:

Phone: +34 917 744 774
E-Mail: OSS@atlantic-corridor.eu
URL: www.atlantic-corridor.eu

The tasks of the C-OSS are the monitoring of construction, publication and path request management of Pre-Arranged-Path (“PaPs”) and Reserve Capacity (“RC”) along the Atlantic Corridor.

PaPs are published by the C-OSS in mid-January (X-11) every year for the following Annual Timetable period and can exclusively be requested at the C-OSS until the deadline for requests for the Annual Timetable (X-8).

The publication of PaPs is done directly in the IT-Tool PCS (Path Coordination System), which serves as exclusive booking tool for PaP. In addition, the PaPs will also be shown in form of a path catalogue (PDF) on the corridor Website.

The C-OSS also offers updated RC along the corridor, which is allocated on the basis of the first come, first served principle.

The C-OSS plays an essential role in the allocation of capacity. Basically, it is an instrument of coordination, and for this reason:

- It delivers to the IM the non-satisfied requests for capacity. The IM makes a decision about these requests and gives back an answer to the C-OSS. The C-OSS beholds the use of PaPs and, in general, it establishes and maintains the process of communication with the RU and the Terminal Managers of the corridor.
- It transmits information between the EEIG Atlantic Corridor and the RU. In this case, it provides basic information about the distribution of the infrastructure capacity and shows the available capacity at the moment of the request and its characteristics according to the authorised parameters such as speed, length, weight limit or axle load. It is not only a transmitter but also a manager of this information addressed to the different actors.

2.2. Priority Rules

Regarding the capacity allocation, the priority rules vary on each of the following countries.

In Portugal, these are the priorities that apply for allocation capacity and management of IP network:

- 1) The top priority level is public use, particularly services carried out under a public concession contract.
- 2) Suburban passenger services with a frequency equal or greater than six trains every hour during rush-hour periods.
- 3) Suburban passenger services with a frequency lower than 6 trains every hour during rush-hour periods.
- 4) Regular high quality national inter-city services and international passenger services.
- 5) Other medium to long-distance passenger services.
- 6) International freight or express services.
- 7) National freight services.
- 8) Empty train runs.
- 9) Other services such as rehearsal runs, crew training or contractors' trains.
- 10) Requests which cause less relative network impact.
- 11) Requests which use the highest number of identical paths.
- 12) Requests which use the most train kilometres (TK) on the network.

In Spain, the regulation FOM/897/2005 sets up the priorities to allocation within the frame of the requests for capacity or within the frame of infrastructure saturation. In case of coincident requests for the same period or if the network turns out to be saturated, several elements are classified regarding priority rules. First of all, a "specific attention" must be given to freight services, but it is the Ministry of Transport who sets up the type of services in each line. The priority may also be agreed regarding a decreasing order:

- 1) Specific rules established by the Ministry of Transport to different services inside each line, especially freight transport services
- 2) If there are dedicated infrastructures
- 3) In case of a declared service of public interest
- 4) Allocation and effective use by the applicant, in previous service schedules, of the time periods whose allocation is requesting.
- 5) International transport
- 6) If there is any framework agreement concerning the specific capacity request.
- 7) If the applicant is requesting a regular path
- 8) According to the global effectiveness of the system

In France, the priority order is as follows:

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

In Germany, the priority rules are described in detail in the DB Netz AG Network Statement, Chapter 4.2 *Train path applications* (http://fahrweg.dbnetze.com/fahrwegen/network_access/network_statement/).

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

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

- 1) regular-interval or integrated network services
- 2) cross-border train paths
- 3) train paths for freight traffic.

Regarding the requests placed to the C-OSS for pre-arranged paths offered by the Atlantic Corridor, the priority rules defined in chapter 3 will apply.

2.3. Other activities of the C-OSS

C-OSS also provides information to the different actors, there is:

- The access conditions to the corridor infrastructures and connected terminals
- The procedures for capacity allocation.
- The procedures for traffic management, especially in case of degraded traffic.

And, in general, the access to information gathered by the EEIG Atlantic Corridor about the Network Statements, works programs for infrastructure, etc.

The C-OSS is involved in the coordination of works planned by the IMs of the rail freight corridor Atlantic as described in article 4. It should organise one or two meetings per year (depending on the needs) dedicated to the coordination of works. IMs may meet in ad-hoc bilateral or trilateral meetings to cover specific issues. The results will be reported to the MB and published information will be updated if necessary.

Restrictions regarding rail infrastructure or loading/unloading facilities inside terminal areas are the responsibility of terminal owners/operators. If terminal owners/operators provide information about these restrictions, they have to be taken into consideration in the coordination process and the information may be published by using the Rail Freight Corridors' tool. Terminals may also take part in the coordination meetings.

3. CAPACITY ALLOCATION FOR FREIGHT TRAINS

3.1. Framework for capacity allocation

The framework for the allocation of capacity of Rail Freight Corridor «Atlantic» was approved by the Executive Board. This document is presented in appendix 2.

3.2. Applicants

Article 15 of the Regulation clarifies that applicants entitled to request pre-arranged paths include railway undertakings, international groupings of railway undertakings and other persons or legal entities, such as shippers, freight forwarders and combined transport operators.

In accordance with Article 15 of the Regulation an applicant may apply directly to the C-OSS for the allocation of pre-arranged paths or reserve capacity.

In order to place requests for pre-arranged path and reserve capacity all applicants shall sign the rail freight corridor's general terms and conditions (see appendix 1). The C-OSS may ask the candidate additional information to confirm its eligibility as authorized applicant.

The allocation of pre-arranged paths and reserve capacity by the C-OSS to an applicant is without prejudice to the national administrative provisions for the use of capacity.

If the pre-arranged path/reserve capacity is allocated by the C-OSS accordingly, an applicant that is not a railway undertaking (hereafter non-RU applicant) shall notify to the C-OSS, 30 days before the first running day, the designated railway undertaking(s) which will use the train path/reserve capacity on its behalf. The designated railway undertaking must therefore have concluded the necessary individual contracts and agreements with the IMs concerned in accordance with the respective national network access conditions.

If:

- a non-RU applicant has not appointed a railway undertaking in order to use the pre-arranged path and reserve capacity, or
- the appointed railway undertaking has not concluded the necessary agreements as set out by Article 28 of Directive 2012/34/EU

30 days before the first running day, that non-RU applicant shall lose its rights to the allocated infrastructure.

The elected RU must establish a partnership with each of the IM, under the regulation of each of the networks. They must also comply with all the national legal exigencies of each country and they must hold all the legal documents as security certificate, railway undertaking license, liability insurance, etc.

Applicants shall pay all reservation charges and cancellation fees, according to the conditions established in each NS and where relevant.

3.3. Corridor related paths offer

3.3.1. PaPs for the Annual Timetable

In accordance to article 14-3 of the Regulation, the IMs of the Rail Freight Corridor «Atlantic» define together the PaPs for the international freight trains of the Corridor. To reach this, they must take in account:

- (i) The evaluation, by the EEIG Atlantic Corridor, of the necessities of capacity of freight trains running through the Rail Freight Corridor «Atlantic»
- (ii) The necessities of other types of transports, as the passenger transport.

These paths are published in the Path Coordination System (PCS) at the deadline of eleven months before the annual timetable period.

PaPs on the Rail Freight Corridor “Atlantic” will be an assembly of several PaP sections in order to be compliant with applicants need for flexibility and market demand. Therefore, the offer might also include national PaP sections – to be used only for international path requests.

Published PaPs are protected in the IMs planning systems against major changes (dislocation, shifting, etc.) resulting from other capacity requests.

The PaPs will be available for being requested until the 2nd Monday in April (international path request deadline). The period between X-8 and X-7,5 will be used for the management of path requests, solving conflicts and finding appropriate solutions.

3.3.2. Type of PaPs (Fix-PaP or Flex-PaP)

The capacity offer of the Atlantic Corridor will show the following features

Fix-PaP:

- PAP sections with fixed journey times and fixed border crossing times (Data may not be adapted in the path request by an applicant)
 - capacity with fixed origin, intermediate and destination time within the railway network
 - Intermediate points (between two sections) are included in order to respect the amount of freight traffic entering and/or leaving the corridor and to be used for stops (e.g. loco change).

Flex-PaP:

- PAP sections with flexible journey times but fixed border times within railway network (Data may be adapted in the path request by an applicant according to individual needs but not exceeding the given range of standard running times and stopping times)
 - Applicants have the freedom to include their own requirements in their PaP request within the parameters mentioned in the PaP-catalogue
 - Indication of standard journey times for each corridor section has to be respected
 - Handover times at handover points between IMs/AB (usually a station near the network-borders) are fixed (and harmonised between IMs/AB) and cannot be changed.
 - Optional: Intermediate points (between two PaP sections) without fixed times are proposed in order to respect the amount of freight traffic entering and/or leaving the corridor and to be used for stops (e.g. loco changes). Other points may be requested or the given ones shifted.
 - Optional: Operational point without fixed times within a section to be used for stops (e.g. loco change) within the indicated range (but not for entering and/or leaving the corridor)
 - The maximum number of stops and total stopping time per section has to be respected.

3.3.3. Late path request

Capacity requests placed between X-7,5 and X-2 concerning the annual timetable will be considered as Late Path requests.

After the decisions taken by the C-OSS between X-8 and X-7,5 referring to requested PaPs before X-8, the Management Board will decide whether, and if so to what extent, unused capacity will be kept by the C-OSS after X-7,5 in order to accept Late Path Requests.

The Late Path Request offer can be based on PaPs or capacity slots.

Late Path Requests will be managed according to the principle “first come – first served”.

3.3.4. Reserve capacity

The IMs have decided to create a reserve capacity (“RC”) based on PaPs or capacity slots to allow a quick and optimal answer to the ad-hoc path requests.

Ad-hoc path requests shall be placed between X-2 and the end of the running timetable (X+12), until 30 days before the first running day only and will be managed according to the principle “first come – first served”.

The infrastructure managers of the corridor will keep this reserve available in their definitive service timetable.

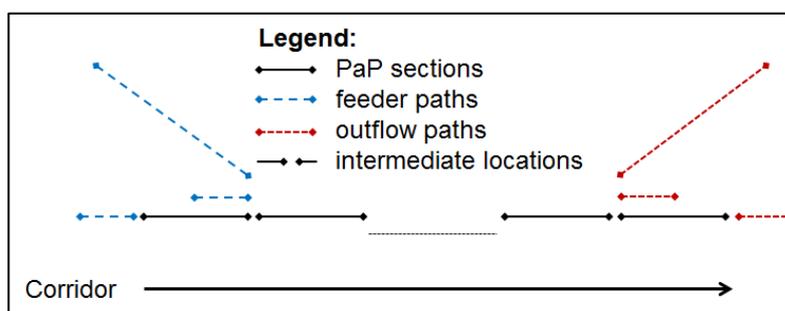
The RC Calendar displays how many PaPs / capacity slots are available for international ad-hoc freight trains on a specific calendar day based on standard running times per corridor segment and cross border fixed time.

3.3.5. Feeder, outflow and connecting paths

In case the available PaPs or RC do not cover the entire requested path, the applicant may include a feeder and/or outflow or connecting path request into the international request addressed to the C-OSS via PCS in a single dossier.

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

A connecting path refers to any path section between 2 intermediate points defining a PaP section.



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

The C-OSS forwards the requested feeder/outflow or connecting paths to the concerned IM/AB for elaboration of a timetable offer fitting to the PaP already reserved.

3.3.6. Multiple corridor paths

An applicant requesting pre-arranged paths or reserve capacity covering more than one rail freight corridor may select one C-OSS to act as a single point of contact to coordinate its request, but each C-OSS remains responsible for the allocation of capacity on its own rail freight corridor only.

The priority rule described below in this book 4 of the CID can be extended when 2 or more corridors are involved. In that scenario, the priority rule applies but L_{PaP} is then defined as the total length of PaPs requested cumulatively on involved corridors.

PaPs can be jointly offered on overlapping sections between 2 rail freight corridors. In these cases, the Management Boards concerned shall designate the C-OSS responsible for allocating those PaPs.

3.4. Conditions for booking capacity via the Corridor OSS

RFC Atlantic applies the international agreed deadlines for placing path requests as well as for allocating paths.

An international request for capacity on RFCs has to fulfil the following requirements:

- ✓ to be submitted to a C-OSS of one of the RFCs;
- ✓ using PCS tool including at least one section of PaPs;
- ✓ The international request shall be previously coordinated and agreed between all the RUs involved and will include all the necessary data.
- ✓ the entire train run from origin to final destination must be requested in one single PCS dossier, but can consist of several PaP sections on one or more corridors including feeder and/or outflow paths and also national catalogue paths. In case the request needs to be divided in one or several complementary sub sections of requests, these must be done within the same PCS dossier
- ✓ to cross at least one border on a RFC;
- ✓ the technical parameters of the path request have to be within the range of the parameters of the requested PaP sections; "Bigger" parameters can be allowed with the acceptance of involved IM's

3.5. Handling of capacity requests

3.5.1. Path request phase (annual timetabling process)

Between X-11 and X-8 the PaPs shall be published and available so that Applicants can submit applications for the annual timetable. Applications are only accepted after the presentation of the Declaration in appendix 1 by the Applicant. All general rules specified in the Network Statement published by the 4 IMs applies to the applications, namely regarding access and usage of the infrastructure and charging.

The C-OSS checks all the incoming capacity requests. The C-OSS will only treat requests for freight trains requesting PaPs/RC and crossing at least one border on a corridor. All other requests will be immediately forwarded to the concerned IM/AB concerned for further treatment. Answers will be provided directly by the concerned IM/AB.

In case the request is either incomplete or inconsistent, the C-OSS will contact the applicant(s) in order to complete the missing information within five (5) working days. If the required information is not delivered within this timeframe, the request will not be treated further.

After receipt of all path requests for pre-arranged paths at X-8 (standard deadline for submitting path requests for the annual timetable) the C-OSS is required to decide on the allocation of pre-arranged paths by X-7,5 and indicate the allocation in the path register accordingly.

In the path request phase of the annual timetabling process it is very likely that several applicants request the same PaP or PaP sections published by the RFCs at X-11. One of the main tasks of the C-OSS is to identify multiple requests for the same PaP and to solve the conflicts.

The aim of the conflict solving process is to allocate the requested PaP to one applicant and to offer alternative solutions to the other applicants. Therefore priority rules, as described in the following chapter, are applied. Alternative solutions may be either an alternative PaP (if available) or a tailor-made path to be constructed and provided by the IMs.

Requests which do not have the highest priority of the requested PaPs after the application of the priority rules will receive an offer of another suitable PaP if any. These alternative PaPs have to be accepted by the applicant within five days. If it is not accepted in this timeframe it will be considered as not accepted and a tailor made request will be sent to the involved IMs. If there is no suitable PaP to be offered, the C-OSS will forward the request to the involved IMs for constructing a tailor-made path.

3.5.2. Priority rules in capacity allocation

Priorities to be applied by the C-OSS in case of conflicting applications are described in articles 12, 13 and 14 and in annex 3 of the "Framework for Capacity Allocation" presented in Appendix 2 of this book 4.

According to these priority rules in the case the priority remains the same for 2 requests after applying the formula, the "first come - first served" principle shall be applied.

3.5.3. Handling of unused PaPs at X-7.5

After the decisions taken by the C-OSS between X-8 and X-7,5 referring to requested PaPs before X-8, the Management Board will decide whether, and if so to what extent, unused pre-arranged paths will be kept by the C-OSS after X-7,5 for managing Late Path Requests placed between X-7,5 and X-2.

The remaining capacity will be published during the late path request phase in PCS.

The late path requests will be treated, with related feeder / outflow or connecting paths once the timetable with requests placed on time has been finalised. This means, the applicant(s) will receive an offer for the entire path after finalization of the annual timetable process according to RNE International calendar.

3.5.4. Path elaboration phase (including tailor-made and f/o), draft offer and acceptance phases

Requests for pre-arranged paths that cannot be met are forwarded to the competent IMs are to be considered by IMs/ABs as having been submitted before the X-8 deadline. The IMs/ABs shall take their decision and inform the C-OSS before the Draft Timetable deadline. The C-OSS shall complete the processing and inform the applicant of the decision as soon as possible after receiving the decision from the competent IMs/ABs.

The decision on the allocation of PaPs on the corridor is taken by the C-OSS on behalf of the IMs. For the feeder/outflow, connecting and tailor made paths, the allocation decision is made by the relevant IMs and communicated to the applicant by the C-OSS.

Requests placed before the X-8 deadline will receive via PCS a Draft Offer from the C-OSS for the complete path requested before the corresponding deadline according to RNE international calendar and following the RNE procedures for international path requests management.

3.5.5. Final offer phase

After the corresponding observations and post-processing phases, the C-OSS will send via PCS the Final Offer for the complete path requested.

All decisions on the allocation of PaPs on the corridor is taken by the C-OSS on behalf of the IMs. For the feeder/outflow, connecting and tailor made paths, the allocation decision is made by the relevant IMs and communicated to the applicant by the C-OSS.

Applicants shall accept the offered path within 5 working days in order to reach the Active Timetable phase.

3.5.6. Late path request phase

Late Path Requests for PaPs/capacity slots will be managed according to the principle "first come – first served".

The decision on the allocation of PaPs on the corridor is taken by the C-OSS on behalf of the IMs. For the capacity slots, feeder/outflow, connecting and tailor made paths, the allocation decision is made by the relevant IMs and communicated to the applicant by the C-OSS.

In case of late path request offer via capacity slots, the applicant may indicate his individually required departure and/or arrival times and must indicate the reference points. The indications should respect/ fit to the indicated standard running times.

3.5.7. Ad-hoc path request phase

Ad-hoc path requests shall be placed between X-2 and the end of the running timetable (X+12), until 30 days before the first running day only. Requests with shorter time limit should be addressed to the national IMs directly.

According to the article 14-5 of the Regulation, the IMs have decided to create a reserve capacity (RC) based on PaPs or capacity slots to allow a quick and optimal answer to the ad-hoc path requests.

In case of RC offer via capacity slots, the applicant may indicate his individually required departure and/or arrival times and must indicate the reference points. The indications should respect/ fit to the indicated standard running times.

Ad-hoc path request for pre-arranged paths will be managed according to the principle "first come – first served".

The decision on the allocation of PaPs on the corridor is taken by the C-OSS on behalf of the IMs. For the feeder/outflow, connecting and tailor made paths, the allocation decision is made by the relevant IMs and communicated to the applicant by the C-OSS.

The offer is communicated by the C-OSS via PCS at the latest 7 days before running.

The applicant shall accept the final timetable offer within five working days by setting the green light in PCS.

3.5.8. Exceptional transports and Dangerous Goods

Trains transporting Dangerous Goods or Exceptional Transports will be considered as such according to the national rules of each Infrastructure Manager.

National rules regarding both Dangerous Goods and Exceptional Transports will apply in these cases.

When the capacity requested by the Applicant is to be used for the transport of dangerous goods, it shall be so declared in the PCS dossier, and the Applicant shall guarantee the fulfilment of all requirements and rules governing such transport in each involved IM, to safeguard the safety of others and of infrastructures.

When the capacity requested by the Applicant is to be used for Exceptional Transports, it shall be so declared in the PCS dossier, and the Applicant shall guarantee the fulfilment of all requirements and rules governing such transport in each involved IM, to safeguard the safety of others and of infrastructures.

3.6. Request for changes

3.6.1. Modification

Modification between X-8 (after path request deadline) until X-4 (before final allocation) will be treated as late path request.

3.6.2. Withdrawal

Withdrawing a request is only possible between X-8 (after path requests deadline) and X-4 (before final allocation) for annual timetable requests and between the date of request and date of allocation for reserve capacity. Once the allocation is done, only cancellation remains possible.

Withdrawal conditions are according to each Infrastructure Manager rules.

3.6.3. Transfer of capacity

According to article 38 of Directive 2012/34, once capacity is allocated to an applicant, it shall not be transferred by the recipient to another applicant. The use of capacity by an RU when carrying out the business of a non-RU applicant, is not considered to be a transfer.

3.6.4. Cancellation

Cancellation refers to the phase between the 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 path. In case of cancellation of a PaP section, this PaP section will be returned to the C-OSS catalogue for possible future requests.

The cancellation needs to be addressed to the IMs and C-OSS until 30 days before train run by the applicant and afterwards directly to the relevant IMs.

Cancellation rules and fees are according to each IM rules.

3.6.5. Non usage

Non usage conditions are according to each IM rules.

3.7. Rail related services

Rail related services are specific services, the allocation of which follows national rules and partially other deadlines than the process of path allocation. Therefore the request has to be placed at the national IM/AB.

3.8. Invoicing

The C-OSS does not invoice anything. All costs (charges for using a path, administration fees, etc.) are invoiced by the respective IMs.

4. COORDINATION OF WORKS AND POSSESSIONS

In order to ensure the coherence and continuity of the available infrastructural capacity along the freight corridor, all rail infrastructural and equipment works that might restraint the capacity available on Rail Freight Corridor «Atlantic» will be coordinated at the level of the freight corridor and will be subject to an up-to-date publication.

In this document, the term “works” describes the needs of IM for all activities reducing the capacity of their infrastructure (exp: maintenance, repair, renewal, improvement, construction works).

The coordination of works should enable the consideration of capacity limits in terms of the needs of infrastructure managers and needs from a market point of view by rationalising and optimising the serious impact and duration of the reduction of capacity of infrastructure managers.

In the following table it is showed the general schedule for this coordination of works planned on the rail infrastructure.

Date	Stages	Observations
X-24	First information of capacity restrictions on the corridor published by EEIG Atlantic Corridor.	This information will be demanded from the IMs in X-26
X-17	Update before the beginning of construction of the prearranged train paths	This information will be demanded from the IMs in X-19 The railway undertakings and terminals will be consulted in X-18
X-12	Update before the publication of the train paths prearranged in X-11	This information will be demanded from the IMs in X-14 The railway undertakings and terminals will be consulted in X-13 This information will be included in the declarations of national networks.
X-4	Update before the final attribution and planning of the capacity for trains ad-hoc	This information will be demanded from the IMs in X-6 The railway undertakings and terminals will be consulted in X-5

The content of the update of information and the decisions of update are a responsibility of the infrastructure managers of Rail Freight Corridor «Atlantic». The IMs would provide these updates at any moment (ex.: per quarter, monthly and at any moment in case of occurrence of modifications).

5. TRAFFIC MANAGEMENT

5.1. Generalities

The aim of the traffic management is to ensure the circulation of the trains according to the circulation graphic approved by the IM. Under any circumstance and especially in case of malfunctions due to infrastructure failures (capacity restriction, functioning incidents, etc.), railway undertakings causes (delays, suppressions...) or external causes (bad weather, action of third parties...), the companies responsible for trains circulation in each country shall apply the following principles in their relationship with RU:

- Transparency in processes of decision: information about theoretical circulation (as foreseen in the circulation graphic), estimated circulation (regarding the situation at the moment of this estimation) and real circulation are available for any network user, from the moment the train running is announced, as any piece of information sent by the RU about their trains running.
- Non-discrimination between RU, since all the traffics have the same importance to the corridor.
- Safety: in order to ensure the national railway network safety, RU operating with passengers and freights shall respect any safety measure established, especially in case of management of emergency situations or an incidence in the infrastructure.

5.2. Border crossing

The only compulsory documentation in the cross border is the international vehicle card, which mentions very different subjects (dangerous goods, obligation of phytosanitary control, products for alimentation, animals, cereals, etc).

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

5.2.1. Connection between Germany and France

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

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

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

5.2.2. Connection between Spain and France

This connexion supports the greatest hindrances, due to the different track gauge, UIC in French side and a specific gauge in Spanish side. The transfer between the two networks is done inside the complex Irun/Hendaye, with different gauge tracks and blended itineraries between the two stations.

Regarding the different types of freights and loads, different procedures may be applied:

- Container transfer using gantry cranes
- Manual transfer for different size merchandises (as motor vehicles)
- In certain cases, load transfer using individual cranes
- Axle changing is done by the private company TRANSFESA (DB group)

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

5.2.3. Connection between Portugal and Spain

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

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

Procedures:

- Stop for technical verification Spain side 15/30 minutes,
- Operating Procedures of Regulated Security,
- Stop time requested by operators for technical and operational issues: traction change, fuel supply, crew change, meal breaks for train drivers...

Required documentation:

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

5.3. Change of locomotives and drivers

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

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

6. TRAFFIC MANAGEMENT IN THE EVENT OF DISTURBANCE

6.1. Generalities

The IM aim to set up a common procedure to ensure a good coordination of the tools in case of traffic degradation in Rail Freight Corridor «Atlantic».

The main objective of this coordination is to establish the proper steps and communication channels between the different agents (chiefly the IM and the clients) which could be affected by a change in the circulation conditions of Rail Freight Corridor «Atlantic».

The IM may need the RU to put its human and technical resources which best fit to restore the circulation as soon as possible.

Several types of incidences must be communicated between the IM and the railway undertakings:

- Interference producing an impact over the railway traffic.
- Traffic interruption, including a forecast for the re-opening.
- Restriction of the capacity of the infrastructure, including a forecast about the time it may last.

6.2. Priority rules in traffic management

In Germany

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

General principles

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

Principles in case of deviations from timetable

1. Get back to the regular state as soon as possible
2. Guarantee the fluidity of operations
3. Improve punctuality of all trains
4. Best possible use of the capacities of lines and junctions

In France

Priority in circulation of trains

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

A non-discriminatory treatment for RU means:

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

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

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

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

Capacity Restriction

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

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

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

In Spain

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

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

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

Priority rules

- 1) Priority to trains having obtained capacity
- 2) Priority to trains running through their path from those running with delay, in order to minimize the delay propagation
- 3) The perturbations due to technical causes, accidents or similar will be managed case by case, in order to return as soon as possible to the normal situation.

In Portugal

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

6.3. Communication

The infrastructure manager is responsible for the communication and must deliver the information as soon as possible by the standard channels to the railway operators in its own network. The train destination, the terminals and any other facilities must be also informed.

6.4. Emergency management

The EEIG CFM4 can set up in an emergency situation a plan of urgency, to define the alternative procedures to normal operations, in order to create a global action plan to manage and solve any facts disturbing the normal development of the railway traffic.

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

6.5. Assistance to defective or damaged trains

In Germany, The rules to assist to defective or damaged trains are described in detail in the DB Netz AG Network Statement, Annex 1.6: GTCURI (http://fahrweg.dbnetze.com/fahrweg-en/network_access/network_statement/).

In the event of operational disruptions e.g. locomotive damage for which the AP or involved RU is accountable, DB Netz AG shall take all measures necessary in any given instance (pursuant to Article 15 (1) Clause 1 EIBV). This involves clarification with the affected the AP or involved RU of the conditions and period of time under which the latter will be able to remedy the disruption by its own means. If this is not possible or only within a given period that, depending on traffic loads or the number of other affected APs or involved RUs, would lead to unreasonable consequences in the form of partial or complete blockage of the line, DB Netz AG will clear the infrastructure itself or arrange for this to be done at the expense of the AP or involved RU.

In France, a train stopped for a failure cannot stay longer than 15 minutes in current track. After this time and not being forecast to run again, it must be put in place all the measures to ensure the track liberation according to the suitable security procedure.

In Spain, ADIF has set up an Emergency Plan ('Plan de Contingencia'), approved by the Ministry of the Development, enlisting the procedures to be used in these situations. In case of a stopped freight train, ADIF may require the use of traction resources from RU to remove the panned train towards the nearest stop, in order to restore as soon as possible the normal conditions for circulation in the line.

In Portugal, in the case of disturbances to rail traffic due to accidents or technical failures, IP will take all necessary measures to re-establish all normal operating conditions. In the case of emergencies and technical failures that render the infrastructure temporarily unusable, allocated train paths can be cancelled without notice during the period needed to repair the system. If the track is blocked by rolling stock, IP will assume the role of coordinating the activities and the necessary resources to clear the blockage.

IP may demand any RU to place at its disposal the resources needed to rapidly resolve the situation even if the RU is not the direct cause of the obstruction. The RU that put these resources at IP disposal to resolve obstructions caused by third parties have the right to be compensated to the amount agreed upon with the entity that caused the obstruction in the first place and which will have to bear the costs. IP will take all necessary measures to re-establish all normal operating conditions.

6.6. Itinerary modifications

In case of urgency or absolute necessity, for a temporary non-disposal of the infrastructure, the IM of the Rail Freight Corridor «Atlantic» may change the paths, without previous information, during the time needed until return to normality. They must also make the needed repairs during

a suitable time period. They must inform as soon as possible about the situation to the RU and other applicants.

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

7. ANNEXES

APPENDIX 1 / Declaration to be sign by authorised applicants

APPENDIX 2 / Framework for capacity allocation on Rail Freight Corridor «Atlantic»

DECLARATION

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

Considering that the RFC Atlantic corridor-one stop shop (“C-OSS”) is a department of the EEIG Atlantic Corridor incorporated under the Law of France and registered at the Registre du Commerce et des Sociétés de Paris under number 797803228, located in SNCF Réseau, 92 avenue de France – 75648 PARIS CEDEX and operating from ADIF (Dirección de Planificación y Gestión de Red), C/. Hiedra, s/nº, Estación de Chamartín, Edificio 23, 28036 Madrid, SPAIN.

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

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

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

Name and address of the applicant:

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

Date, signature and stamp

Decision of the Executive Board establishing the Framework for capacity allocation on the Rail Freight Corridor “Atlantic”

Having regard to

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

Whereas:

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

Acting in accordance with its internal rules of procedure,
HAS ADOPTED THIS DECISION:

Chapter I **PURPOSE, SCOPE AND CHARACTER OF THE FRAMEWORK**

Article 1

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

Article 2

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

Chapter II

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

Article 3

1. The offer displayed by the C-OSS contains pre-arranged paths and reserve capacity. The pre-arranged paths and reserve capacity are jointly defined and organised by the IMs/ABs in accordance with Article 14 of the Regulation. In addition they shall take into account as appropriate:
 - recommendations from the C-OSS based on its experience;
 - customer feedback concerning previous years (e.g. received from the Railway Undertaking Advisory Group);
 - customer expectations and forecast (e.g. received from the Railway Undertaking Advisory Group);
 - results from the annual users satisfaction survey of the rail freight corridor;
 - findings of any investigation conducted by the Regulatory Body in the previous year.
2. The infrastructure managers and allocation bodies (IMs/ABs) shall ensure that the pre-arranged path catalogue and reserve capacity are appropriately published. Before publication of the pre-arranged path catalogue and reserve capacity, the Management Board shall inform the Executive Board about the offer and its preparation.
3. Upon request of the Regulatory Bodies and in accordance with Articles 20(3) and 20(6) of the Regulation, IMs/ABs shall provide all relevant information allowing Regulatory Bodies to assess the non-discriminatory designation and offer of pre-arranged paths and reserve capacity and the rules applying to them.

Article 4

The pre-arranged paths shall be handed over to the C-OSS for exclusive management at the latest by X-11¹, and reserve capacity at the latest by X-2. The Management Board is required to decide whether, and if so to what extent, unused pre-arranged paths are to be returned by the C-OSS to the relevant IMs/ABs at X-7.5 or kept by the C-OSS after X-7.5 in order to accept late requests, taking into account the need for sufficient reserve capacity. The Management Board shall publish in the CID the principles on which it will base its decision.

Article 5

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

Article 6

1. Certain pre-arranged paths may be designated by the Management Board for the application of the network pre-arranged path priority rule “Network PaP rule” (defined in Annex 1) aimed at better matching traffic demand and best use of available capacity, especially for capacity requests involving more than one rail freight corridor. The Network PaP rule may apply to pre-arranged path sections linked together within one single or across several rail freight corridors. These sections are designated to promote the optimal use of infrastructure capacity

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

available on rail freight corridors. A pre-arranged path on which the Network PaP rule applies is called "Network PaP".

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

Chapter III

PRINCIPLES OF ALLOCATION OF PRE-ARRANGED PATHS AND RESERVE CAPACITY

Article 7

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

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

Article 8

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

III-B PRINCIPLES OF ALLOCATION

Article 9

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

Article 10

1. After receipt of all path requests for pre-arranged paths at X-8 (standard deadline for submitting path requests for the annual timetable) the C-OSS shall decide on the allocation of pre-arranged paths by X-7.5 and indicate the allocation in the path register accordingly.

2. Requests for pre-arranged paths that cannot be met pursuant to Article 13(3) of the Regulation and that are forwarded to the competent IMs / ABs in accordance with Article 13(4) are to be considered by IMs/ABs as having been submitted before the X-8 deadline. The IMs/ABs shall take their decision and inform the C-OSS within the timescales set out in Annex VII of Directive 2012/34/EU and described in Annex 2 of this Corridor Framework. The C-OSS shall complete the processing of the request and inform the applicant of the decision as soon as possible after receiving the decision from the competent IMs/ABs.
3. The Management Board is invited to decide the deadline for submitting requests for reserve capacity to the C-OSS in a harmonised way at 30 days before the running date.
4. The C-OSS shall provide a first response to requests for reserve capacity within five working days of receiving the path request.

III-C PRINCIPLES OF FAIRNESS AND INDEPENDENCE

Article 11

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

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

Article 12

1. In the event of conflicting requests, the C-OSS may seek resolution through consultation as a first step, if the following criteria are met:
 - The conflict is only on a single rail freight corridor;
 - Suitable alternative pre-arranged paths are available.
2. Where consultation is undertaken, the C-OSS shall address the applicants and propose a solution. If the applicants agree to the proposed solution, the consultation process ends.
3. If for any reason the consultation process does not lead to an agreement between all parties by X-7.5 the priority rules described in Annex 1 apply.

Article 13

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

Article 14

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

Chapter IV APPLICANTS

Article 15

1. An applicant may apply directly to the C-OSS for the allocation of pre-arranged paths or reserve capacity.
2. Applicants shall accept the rail freight corridor's general terms and conditions as laid down in the CID in order to place requests for pre-arranged path and reserve capacity. A copy of these general terms and conditions shall be provided free of charge upon request. The applicant shall confirm that :
 - it accepts the conditions relating to the procedures of allocation as described in the CID,
 - it is able to place path requests via the system referred to in Article 8,
 - it is able to provide all data required for the path requests.The conditions shall be non-discriminatory and transparent.
3. The allocation of pre-arranged paths and reserve capacity by the C-OSS to an applicant is without prejudice to the national administrative provisions for the use of capacity.
4. Once the pre-arranged path/reserve capacity is allocated by the C-OSS, the applicant shall appoint the railway undertaking(s) which will use the train path/reserve capacity on its behalf and shall inform the C-OSS and the IMs / ABs accordingly. If this appointment is not provided by the applicant by 30 days before the running day at the latest, regardless of whether it is a prearranged path or reserve capacity, the allocated path shall be considered as cancelled.
5. The CID shall describe the rights and obligations of applicants vis-à-vis the C-OSS, in particular where no undertaking has yet been appointed.

Chapter V REGULATORY CONTROL

Article 16

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

Chapter VI FINAL PROVISIONS

Article 17

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

Article 18

1. The Executive Board has taken this Decision on the basis of mutual consent of the representatives of the authorities of all its participating States, in accordance with the provisions of Article 14(1) of the Regulation. This Decision is legally binding on its addressees and shall be published.
2. This Corridor Framework replaces any previous Corridor Framework. It shall come into force for the timetable period 2017.
3. Changes to this Corridor Framework can be made but only after consultation with the Management Board and with all rail freight corridors' Executive Boards and Regulatory Bodies.

Article 19

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

Article 20

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

Article 21

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

ANNEXES

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

ANNEX 1 / Description of the priority rule at X-8 in the event of conflicting requests for pre-arranged paths.

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

The priority is calculated according to this formula:

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

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

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

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

K = rate for priority

All lengths are counted in kilometers. The method of applying this formula is:

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

If a “Network PaP” is involved in at least one of the conflicting requests:

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

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

K = Priority value

L^{NetPAP} = Total requested length (in kilometers) of the PaP defined as “Network PaP” on either RFC included in one dossier

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

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

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

The method of applying this formula is:

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

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

ANNEX 2 / Activities under the timetabling processes concerning pre-arranged paths and reserve capacity.

Date/period	Activity
X-19 – X-16	Preparation phase
X-16 – X-12	Construction phase
X-12 – X-11	Approval and publication
X-11	Publication of pre-arranged paths provided by the IMs/ABs and identification among them of the designated Network PaPs
X-11 – X-8	Application for the Annual Timetable
X-8	Deadline for submitting path requests
X-8 – X-7.5	Pre-booking phase
X-7.5	Forwarding requests with “flexible approaches” (e.g. Feeder/Outflow) “special treatments” and requests where the applicant has neither received the requested pre-arranged path nor accepted – if applicable – an appropriate alternative pre-arranged path to IMs/ABs
X-7.5	Possible return of some remaining (unused) pre-arranged paths to the competent IMs/ABs – based on the decision of the rail freight corridor Management Board – for use during the elaboration of the annual timetable by the IMs/ABs
X-7.5 – X-5.5	Path construction phase for the “flexible approaches”
X-5.5	Finalisation of path construction for requested “flexible approaches” by the IMs/ABs and delivering of the results to C-OSS for information and development of the draft timetable
X-5	Publication of the draft timetable for pre-arranged paths – including sections provided by the IMs/ABs for requested “flexible approaches” by the C-OSS - and for tailor-made alternatives in case the applicant has neither received the requested pre-arranged path nor accepted – if applicable – an appropriate alternative pre-arranged path
X-5 – X-4	Observations from applicants
X-4 – X-3.5	Post-processing and final allocation
X-8 – X-4	Late path request application phase
X-4 – X-2	Late path request allocation phase
X-4 – X-2	Planning (production) reserve capacity for ad-hoc traffic
X-2	Publication reserve capacity for ad-hoc traffic
X-2 – X+12	Application and allocation phase for ad hoc path requests
X+12 – X+15	Evaluation phase

ANNEX 3 / Evaluation of the allocation process

The process of capacity allocation on the rail freight corridor shall be evaluated throughout the allocation process, with a focus on continuous improvement of the working of the C-OSS.

The evaluation shall take place after the major deadlines:

X-11: Publication of PaPs

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

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

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

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

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

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

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

GLOSSARY OF ABBREVIATIONS

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



ATLANTIC CORRIDOR

EUROPEAN ECONOMIC INTEREST GROUPING « Atlantic Corridor »

92 avenue de France

75013 PARIS

Tel +33 1 53 94 34 11 headquarters

Tel +34 91 774 47 74 one-stop shop

www.atlantic-corridor.eu