

**MEDITERRANEAN  
RAIL FREIGHT CORRIDOR**  
Spain-France-Italy-Slovenia-Croatia-Hungary

## **CORRIDOR INFORMATION DOCUMENT**

**2027 TIMETABLE YEAR**

## Version control

Version	Chapter changed	Changes compared to the previously published version	X marks which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
11-12-2025			X	X

## Table of contents

Glossary .....	6
1 General information .....	6
1.1 Introduction .....	6
1.2 Purpose of the CID .....	6
1.3 Corridor Description.....	7
1.4 Rail Freight Governance.....	7
1.5 Contacts .....	9
1.6 Character of the CID.....	10
1.7 Validity Period, Updating and Publishing.....	10
1.8 IT tools.....	10
1.8.1 Path Coordination System (PCS).....	10
1.8.2 Train Information System (TIS).....	11
1.8.3 Charging Information System (CIS).....	11
1.8.4 Customer Information Platform (CIP).....	11
1.8.5 Network and Corridor Information (NCI) system .....	12
1.9 Corridor Language.....	12
2 Network Statements Excerpts .....	12
3 Terminal Description .....	12
4 Procedures for Capacity, Traffic and Train Performance Management .....	14
4.1 Introduction .....	14
4.2 Corridor OSS.....	15
4.2.1 Function .....	15
4.2.2 Contact.....	15
4.2.3 Language of the C-OSS.....	15
4.2.4 Tasks of the C-OSS .....	15
4.2.5 Tool .....	17
4.3 Capacity allocation .....	18
4.3.1 Framework for Capacity Allocation .....	18
4.3.2 Applicants .....	18

4.3.3	Requirements for requesting capacity .....	19
4.3.4	Annual timetable phase.....	20
4.3.5	Late path request phase .....	31
4.3.6	Ad-hoc path request phase .....	33
4.3.7	Request for changes by the applicant .....	35
4.3.8	Exceptional transport and dangerous goods.....	40
4.3.9	Rail related services .....	40
4.3.10	Contracting and invoicing.....	40
4.3.11	Appeal procedure.....	41
4.4	Coordination and Publication of planned Temporary Capacity Restrictions.....	41
4.4.1	Goals .....	41
4.4.2	Legal background.....	42
4.4.3	Coordination process of corridor-relevant TCRs .....	42
4.4.4	Involvement of applicants .....	43
4.4.5	Publication of TCRs .....	44
4.4.6	Legal disclaimer .....	45
4.5	Traffic management.....	46
4.5.1	Cross-border section information .....	46
4.5.2	Priority rules in traffic management .....	48
4.5.3	Traffic management in the event of disturbance.....	48
4.5.4	Traffic restrictions.....	50
4.5.5	Dangerous goods .....	50
4.5.6	Exceptional transport .....	51
4.6	Train Performance Management.....	51
Annexes: .....		52
Annex 3.A List of the terminals along the Corridor.....		52
Annex 4.A Framework for Capacity Allocation.....		52
Annex 4.B Table of deadlines .....		53
Annex 4.C Maps of the Corridor.....		55
Annex 4.D Specificities on specific PaP sections on the Corridor .....		57
Annex 4.D-1 Spain / ADIF .....		57

Annex 4.D-2 France / SNCF Réseau .....	57
Annex 4.D-3 Italy / RFI.....	57
Annex 4.D-3 Slovenia / SŽ-I .....	57
Annex 4.D-3 Croatia / HŽI.....	58
Annex 4.D-3 Hungary / KTI-GYSEV-MÁV .....	58
Annex 4.E Table of distances (PaP sections) .....	59

## Glossary

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

<https://rne.eu/legal-matters-sales/network-statements/>

## 1 General information

### 1.1 Introduction

Regulation (EU) 913/2010 of 22 September 2010 concerning a European rail network for competitive freight (hereinafter: Regulation), led to the establishment of Rail Freight Corridors (RFCs). 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, capacity allocation, traffic management and quality of service and introduces the concept of Corridor One-Stop-Shops.

In 2024, the Regulation was amended by the revised TEN-T Regulation (EU) 2024/1679 (hereinafter: TEN-T Regulation), that identifies nine European Transport Corridors (ETC). The RFCs are now the freight railway lines of the corresponding ETCs. The map of the RFCs 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.

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:


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.

The Corridor shall also publish an Implementation Plan, the content of which is defined in Article 9(1) of the Regulation and is included via a link in the CID.

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.



The Implementation Plan of the Corridor can be found under the following link:

<https://www.medrfc.eu/publications/corridor-information-document/>

### 1.3 Corridor Description

Freight Corridor means the freight railway lines of the European Transport Corridor as specified in Article 11(1) of the TEN-T Regulation and in Annex III to that Regulation. Additionally, some rail freight lines are still under construction and/or not in operation yet and are to be considered as expected lines. In chapter 2 of the Corridor Implementation Plan the actual routing of the Rail Freight Corridor is described. For further details on the geographical alignment of the Corridor please visit the CIP under: <https://cip-online.rne.eu/>.

### 1.4 Rail Freight Governance

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.




Members of the ExBo of the Corridor are as follows:

- Ministry for Transport – Spain
- Ministry for Ecology, Sustainable Development and Energy – France
- Ministry of Infrastructure and Transport – Italy
- Ministry of Infrastructure – Slovenia
- Ministry of the Sea, Transport and Infrastructure – Croatia
- Ministry of Construction and Transport – Hungary


- 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.

		
Members of the MB of the Corridor are as follows:		
ADIF		Spain
LFP		Spain/France
SNCF Réseau		France
Oc'Via		France
RFI		Italy
SŽ-I		Slovenia
HŽ Infrastruktura		Croatia
GYSEV		Hungary
MÁV		Hungary
KTI		Hungary

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

	
The Corridor also invites non-RU applicants to its RAG meetings. Please contact the RAG Speaker 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.

	
---	--



Any interested manager or owner of a terminal is kindly invited to the TAG meetings. Please contact the TAG Speaker to be included in the member list

The organigram of the Corridor can be found below.



<https://www.medrfc.eu/about-us/organization-structure/>

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:



Effective 1st of January 2014 the Management Board took a form of EEIG (European Economic Interest Grouping, a legal body). Consequently, the role of Management Board was taken over by the General Assembly of EEIG RFC 6 (hereinafter: GA).

The operational management of the Corridor is executed by a Permanent Management Office (hereafter: PMO) set up in Milan (Italy) to support the implementation of the RFC 6 and to ensure the functioning of the EEIG. The migration of Corridor D EEIG towards RFC 6 EEIG was implemented in early 2014.

The PMO is led by the Managing Director and is composed by two other fulltime dedicated people in the start-up phase: one Infrastructure Advisor (who is also the Deputy Director) and one OSS leader. The corridor one-stop-shop is applying the dedicated C-OSS model of RNE from 1st July 2013.

In late 2014, the EEIG GA decided to hire a fulltime Office Assistant to support the work of the PMO and at the beginning of 2017 a part time Project Manager.

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:



The relevant contacts of the Corridor are published on its website under the following link: <https://www.medrfc.eu/contact/>

## 1.6 Character of the CID

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 this 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 2027 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) system 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 via <https://rne.eu/it/products/pcs/>.

### 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.



All IMs on the Corridor participate in TIS.

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:

<https://rne.eu/it/products/tis/>.

### 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 <https://rne.eu/it/products/cis/> or contact the RNE CIS Support: [support.cis@rne.eu](mailto:support.cis@rne.eu).



All IMs on the Corridor participate in CIS.

### 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:

<https://cip-online.rne.eu/>

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

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

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 system is free of charge and without user registration. For accessing the application, as well as for further information, use the following link: <https://rne.eu/it/products/nci/>.

## 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 Corridor has no additional official language.

The language used in operations is determined by national law.

## 2 Network Statements 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 system at <https://rne.eu/it/products/nci/> 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, “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.

Most of the terminals along the Corridor are also displayed in a map in the CIP: <https://cip-online.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 list of Terminals along the Corridor can be found in the CIP: <https://cip-online.rne.eu/>

The list does not take into account the definition and identification of the multimodal freight terminals as defined in the TEN-T Regulation, nor the thresholds applied to include terminals and ports in Annex II of the TEN-T Regulation.

## 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 Infrastructure Manager (IM)/Allocation Body (AB) concerned are applicable.

Pilots are being conducted on parts of some RFCs to test the processes and IT applications of the RNE-FTE project Redesign of the International Timetabling Process: 'TTR for Smart Capacity Management' (TTR).

For a more comprehensive overview of TTR piloting activities for timetable 2027, the document describing the implementation scope of this timetable period can be accessed online, in which chapter 6 focuses on above-mentioned pilots: [https://rne.eu/wp-content/uploads/2024-12-11-Scope-of-TTR-for-Timetables-2025-2028\\_v3.0.pdf](https://rne.eu/wp-content/uploads/2024-12-11-Scope-of-TTR-for-Timetables-2025-2028_v3.0.pdf).

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



This 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 it maintains 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

	
MED RFC C-OSS contacts are:	
Address	Via Ernesto Breda 28, 20126 Milano Italy
Phone	Landline: +39 2 366 42 433 Mobile: +34 647 344 533
E-mail	<a href="mailto:oss@medrfc.eu">oss@medrfc.eu</a>

### 4.2.3 Language of the C-OSS

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


The C-OSS has additional official languages for correspondence: Spanish

### 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, calendar days 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 along the Corridor (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 without delay 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 without delay 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).

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 for Capacity Allocation. The document is available in Annex 4.A. and below.



<https://www.medrfc.eu/publications/corridor-information-document/>

The FCA constitutes the 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 as stipulated in this CID by accepting the respective check-box 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.

	
An overview of the deadlines of the IMs/ABs on the Corridor from the different Network Statements is listed below.	
IM	Deadline
ADIF	5 days before the train run. The applicant needs to hold an authorization from the AESF. RUs and Applicants that wish to operate on ADIF Managed Network must be registered in the Special Railway Register (Article 55 of Spanish Rail Sector Act and Article 129 of the Rail Sector Regulation), reporting to the Rail Safety State Agency.
LFP	At the same time when the request is submitted.
SNCF Réseau	30 days before scheduled train run.
RFI	30 days before scheduled train run.
SŽ-I	30 days before scheduled train run.
HŽ Infrastruktura	At the same time when the request is submitted.
GYSEV/MÁV/KTI	10 days before scheduled train run.

#### 4.3.3 Requirements for requesting capacity

The Corridor 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). Details are explained in the PCS User Manual <https://docs.rne.eu/pcs/>),
- 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 shall indicate the link among these dossiers in PCS. Furthermore, the applicant shall 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. Therefore, the offer might also include some purely national PaP sections – to be requested from the C-OSS for freight trains crossing at least one border on a corridor in the context of international path applications.

A catalogue of PaPs is published by the C-OSS in preparation of each timetable period. It is published in PCS and on the Corridor's website.



The PaP catalogue can be found under the following link:

<https://www.medrfc.eu/our-services/commercial-offer/>

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

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

#### 4.3.4.3 Features of PaPs

A PaP timetable is published containing one of the following features:

- 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 Annex 4.C) 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 have 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 Annex 4.C) without fixed times. Other points on the Corridor may be requested.
  - Optional: Operational Points (as defined in Annex 4.C) 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 are described in Annex 4D.

#### 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.



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

#### 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.



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

Overlapping section with common offer	Involved RFCs	Responsible C-OSS
Ruma – Dobova – Ljubljana Zalog	Alpine-Western Balkan Baltic Sea – Adriatic Sea	Alpine-Western Balkan
Ljubljana Zalog – Dobova – Zagreb RK	Alpine-Western Balkan Baltic Sea – Adriatic Sea	Alpine-Western Balkan

Koper tovorna – Hodoš – Bp. Soroksári út rendező	Alpine-Western Balkan Baltic Sea – Adriatic Sea	Mediterranean
Koper – Savski Marof br – Zagreb RK	Alpine-Western Balkan Baltic Sea – Adriatic Sea	Baltic Sea – Adriatic Sea
Gyékényes – Dobova – Portogruaro	Alpine-Western Balkan Baltic Sea – Adriatic Sea	Mediterranean
Portogruaro – Dobova – Zagreb RK	Alpine-Western Balkan Baltic Sea – Adriatic Sea	Mediterranean
Zagreb RK – Dobova – Fiorenzola	Alpine-Western Balkan Baltic Sea – Adriatic Sea	Mediterranean
Sladkovicovo – Hodoš – Koper tovorna	Baltic Sea – Adriatic Sea	Baltic Sea – Adriatic Sea
Rijeka Brajd. – Tovarnik – Beograd Ranzirna	Baltic Sea – Adriatic Sea	Baltic Sea – Adriatic Sea

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

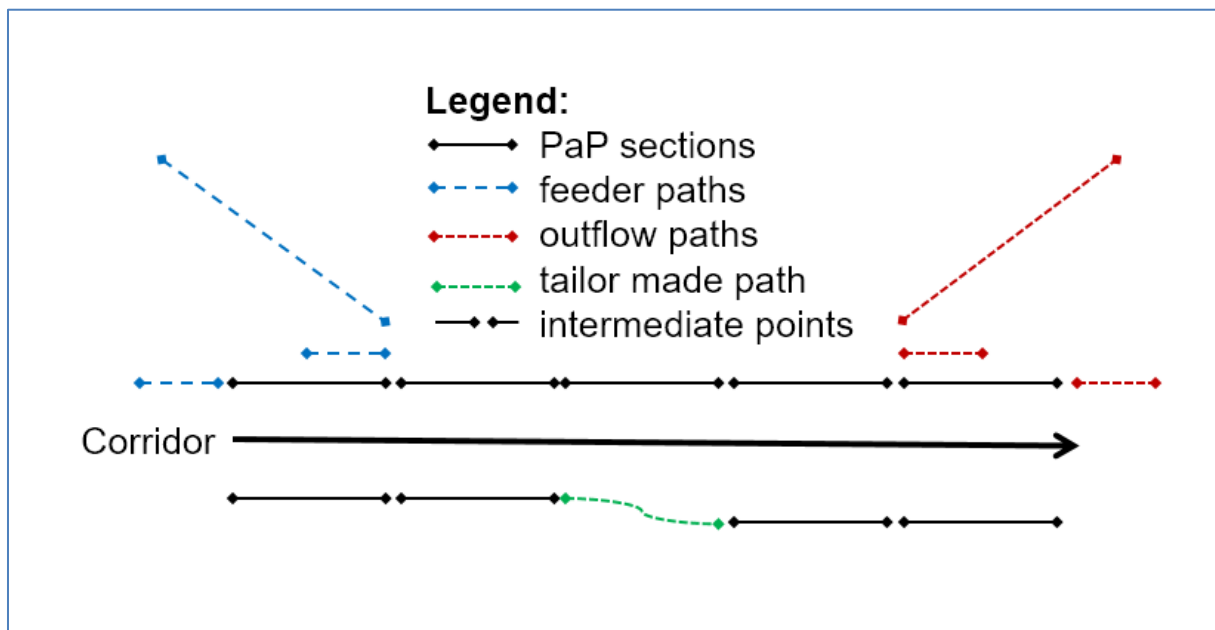
In case available PaPs do not cover the entire requested path, the applicant may include a feeder and/or outflow path to the PaP section(s) in the international request addressed to the C-OSS via PCS in a single request.

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. PCS is used to manage the complete international path: PaP section, feeder and/or outflow and tailor-made path. 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-3.25)	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)							





HŽ Infrastruktura accepts requests for modification or cancellation after X-4 only via the national tool.

For path alterations HŽ Infrastruktura only uses the national tool.

#### 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 without delay 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 without delay 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:

1. 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.
2. Applying the priority rule as described in Annex 1 of the FCA (see 4.3.1 and 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.

3. 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.



Mediterranean RFC applies the resolution through consultation.

The C-OSS addresses the involved applicants and proposes alternative Solutions when available. If these applicants agree to the proposed solution, the consultation process ends. If for any reason the consultation process does not lead to an agreement between all parties at X-7.5 the priority rules described in step B and C applies.

#### 4.3.4.12 Procedure for priority calculation

*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 ( $L^{PaP} + L^{F/O}$ ) multiplied by the number of requested running days ( $Y^{RD}$ ) in order to separate the requests;
- if the requests cannot be separated in this way, a random selection is used to separate the requests. This random selection is described in 4.3.4.13.

#### 4.3.4.13 Random selection

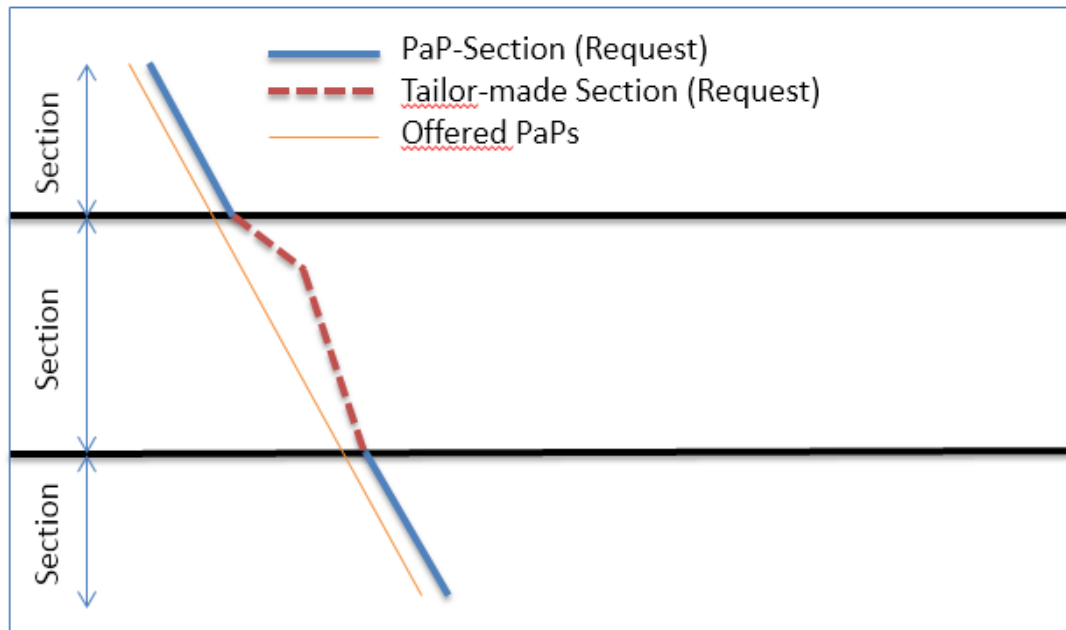
If the requests cannot be separated by the above-mentioned priority rules, a random selection is used to separate the requests.

- 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 beginning 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 the 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.

1. After pre-booking, all non-requested PaPs are handed over to the IM/AB.
2. 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 offers due to possible changes in the planning of TCRs.



The Corridor handles non-requested PaPs according to case 2 described 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.



The IMs/ABs can mark areas in which the flexibility will be available even after the final offer (in case the IMs/ABs create the actual timetable only shortly before operations) as 'Flexible after allocation'.

#### 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 IMs/ABs can mark areas in which flexibility will be available even after the final offer (in case the IMs/ABs create the actual timetable only shortly before operations) as 'Flexible after allocation'.

The applicants involved shall accept or reject the final offer within 7 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.



The Corridor offers the possibility to place late path requests.

#### 4.3.5.1 Product

Capacity for late path requests can be offered in the following ways:

1. 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.
2. 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 requests has to be requested via PCS either in the same way as for PaPs or by using capacity slots in PCS.



The Corridor offers the possibility to place late path requests by using variant **1**.

#### 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.



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

#### 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. PCS is used to manage the complete international path: PaP section, feeder and/or outflow and tailor-made path. 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-1.25)	Acceptance (until X-1)	Modification	Path Alteration	Cancellation
Leading tool	PCS	PCS	PCS	PCS	National tool/PCS	National tool/PCS	National tool/PCS


<p>HŽ Infrastruktura accepts requests for modification or cancellation after X-4 only via the national tool.</p> <p>For path alterations HŽ Infrastruktura only uses the national tool.</p>

#### 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:

1. 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.
2. 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.



The Corridor offers RC through variant 1.

RC is published by the C-OSS at X-2 in PCS and on the website of the Corridor.



Link to RC catalogue: <https://www.medrfc.eu/our-services/commercial-offer/>


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.


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

#### 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. PCS is used to manage the complete international path: PaP section, feeder and/or outflow and tailor-made path. 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 7 calendar days after offer)	Modification	Path Alteration	Cancellation
Leading tool	PCS	PCS	PCS	PCS	National tool/PCS	National tool/PCS	National tool/PCS


<p>HŽ Infrastruktura accepts requests for modification or cancellation after X-4 only via the national tool.</p> <p>For path alterations HŽ Infrastruktura only uses the national tool.</p>

#### 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 7 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.



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
ADIF	No charges
LFP	No charges
SNCF Réseau	No charges, except in case of framework agreements and after certification (see chapter 5.6 of the Network Statement).
RFI	<p>Withdrawal between X-8 and X- 4 Free of Charge</p> <p>Withdrawal after final allocation:</p> <ul style="list-style-type: none"> <li>- 75% of the charge - net of cost of electricity (for trains on limited infrastructure capacity) - for the first 60 days.</li> <li>- 50% of the charge -net of cost of electricity (for trains on no limited infrastructure capacity) – for the first 60 days.</li> <li>- If the paths are reallocated on a later date, the penalty is calculated on 30 days.</li> </ul>
SŽ-I	No charges
HŽ Infrastruktura	No charges
GYSEV/MÁV/KTI	No charges

#### 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.




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
ADIF	A Performance Scheme is in operation since 2015 and is described in chapter 5.8 of the Network Statement.
LFP	<p>When a RU is aware that it will not use a path, it shall officially inform LFP as soon as possible. If this information is transmitted to LFP within thirty (30) calendar days before the use of the concerned path, LFP does not charge the toll corresponding to the path, but keeps the amount paid by the RU for the capacity reserve.</p> <p>If the RU does not communicate officially to LFP its intention regarding the no-usage of a path within thirty (30) calendar days before the use of the concerned path, LFP will have the right to charge to the RU the entire toll that corresponds to the no-used path, except in case of force majeure events that affect the RU.</p>
SNCF Réseau	<p>The schemes concerned by a train path cancellation by the candidate are:</p> <ul style="list-style-type: none"> <li>- Framework agreements: the candidate undertakes to order from SNCF Réseau the number of train path-days corresponding to the infrastructure capacity characteristics within the tolerances and minus the excess and undertakes to maintain its order as is until the Certification date, in November Y-1. (See Appendix 3.3 and § 3.3.1 of the NS).</li> <li>- The reciprocal incentive system (see appendix 5.8 of the NS).</li> <li>- Penalty in case of non-use of path: the conditions are described in §5.6.3 of the NS.</li> </ul>
RFI	<p>Until 5 days before operation trains</p> <ul style="list-style-type: none"> <li>- Cancellations trains on no limited capacity infrastructure = 0%</li> <li>- Cancellations trains on limited capacity infrastructure = 30% of the charge - net of cost of electricity – for the first 60 days (if reallocated on 30 days).</li> </ul> <p>By 4 days before operation trains</p> <ul style="list-style-type: none"> <li>- Cancellations trains on no limited capacity infrastructure = 30% of the charge net of cost of electricity.</li> <li>- Cancellation trains on limited capacity infrastructure = 70 % of the charge net of cost of electricity.</li> </ul>
SŽ-I	<p>Cancellation less than 12 and more than 6 hours prior to the scheduled time of departure: 50% of user charge for allocated train path.</p> <p>Cancellation less than 6 hour prior to the scheduled time of departure: 100% of user charge for allocated train path,</p>

	AD-hoc train path cancellation prior to the scheduled time of departure: 25 € + VAT
HŽ Infrastruktura	No charges.
GYSEV/MÁV/KTI	No charges.

#### 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.

	
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
ADIF	A Performance Scheme is in operation since 2015 and is described in chapter 5.8 of the Network Statement.
LFP	<p>If the RU does not communicate officially to LFP its intention regarding the no-usage of a path within thirty (30) calendar days before the use of the concerned path, LFP will have the right to charge to the RU the entire toll that corresponds to the no-used path, except in case of force majeure events that affect the RU.</p> <p>Detailed rules regarding the non-usage by the RU of the allocated paths, are indicated in sub-section 4.8.3. of the Network Statement.</p>
SNCF Réseau	The penalty in case of late cancellation penalty (as of 5 p.m. on D-1) are described in § 5.6.4 of the NS.
RFI	100% of the charge, net of cost of electricity, in the event of failure to cancel.
SŽ-I	<p>The train path has not been cancelled, and the train does not run or cancellation after the scheduled time of departure: 100% of user charge for allocated train path.</p> <p>Ad-hoc train path: 25 € + VAT and 100% of user charge for allocated train path.</p>
HŽ Infrastruktura	1) When the applicant regularly fails to use the allocated train path or its part planned in the timetable, HŽ Infrastruktura shall charge a reservation charge.

	<p>2) HŽ Infrastruktura monitors the implementation of allocated train paths by calculating the degree of train path utilization for all allocated capacities.</p> <p>3) The degree of utilization is expressed as a percentage and is calculated by correlating the realized train kilometres of the allocated train path with the planned number of train kilometres.</p> <p>4) Marginal utilization degree by type of trains is:</p> <table border="1" data-bbox="517 618 1375 1061"> <thead> <tr> <th>Type of train</th><th>Marginal utilization degree [%]</th></tr> </thead> <tbody> <tr> <td>Passenger trains</td><td>80</td></tr> <tr> <td>Trains with individual wagons, trains with single-type loads, fast, direct, intermodal trains, sectional, pick-up goods trains</td><td>35</td></tr> <tr> <td>Circuit-working trains and industrial trains</td><td>20</td></tr> <tr> <td>Facultative trains in freight transport</td><td>20</td></tr> </tbody> </table> <p>5) The utilization degree of the allocated train paths is calculated for the time periods from the start of the timetable validity to the first amendments of the timetable, from one to the other amendments of the timetable, and from the last amendments to the end of timetable validity.</p> <p>6) As regards allocated train paths whose utilization degree is lower than the marginal utilization degree, HŽ Infrastruktura will charge a reservation charge. The fee is charged in the amount of 15% of the entire train path charge for the unrealized train kilometres calculated as a difference between the actual utilization degree of a specific train path and the marginal utilisation degree.</p> <p>7) The calculation of the charge for freight train path (defining of the weight category) is based on the planned train mass.</p> <p>8) HŽ Infrastruktura may take back the allocated capacity whose utilization degree is less than 25% a month.</p> <p>9) HŽ Infrastruktura may take back the allocated capacity on congested infrastructure, whose utilization degree is less than 50% a month, except if the reasons for non-usage are beyond the applicant's control.</p>	Type of train	Marginal utilization degree [%]	Passenger trains	80	Trains with individual wagons, trains with single-type loads, fast, direct, intermodal trains, sectional, pick-up goods trains	35	Circuit-working trains and industrial trains	20	Facultative trains in freight transport	20
Type of train	Marginal utilization degree [%]										
Passenger trains	80										
Trains with individual wagons, trains with single-type loads, fast, direct, intermodal trains, sectional, pick-up goods trains	35										
Circuit-working trains and industrial trains	20										
Facultative trains in freight transport	20										
GYSEV/MÁV/KTI	No charges.										

### 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 transport 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 involved.

### 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.





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 or the relevant annex thereof) is listed below.

IM	Explanations
ADIF	Capacity allocation fee is charged to the applicant who requests the capacity. Railway line usage fee is charged to the RU which make effective use of the capacity (RU that does the traction).
LFP	Capacity allocation fee is charged to the applicant who requests the capacity. Railway line usage fee is charged to the RU which make effective use of the capacity (RU that does the traction).
SNCF Réseau	The Running charge (RC) is invoiced to the non-RU applicants. Other charges are also invoiced to non-RU applicant, according to chapter 6 of the NS.
RFI	Path charge will be invoiced to the RU which signed the contract.
SŽ-I	Path charge will be invoiced to the RU that signed the contract.
HŽ Infrastruktura	Path charge will be invoiced to the (non-RU) applicant that requested the path.
GYSEV/MÁV/KTI	Path charge will be invoiced to the RU that signed the contract.

#### 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.



The Cooperation Agreement can be found under:

<https://www.medrfc.eu/publications/corridor-information-document/>

## 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 the Corridor's 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 neighboring 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:

1. 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
2. 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.



Coordination meetings are organised by the respective IMs. The Mediterranean RFC TCR Coordinator will be invited and will be informed about the results and open issues concerning TCRs on Corridor lines. The Mediterranean RFC TCR Coordinator monitors the results of the coordination and if required, proposes additional actions to find solutions for open issues.

#### 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.



The Mediterranean RFC applies the following criteria for initiating coordination on Corridor level:

The TCR coordinator shall study the outputs of all Bilateral meetings and verify whether additional effects of planned TCRs along the Corridor lines are impacting dangerously Corridor traffics and should/could be avoided. In that case, she/he would ask for the concerned planned TCR to be reharmonised by the concerned IMs. TCRs impacting additional lines that are not part of the corridor might be studied if considered as relevant option for rerouting possibilities.

#### 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 led 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.



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

#### 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:



1. The results of the coordination of TCRs that are known are published on the Corridor's website and in the CIP. Applicants may send their comments on the planned TCRs to the involved IM(s). The comments of applicants have an advisory and supportive character and shall be taken into consideration as far as possible.
2. Regular meetings of the Railway Undertaking Advisory Group (RAG) and Terminal Advisory Group (TAG) are used to discuss issues related to 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.


<p>The Corridor also publishes other relevant TCRs with major impact on its website:</p> <p><a href="https://www.medrfc.eu/our-services/tcr/">https://www.medrfc.eu/our-services/tcr/</a></p>

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 2027– 2029 on the following dates:

	January 2026 (X-11)	January 2026 (X-23)	August 2026 (X-3.5)	January 2027 (X-11)	January 2027 (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>	TT 2027	TT 2028	TT 2027	TT 2028	TT 2029

#### 4.4.5.3 Way of 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.


<p>The Corridor publishes an overview of TCRs on its website and in the CIP, which is a macro-friendly document with interactive map and GANT chart.</p> <p><a href="https://www.medrfc.eu/our-services/tcr/">https://www.medrfc.eu/our-services/tcr/</a></p>

#### 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.



There are the existing bilateral agreements. These procedures are in place among Spain – France, France – Italy, Italy – Slovenia, Slovenia – Croatia, Slovenia – Hungary and Croatia – Hungary.

Bilateral agreements (including those in national languages) are available and on demand can be obtained at C-OSS.

The most recent bilateral agreement between RFI and SŽ-I for a new function of coordination and short-term traffics re-planning in operations in Villa Opicina finalized end of 2014, named *Villa Opicina Programmazione Treni* (V.O.P.T.). The key roles of this structure are to optimize the utilization of the infrastructure capacity, avoid congestion cases and improve the punctuality performances. After the successful test period, the new regime entered into force on 1st of July 2015.

Mediterranean RFC Traffic Management is solely dealing with corridor trains, that are running on international pre-arranged train paths (PaPs) and crossing at least one border (Art. 14(4)). The corridor trains running on these international paths are high priority international freight trains.

### 4.5.1 Cross-border section information

In the table below, the cross-border sections monitored by the Corridor are listed.



List of corridor-related cross-border sections:

Cross-border section	IM 1	IM 2
Portbou – Cerbère	ADIF	SNCF Réseau
Figueres-Vilafant – South limit S.I.km 752,355//44,353	ADIF	LFP
North limit S.I. – Le Soler km 471,329	LFP	SNCF Réseau
Modane - Fréjus	SNCF Réseau	RFI
Villa Opicina – Sežana	RFI	SŽ-I
Dobova – Savski Marof	SŽ-I	HŽ Infrastruktura
Hodoš – Óriszentpéter	SŽ-I	GYSEV
Koprivnica – Gyékényes	HŽ Infrastruktura	GYSEV

#### 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).



For this Corridor the above-mentioned information can be found on the RNE website – Traffic Management Information – Border section information sheet within the Excel table.

<https://rne.eu/traffic-management/other-activities/>

#### 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.



On this Corridor the above-mentioned overview information can be found on the RNE website – Traffic Management Information – Border agreements Level 1 and Level 2 sheets within the Excel table.

<https://rne.eu/traffic-management/other-activities/>

#### 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.



Regulation 913/2010 provides the legal base for the following:

- PaP trains on time have to be kept on time (Art. 17.3)
- A common quality standard has to be decided, taking into account the priority rules applied (Art. 17.1)

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 the 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.



Apart from the mandatory processes defined in the ICM Handbook, RFC-specific decisions on the following matters shall be taken:

1. Need to have a back-up organisation:  
**This responsibility remains with the initiating IM.**
2. Need to organise a communication telco during an ICM case in order to coordinate the public communication:  
**The communication telco would not be organised.**
3. Information to Stakeholders

Access to relevant information could be obtained via the RNE TIS.

As soon as the RFC Coordinator has received the general information about the incident, an e-mail to the partners and other relevant stakeholders shall be sent. This communication is done by the RFC Coordinator at least at the beginning of the ICM process and at its end.

RFC partners to be informed by the RFC Coordinator:

- RAG / TAG;
- MB/PMO ExBo including all regular ExBo participants;
- RFC Network;
- European Commission / DG MOVE (Head of Unit C3);
- RNE (via the [icm@rne.eu](mailto:icm@rne.eu) and RNE TIS Incident Management Tool).

Information to IM national stakeholders is done based on the national IM rules and processes.

#### 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.



For this Corridor the details of the relevant communication procedure can be found:

- For communication with neighbouring IMs about disturbances, IMs along the Corridor have agreed to follow rules based on RNE's "Guidelines for communication between traffic control centres" ([https://rne.eu/downloads/#downloads\\_traffic](https://rne.eu/downloads/#downloads_traffic)).
- To exchange this information between IMs, the Incident Management Tool (available in TIS) will be used.

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

For international disruptions lasting 3 days or longer with a high impact on international traffic, the Corridor 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.



International corridor re-routing overview is available at:

<https://www.medrfc.eu/publications/re-routing-scenarios/>

#### 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 will be applied.

#### 4.5.4 Traffic restrictions

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



Information about unplanned restrictions can be found on the IMs' websites.

#### 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 system (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 system (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/downloads/#downloads\\_train](https://rne.eu/downloads/#downloads_train)) 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 website 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 the corridors. Interested parties (applicants, terminals and others) are welcome to contact the Corridor TPM WG leader in case of need for further, specific, detailed analyses. The list of Corridor TPM WG leaders can be found on the RNE website: <http://www.rne.eu/tm-tpm/tpm-on-rfcs/>. In addition, direct access to the reporting tool can be requested by applicants via the [RNE Joint Office](#).



The management summary of the Corridor monthly punctuality report is published on the Corridor's website.

<https://www.medrfc.eu/publications/management-summary-of-monthly-tpm-reports/>

The Corridor has set up a group within the framework of its organisational structure that is responsible for the train performance management of the Corridor. In this group, IMs and RUs work together in order to make the railway business more attractive and competitive.

## Annexes:

### Annex 3.A List of the terminals along the Corridor

Mentioned in Section 3

The list of Terminals along the Corridor can be found in the CIP: <https://cip-online.rne.eu/>

### Annex 4.A Framework for Capacity Allocation

Mentioned in 4.3.1, 4.2.4, 4.3.4.10 and 4.3.4.11

Document can be found here: <https://www.medrfc.eu/publications/corridor-information-document/>

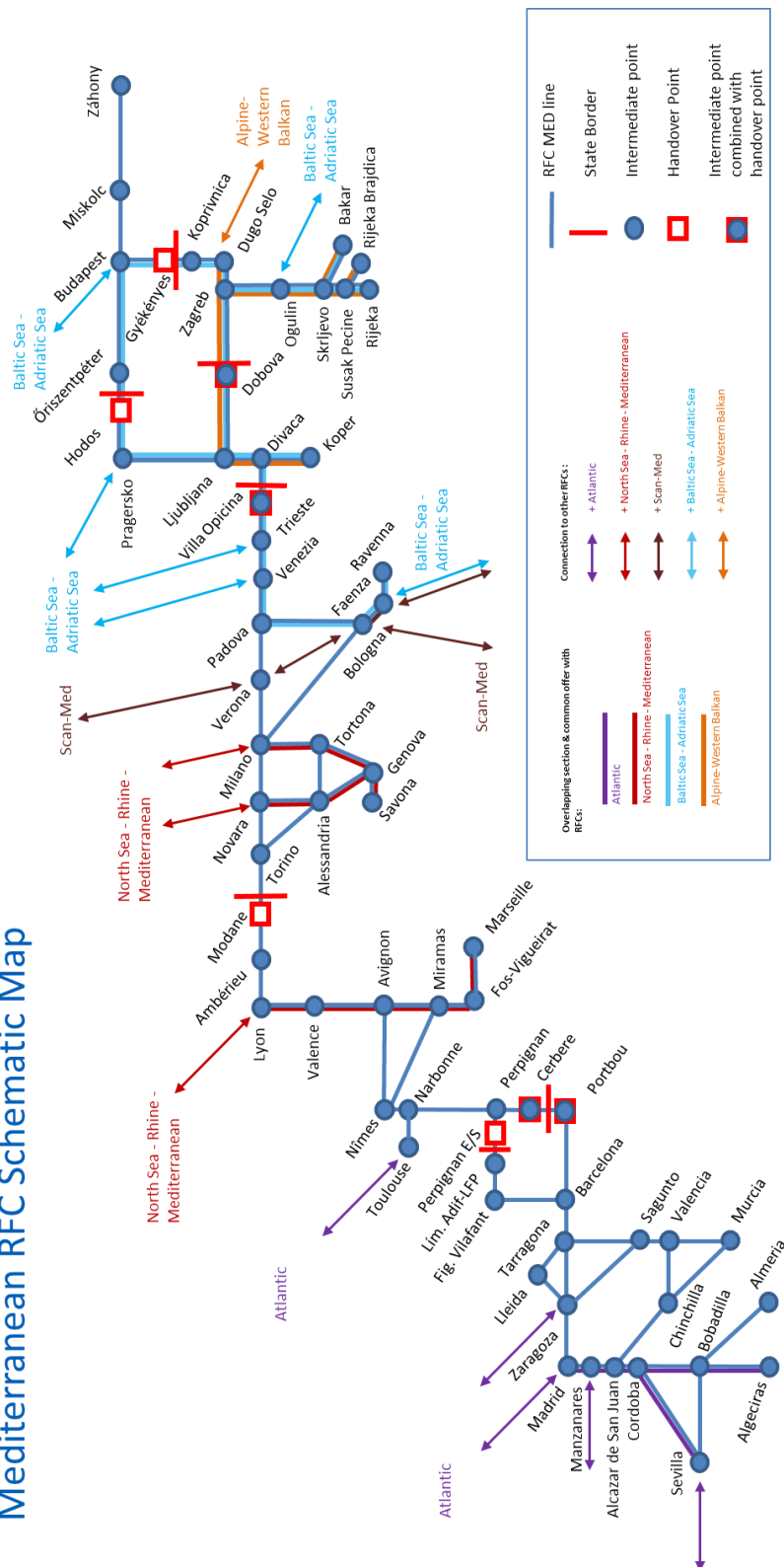
## Annex 4.B Table of deadlines

Date / Deadline	Date in X-System	Description of Activities
12 January 2026	X-11	Publication of PaP Catalogue
12 January 2026 – 26 January 2026	X-11 – X-10.5	Correction phase (corrections of errors to published PaPs)
27 January – 15 March		Preparation of PaP requests for annual timetable
16 March – 13 April		Submission of PaP requests for annual timetable
13 April 2026	X-8	Last day to submit PaP requests for annual timetable
20 April 2026		Last day for C-OSS to inform applicants about the alternative PaP offer
27 April 2026	X-7.5	Last day for C-OSS to send PaP pre-booking information to applicants
6 July 2026	X-5	Publication of draft timetable
7 July 2026 – 7 August 2026	X-5 – X-4	Observations and comments from applicants
28 April 2026 – 19 October 2026	X-7.5 – X-2	Late path request application phase via the C-OSS
25 August 2026 – 05 November 2026	X-3.5 – X-1.25	Late path request allocation phase
24 August 2026	X-3.5	Publication of final offer
31 August 2026	X-3.25	Acceptance of final offer

19 October 2026	X-2	Publication of RC
13 December 2026	X	Timetable change
20 October 2026 – 11 December 2027	X-2 - X+12	Application and allocation phase for RC

Mentioned in 4.3.4.2, 4.3.4.4, 4.3.4.5.

Mentioned in 4.3.4.2, 4.3.4.4, 4.3.4.5.



Symbols in schematic corridor map:

Nodes along the Corridor, 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) is possible as defined in the PaP section. No feeder or outflow connections are possible.

On the maps, this is shown as:



Operational Point



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

Mentioned in 4.3.4.3

### Annex 4.D-1 Spain / ADIF

All PaPs on ADIF sections are published as Flex PaPs. Flexibility will be offered via optional stops where possible, and/or by giving the applicant the possibility to request minor changes to the published PaP timetable, for which the feasibility will be studied by the IM. Border time should be respected in all cases. Also, different path parameters can be requested and will be checked by the IM, if possible, they will be satisfied.

### Annex 4.D-2 France / SNCF Réseau

All PaPs on SNCF Réseau sections are published as Flex PaPs. Flexibility will be offered via optional stops where possible, and/or by giving the applicant the possibility to request minor changes to the published PaP timetable, for which the feasibility will be studied by the IM. Border time should be respected in all cases.

The PaPs are also published for 365 days for technical reasons only. The regime of the PaP can be found in the notes of the PaPs in PCS and in the PaP catalogue published on the Corridor's website. For days for which a PaP has not been allocated, the applicant has to make a new request (a demand tardive au service – DTS), taking into consideration the reason why the path couldn't be allocated.

In addition, in the weeks following the publication, an information on the days for which the PaPs have a risk of being in conflict with TCRs will be provided. These days can be requested as a PaP, but there is a high probability that no path will be allocated for these requests.

### Annex 4.D-3 Italy / RFI

All PaPs on RFI sections are published as Flex PaPs. Flexibility will be offered via optional stops where possible, and/or by giving the applicant the possibility to request minor changes to the published PaP timetable, for which the feasibility will be studied by the IM. Border time should be respected in all cases.

The PaPs are also published for 365 days for technical reasons only. The regime of the PaP can be found in the notes of the PaPs in PCS, or in the PaP catalogue published on the Mediterranean RFC website.

### Annex 4.D-3 Slovenia / SŽ-I

All PaPs on SŽ-I sections are published as Flex PaPs. Flexibility will be offered via optional stops where possible, and/or by giving the applicant the possibility to request minor changes to the published PaP timetable, for which the feasibility will be studied by the IM. Border time should be respected in all cases.

### **Annex 4.D-3 Croatia / HŽI**

All PaPs on HŽI sections are published as Flex PaPs. Flexibility will be offered via optional stops where possible, and/or by giving the applicant the possibility to request minor changes to the published PaP timetable, for which the feasibility will be studied by the IM. Border time should be respected in all cases.

### **Annex 4.D-3 Hungary / KTI-GYSEV-MÁV**

All PaPs on GYSEV/MÁV sections are published as Flex PaPs. Flexibility will be offered via optional stops where possible, and/or by giving the applicant the possibility to request minor changes to the published PaP timetable, for which the feasibility will be studied by the IM. Border time should be respected in all cases.

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

Mentioned in 4.3.4.11.

Country	IM/AB	PaP section		Number of kilometres
		From	To	
Hungary	KTI	Őriszentpéter oh.	Őriszentpéter	6.08
Hungary	KTI	Őriszentpéter	Székesfehérvár	200.60
Hungary	KTI	Gyékényes oh.	Gyékényes	0.96
Hungary	KTI	Gyékényes	Székesfehérvár	186.80
Hungary	KTI	Székesfehérvár	Ferencváros	68.70
Hungary	KTI	Ferencváros	Záhony-Rendező	325.80
Croatia	HŽI	Rijeka	Lokve	52.34
Croatia	HŽI	Lokve	Moravice	37.69
Croatia	HŽI	Moravice	Zagreb RK OS	139.50
Croatia	HŽI	Zagreb RK OS	Koprivnica	87.77
Croatia	HŽI	Zagreb RK OS	Dugo Selo	22.14
Croatia	HŽI	Dugo Selo	Koprivnica	65.63
Croatia	HŽI	Koprivnica	Koprivnica DG	13.41
Croatia	HŽI	Dobova	Savski Marof	7.19
Croatia	HŽI	Savski Marof	Zagreb RK PS	27.79
Croatia	HŽI	Savski Marof	Zagreb RK OS	30.38
Slovenia	SŽ-I	Villa Opicina	Sezana	8.3
Slovenia	SŽ-I	Sezana	Ljubljana Zalog	131
Slovenia	SŽ-I	Koper tovarna	Divaca	54
Slovenia	SŽ-I	Divaca	Ljubljana Zalog	109.3
Slovenia	SŽ-I	Ljubljana Zalog	Pragersko	137.1
Slovenia	SŽ-I	Pragersko	Hodos	107.4

Slovenia	SŽ-I	Ljubljana Zalog	Dobova	127.3
Italy	RFI	VILLA OPICINA	VENEZIA MARGHERA SCALO	154
Italy	RFI	VILLA OPICINA	PORTOGRUARO CAORLE	87
Italy	RFI	VILLA OPICINA	FIORENZUOLA	431
Italy	RFI	TARVISIO BOSCOVERDE	VERONA P.N. SCALO	246.5
Italy	RFI	VERONA P.N. SCALO	MILANO SMISTAMENTO	154.5
Italy	RFI	MILANO SMISTAMENTO	GENOVA MARITTIMA	136.1
Italy	RFI	MODANE	TORINO ORBASSANO FA	103
Italy	RFI	TORINO ORBASSANO FA	NOVARA BOSCHETTO	104
Italy	RFI	TORINO ORBASSANO FA	TORTONA	117
France	SNCF-R	LYON PART DIEU - VENISSIEUX	BOURGOIN-JALLEIU	43.00
France	SNCF-R	BOURGOIN-JALLEIU	CHAMBERY	64.00
France	SNCF-R	PERPIGNAN - FI	PERPIGNAN - ES	1.00
France	SNCF-R	AMBRONAY PRIAY - BV	MODANE - FI	219.00
France	SNCF-R	AMBERIEU - RL	MODANE - FI	185.00
France	SNCF-R	MODANE - FI	MODANE - XI	11.00
France	SNCF-R	AMBERIEU - RL	SAINT AVRE LA CHAMBRE - RL	146.00
France	SNCF-R	SAINT AVRE LA CHAMBRE - RL	MODANE - FI	37.00
France	SNCF-R	WOIPPY - RL	CULMONT CHALINDREY - P2	203.00
France	SNCF-R	CULMONT CHALINDREY - P2	CHALON SUR SAONE - BV	141.00
France	SNCF-R	CHALON SUR SAONE - BV	VILLENEUVE LES AVIGNON - BV	358.00
France	SNCF-R	VILLENEUVE LES AVIGNON - BV	PERPIGNAN - FI	257.00
France	SNCF-R	ZOUFFTGEN (EX BV) - XL	PERRIGNY - TR	305.00
France	SNCF-R	PERRIGNY - TR	SIBELIN TRIAGE - NS	202.00
France	SNCF-R	SIBELIN TRIAGE - NS	FOS GRAVELEAU (POSTE) - EP	328.00
France	SNCF-R	BETTEMBOURG (LU) - WL	WOIPPY - RL	41.00

France	SNCF-R	WOIPPY - RL	CHALON SUR SAONE - BV	336.00
France	SNCF-R	VILLENEUVE LES AVIGNON - BV	PERPIGNAN - EV	257.00
France	SNCF-R	PERPIGNAN - EV	CERBERE IE - WE	7.00
France	SNCF-R	CHALON SUR SAONE - BV	AVIGNON - BV	356.00
France	SNCF-R	AVIGNON - BV	PERPIGNAN - EV	264.00
France	SNCF-R	CERBERE - PF	LA VOULTE-SUR-RHONE - P1	407.00
France	SNCF-R	LA VOULTE-SUR-RHONE - P1	PERRIGNY - RA	314.00
France	SNCF-R	PERRIGNY - RA	MOHON - BV	392.00
France	SNCF-R	MOHON - BV	CALAIS-FRETHUN - TU	283.00
France	SNCF-R	CERBERE - PF	PORTES - BV	418.00
France	SNCF-R	PORTES - BV	PERRIGNY - RA	304.00
France	SNCF-R	CERBERE - PF	LUNEL - BV	226.00
France	SNCF-R	LUNEL - BV	LA VOULTE-SUR-RHONE - TR	181.00
France	SNCF-R	LA VOULTE-SUR-RHONE - TR	CHALON SUR SAONE - FP	248.00
France	SNCF-R	CHALON SUR SAONE - FP	PERRIGNY - RA	67.00
France	SNCF-R	PERRIGNY - RA	METZ SABLON - FM	261.00
France	SNCF-R	METZ SABLON - FM	FORBACH - BV	67.00
France	SNCF-R	CERBERE - PF	LA VOULTE-SUR-RHONE - TR	407.00
France	SNCF-R	LA VOULTE-SUR-RHONE - TR	PERRIGNY - RA	314.00
France	SNCF-R	CERBERE IE - WE	CERBERE - BV	2.00
France	SNCF-R	CERBERE - BV	VILLENEUVE LES AVIGNON - BV	298.00
France	SNCF-R	VILLENEUVE LES AVIGNON - BV	SIBELIN TRIAGE - SN	221.00
France	SNCF-R	SIBELIN TRIAGE - SN	CHALON SUR SAONE - FP	136.00
France	SNCF-R	CHALON SUR SAONE - FP	VALENTON - GA	375.00
France	SNCF-R	VALENTON - GA	SOMAIN - AP	250.00
France	SNCF-R	CERBERE - BV	AVIGNON - BV	299.00

France	SNCF-R	AVIGNON - BV	SIBELIN TRIAGE - SN	215.00
France	SNCF-R	CALAIS-FRETHUN - TU	MOHON - BV	283.00
France	SNCF-R	MOHON - BV	PERRIGNY - RA	392.00
France	SNCF-R	PERRIGNY - RA	LA VOULTE-SUR-RHONE - P1	314.00
France	SNCF-R	LA VOULTE-SUR-RHONE - P1	CERBERE - BV	407.00
France	SNCF-R	PERRIGNY - RA	PORTES - BV	304.00
France	SNCF-R	PORTES - BV	CERBERE - BV	418.00
France	SNCF-R	CALAIS VILLE - BV	LONGUYON - BV	370.00
France	SNCF-R	LONGUYON - BV	PERRIGNY - RA	316.00
France	SNCF-R	PERRIGNY - RA	AMBERIEU - RR	169.00
France	SNCF-R	AMBERIEU - RR	ST JEAN DE MAURIENNE ARVAN - TR	154.00
France	SNCF-R	ST JEAN DE MAURIENNE ARVAN - TR	MODANE - FI	28.00
France	SNCF-R	CALAIS VILLE - TA	LONGUYON - BV	370.00
France	SNCF-R	PERRIGNY - RA	SAINT AVRE LA CHAMBRE - RL	317.00
France	SNCF-R	SAINT AVRE LA CHAMBRE - RL	SAINT MICHEL VALLOIRE - 00	22.00
France	SNCF-R	SAINT MICHEL VALLOIRE - 00	MODANE - FI	14.00
France	SNCF-R	FORBACH - BV	METZ SABLON - FM	67.00
France	SNCF-R	METZ SABLON - FM	PERRIGNY - RA	261.00
France	SNCF-R	PERRIGNY - RA	LA VOULTE-SUR-RHONE - 1B	314.00
France	SNCF-R	LA VOULTE-SUR-RHONE - 1B	CERBERE - BV	407.00
France	SNCF-R	METZ SABLON - FM	GEVREY TRIAGE - FR	269.00
France	SNCF-R	GEVREY TRIAGE - FR	PORTES - BV	297.00
France	SNCF-R	PORTES - BV	PERPIGNAN - FR	376.00
France	SNCF-R	FOS GRAVELEAU (POSTE) - 00	SIBELIN TRIAGE - SN	328.00
France	SNCF-R	SIBELIN TRIAGE - SN	PERRIGNY - RA	202.00

France	SNCF-R	PERRIGNY - RA	BETTEMBOURG (LU) - W5	310.00
France	SNCF-R	SIBELIN TRIAGE - SN	LA PLAINE (CH) - WS	155.00
France	SNCF-R	MIRAMAS - PC	SIBELIN TRIAGE - SN	288.00
France	SNCF-R	SIBELIN TRIAGE - SN	SAINT AVRE LA CHAMBRE - RL	168.00
France	SNCF-R	MODANE - FP	AMBERIEU - FR	185.00
France	SNCF-R	AMBERIEU - FR	BOURG EN BRESSE - BV	31.00
France	SNCF-R	BOURG EN BRESSE - BV	AMBRONAY PRIAY - BV	10.00
France	SNCF-R	MODANE - FP	AMBERIEU - RL	185.00
France	SNCF-R	MODANE - FP	ST JEAN DE MAURIENNE ARVAN - TR	28.00
France	SNCF-R	ST JEAN DE MAURIENNE ARVAN - TR	AMBERIEU - FR	154.00
France	SNCF-R	AMBERIEU - FR	PERRIGNY - P2	169.00
France	SNCF-R	PERRIGNY - P2	LONGUYON - BV	316.00
France	SNCF-R	LONGUYON - BV	CALAIS VILLE - BV	370.00
France	SNCF-R	ST JEAN DE MAURIENNE ARVAN - TR	CULOZ - VC	106.00
France	SNCF-R	CULOZ - VC	AMBERIEU - FR	50.00
France	SNCF-R	AMBERIEU - FR	PERRIGNY - RA	169.00
France	SNCF-R	PERRIGNY - RA	CONFLANS JARNY - BV	275.00
France	SNCF-R	CONFLANS JARNY - BV	LONGUYON - BV	41.00
France	SNCF-R	PERRIGNY - RA	LONGUYON - BV	316.00
France	SNCF-R	AMBERIEU - FR	GEVREY TRIAGE - FR	173.00
France	SNCF-R	AMBERIEU - FR	AVIGNON - BV	278.00
France	SNCF-R	AVIGNON - BV	PERPIGNAN - FI	264.00
France	SNCF-R	MODANE - FP	SIBELIN TRIAGE - NS	206.00
France	SNCF-R	AMBERIEU - RL	SIBELIN TRIAGE - NS	58.00

France	SNCF-R	MODANE - BV	ST JEAN DE MAURIENNE ARVAN - TR	28.00
France	SNCF-R	MODANE - FP	VENISSIEUX - FR	194.00
France	SNCF-R	PERPIGNAN - FI	VILLENEUVE LES AVIGNON - BV	257.00
France	SNCF-R	VILLENEUVE LES AVIGNON - BV	MERVANS - BV	358.00
France	SNCF-R	MERVANS - BV	WOIPPY - RL	354.00
France	SNCF-R	PERPIGNAN - FI	AVIGNON - BV	264.00
France	SNCF-R	SIBELIN TRIAGE - SN	MERVANS - BV	137.00
France	SNCF-R	CERBERE - BV	PERPIGNAN - EV	41.00
France	SNCF-R	PERPIGNAN - EV	VILLENEUVE LES AVIGNON - BV	257.00
France	SNCF-R	WOIPPY - RL	BETTEMBOURG (LU) - WL	41.00
France	SNCF-R	PERPIGNAN - FR	LA VOULTE-SUR-RHONE - P1	370.00
France	SNCF-R	LA VOULTE-SUR-RHONE - P1	GEVREY TRIAGE - FR	307.00
France	SNCF-R	GEVREY TRIAGE - FR	METZ SABLON - FM	269.00
France	SNCF-R	PERPIGNAN - FR	PORTES - BV	376.00
France	SNCF-R	PORTES - BV	GEVREY TRIAGE - FR	297.00
France	SNCF-R	SIBELIN TRIAGE - SN	AMBERIEU - FR	58.00
France	SNCF-R	AMBERIEU - FR	SAINT AVRE LA CHAMBRE - RL	146.00
France	SNCF-R	PERPIGNAN - FI	BEZIERS - TR	90.00
France	SNCF-R	BEZIERS - TR	AVIGNON FRET - FR	166.00
France	SNCF-R	AVIGNON FRET - FR	SIBELIN TRIAGE - SN	222.00
France	SNCF-R	BEZIERS - TR	VILLENEUVE LES AVIGNON - BV	167.00
France	SNCF-R	LA PLAINE (CH) - WS	SIBELIN TRIAGE - NS	155.00
France	SNCF-R	SIBELIN TRIAGE - NS	FOS GRAVELEAU (POSTE) - 00	328.00
France	SNCF-R	ST JEAN DE MAURIENNE ARVAN - TR	MODANE - BV	28.00
France	SNCF-R	ST JEAN DE MAURIENNE ARVAN - TR	SAINT MICHEL VALLOIRE - 00	12.00



France	SNCF-R	SAINT MICHEL VALLOIRE - 00	MODANE - BV	14.00
France	SNCF-R	SOMAIN - AP	VALENTON - GA	250.00
France	SNCF-R	VALENTON - GA	CHALON SUR SAONE - FI	375.00
France	SNCF-R	CHALON SUR SAONE - FI	VILLENEUVE LES AVIGNON - BV	358.00
France	SNCF-R	VILLENEUVE LES AVIGNON - BV	CERBERE IE - WE	298.00
France	SNCF-R	CHALON SUR SAONE - FI	AVIGNON - BV	356.00
France	SNCF-R	AVIGNON - BV	CERBERE IE - WE	299.00
France	SNCF-R	CHALON SUR SAONE - FI	SIBELIN TRIAGE - NS	136.00
France	SNCF-R	SIBELIN TRIAGE - NS	AVIGNON - BV	215.00
France	SNCF-R	VENISSIEUX - FR	MODANE - FI	194.00
France	SNCF-R	NARBONNE	TOULOUSE	147.00
Spain	LFP	Perpignan - Ent/Sort LGV	LIMITE ADIF - LFPSA	45.00
Spain	ADIF	Granollers	Portbou	137.60
Spain	ADIF	Cerbere	P.K.274,305(FRONTERA)	1.00
Spain	ADIF	P.K.274,305(FRONTERA)	Portbou	1.20
Spain	ADIF	P.K.274,305(FRONTERA)	Tres Camins	260.01
Spain	ADIF	Constantí	Portbou	275.80
Spain	ADIF	Tarragona	Portbou	251.50
Spain	ADIF	Tarragona	Figueres	237.34
Spain	ADIF	Figueres	Portbou	14.16
Spain	ADIF	Constantí	Tarragona	24.30
Spain	ADIF	Grisén	P.K.274,305(FRONTERA)	607.40
Spain	ADIF	Madrid-Abroñigal	Casetas	328.00
Spain	ADIF	Casetas	Tarragona	333.30
Spain	ADIF	Tarragona	P.K.274,305(FRONTERA)	252.60
Spain	ADIF	Almería	Linares-Baeza	240.60

Spain	ADIF	Murcia Cargas	Chinchilla	158.00
Spain	ADIF	Chinchilla	Silla	170.80
Spain	ADIF	Silla	P.K.274,305(FRONTERA)	519.40
Spain	ADIF	P.K.274,305(FRONTERA)	Silla	517.20
Spain	ADIF	Barcelona M.	Barcelona Can Tunis	4.50
Spain	ADIF	Barcelona Can Tunis	Figueres V.	153.80
Spain	ADIF	Figueres V.	Barcelona Can Tunis	155.50
Spain	ADIF	Figueres V.	Lim. Adif-TP Ferro	3.50
Spain	ADIF	Tarragona	Grisén	346.40
Spain	ADIF	Grisén	Vicálvaro Clasif.	299.80
Spain	ADIF	Silla	Tarragona	270.44
Spain	ADIF	Tarragona	Silla	269.49
Spain	ADIF	Grisén	Madrid-Abroñigal	315.81