



**Corridor Information Document Common
Texts and Structure**
Version 10
6 December 2017

RailNetEurope
Oelzeltgasse 3/8
AT-1030 Vienna

Phone: +43 1 907 62 72 00

Fax: +43 1 907 62 72 90

mailbox@rne.eu

www.rne.eu

Version Control

Version	Summary of changes	Date
1 st Draft by the Project Team		1 June 2011
1.0 Draft	Major review following consultation with the Network Statement Working Group and the Legal Matters WG. Two new chapters related to the legal character of the Corridor Statement and the next steps have been inserted.	5 July 2011
1.1Draft	Review derived from comments received from Corridors 1, 2, 6 and 7. Changes in: <ul style="list-style-type: none"> • Main document - Chapter 3 • Main document - Chapter 5 • Main document - Chapter 7 • Annex 1 – Chapter 5 moved to position 2 • Annex 1 – Chapter 7 • Annex 2 – Chapter 6.4 • Annex 3 – Chapter 1 • Annex 4 – Chapter 2 • Annex 4 – Chapter 3 • Annex 4 – Chapter 5 • Annex 5 – Chapter 6.1 • Annex 5 – Chapter 6.2 • Annex 5 – Chapter 6.3 	8 November 2011
1.1	GA approval	30 November 2011
1.2 Draft	Minor review made at the RNE Network Statement WG meeting. Change in: <ul style="list-style-type: none"> • Annex 4 – Chapter 3 	28 March 2012
1.2	GA approval	9 May 2012
1.3	Renaming of Document from “Corridor Statement Common Structure Specification” to “Corridor Information Document Common Structure “	5 December 2012
1.4 Draft	Review made at the RNE Network Statement WG meeting. Changes in: <ul style="list-style-type: none"> • Main document – New Chapter 10 • Annex 1 – New chapter 10 and 11 	28 March 2013
1.4	GA approval	16 May 2013
5 Draft	Review done by the CID SG. Changes in: <ul style="list-style-type: none"> • Main document - Chapter 5 • Main document - Chapter 11 deleted • Annex 1 – Chapter 2 • Annex 2 – Chapter 2.3.3 added • Annex 1 – Chapter 11 • Annex 2 – Chapter 3.6 renamed “Service Facilities” • Annex 2 – Chapters 3.6.1 to 3.6.10 added • Annex 2 – Chapter 3.7 renamed “Infrastructure Development” • Annex 2 – Chapter 3.8 deleted 	7 July 2014

	<ul style="list-style-type: none"> • Annex 2 – Changes to Chapter 5.2 – minimum Access Package • Annex 2 – Changes to Chapter 5.3 –Access to Services Facilities and supply of services • Annex 2 –Chapters 5.3.1 to5.3.8 replaced with 5.3.1 (5.3.1.1 to 5.3.1.9) to 5.3.2 (5.3.2.1 to 5.3.2.2) • Annex 2 – Changes to Chapter 5.4 – Additional services • Annex 2 – Changes to Chapter 5.4.1 to 5.4.99 • Annex 2 – Changes to Chapter 5.5 – Ancillary services • Annex 2 – Changes to Chapter 5.5.1 to 5.5.99 • Annex 2 – Changes to Chapter 6.1.2 to 6.1.3 • Annex 2 – Changes to Chapter 6.3.2 to 6.3.3 • Annex 2 –Chapter 6.4 – Financial Penalties and Incentives, and sections 6.4.1 to 6.4.4 added • Annex 2 – Chapters 6.5 to 6.7 renumbered • Annex 4 – Chapter 2 • Annex 4 – Chapters 3.1 to 3.8 added • Annex 4 – Chapters 5.1 to 5.2 added • Annex 4 – Chapters 6.1 to 6.6 added • Annex 5 – Chapters 2.1 to 2.5 added • Annex 5 – Chapter 3 renamed • Annex 5 – Chapters 4.1 to 4.8 added • Annex 5 – previous chapters 5.1 and 5.2 are now 4.8.1 and 4.8.2 	
5	GA approval	3 September 2014
6 Draft	<p>Review done by the CID SG. Changes in:</p> <p>Main document – 2 Specification Objective Main document – 10 Terminal information Annex 1 – Chapter 6 Legal Framework Annex 1 – Chapter 10 IT Tools Annex 1 – Chapter 11 Glossary and Abbreviations Annex 1 – Chapter 11 (new) Corridor Language Annex 1 – Annexes Annex 2 – 2.2.1 Conditions for applying for capacity Annex 2 – 2.2.2 Conditions for access to the railway infrastructure Annex 2 – 2.3.2 Contracts with RUs Annex 2 – 2.3.3 Contracts with non-RU Applicants Annex 2 – 3.6.6 Other Technical Facilities, including cleaning and washing facilities Annex 2 – 3.6.9 Refuelling facilities Annex 2 – Annexes</p>	9 April 2015

	<p>Annex 2 – Suggestions for the publishing of Book2</p> <p>Annex 3 – Terminal Details</p> <p>Annex 3 – Annexes</p> <p>Annex 4 – 3.3.1 PaPs for Annual Timetable</p> <p>Annex 4 – 3.3.2 Late Path Requests</p> <p>Annex 4 – 3.3.3 Reserve Capacity</p> <p>Annex 4 – 3.3.4 Feeder, Outflow and Connecting Paths</p> <p>Annex 4 – 3.6 Request for Changes</p> <p>Annex 4 – 3.6.1 Modification</p> <p>Annex 4 – 3.6.2 Withdrawal</p> <p>Annex 4 – 3.6.3 Transfer of Capacity</p> <p>Annex 4 – 3.6.4 Cancellation</p> <p>Annex 4 – 3.6.5 Non-Usage</p> <p>Annex 4 – 3.3.5 Multiple Corridor Paths</p> <p>Annex 4 – 3.5.1 Leading tool for the handling of capacity requests</p> <p>Annex 4 – 3.5.2 Path Request Phase (annual timetabling process)</p> <p>Annex 4 – 3.5.3 Priority Rules in Capacity Allocation</p> <p>Annex 4 – 3.5.4 Handling of Unused PaPs at X-7.5</p> <p>Annex 4 – 3.5.5 Path Elaboration Phase (including tailor-made and f/o), Draft Offer and Acceptance Phases</p> <p>Annex 4 – 3.5.6 Final Offer Phase</p> <p>Annex 4 – 3.5.7 Late Path Request Phase</p> <p>Annex 4 – 3.5.8 Ad-Hoc Path Request Phase</p> <p>Annex 4 – 3.5.9 Exceptional Transports and Dangerous Goods</p> <p>Annex 4 – 3.9 Appealing Procedure</p> <p>Annex 4 – Annexes</p> <p>Annex 5 – 6.2 Deployment Plan</p> <p>Annex 5 – Annexes</p>	
	GA approval	6 May 2015
7 Draft	<p>In April 2015, RNE started a project called <i>RFC Management in Overlapping Sections</i>. Work Package 1 of this project dealt with the Corridor Information Document. The final deliverable of this WP was finalised in October 2015. The final recommendations are included in this Common Structure.</p> <p>Changes in:</p> <p>Annex 1 – 3 Corridor Description</p> <p>Annex 3 – 2 Terminal Overview</p> <p>Annex 3 – 3 Terminal Details</p> <p>Annex 4 – 3.5.10 Overlapping Sections</p> <p>Annex 4 – 4 Coordination of Works and possessions</p> <p>Annex 5 – 2 Corridor Description</p> <p>Annex 5 – 2.1 Key Parameters of Corridor Lines</p>	

	<p>Annex 5 – 2.2 Connections with Other Corridors Annex 5 – 2.3 Corridor Terminals Annex 5 – 2.4 Bottlenecks Annex 5 – 3 Essential Elements of the Transport Market Study Annex 5 – 6.1 List of projects</p>	
	GA approval	3 December 2015
8 Draft	<p>2 Specification Objective 3 Corridor Information Document Main Structure 5 Publication and Updating Process 6 Corridor Information Document Language 7 The preparation process 9 Connected documents Annex 1 – Glossary Annex 1 – 10. IT tools Annex 2 Annex 4 – 3.3.5 Multiple Corridor Paths Annex 4- 3.5.2 Path Request Phase (annual timetabling process) Annex 4 – 3.5.5 Path Elaboration Phase (including tailor-made and f/o), Draft Offer and Acceptance Phases Annex 4 – 4 Coordination of planned temporary capacity restrictions (TCRs) Annex 4 – 5.1 Border Section Information Annex 4 – 5.1.1 Border Crossing Annex 4 – 5.1.2 Traffic Management Annex 4 – 5.2 Priority rules in Traffic Management Annex 4 – 5.3 Traffic Management in the Event of Disturbance Annex 4 – 5.3.1 Generalities Annex 4 – 5.3.2 Communication Annex 4 – 5.3.3 Operational scenario on border in of the event of disturbance Annex 4 – 5.4 Traffic Restrictions Annex 4 – 5.5 Dangerous Goods Annex 4 – 5.6 Exceptional Transport Annex 5 – 4.1 Coordination of planned temporary capacity restrictions Annex 5 – 4.8.1 Performance Monitoring Report Annex 5 – 4.8.2 User Satisfaction Survey Annex 5 – 6.2 Deployment Plan Annex 5 – 6.3 Capacity Management Plan</p>	9 March 2016
	GA approval	21 April 2016
9 Draft	<p>7 The preparation process NEW 11 Harmonisation of content of the CID Annex 1 – Glossary Annex 2 – 2 Network Statement Excerpt NEW Annex 2.1 Complete revision and renewal of Annex 4 NEW Annex 4.1</p>	

	GA approval	8 December 2016
10 Draft	<p>Title</p> <p>Chapter 2 Specification Objective</p> <p>Chapter 3 Corridor Information Document Main Structure</p> <p>Chapter 4 Proposed Content for the Five Books</p> <p>Chapter 5 Publication and updating process</p> <p>Chapter 6 Corridor Information Document Language</p> <p>Chapter 7 The preparation process</p> <p>Chapter 8 Legal Character of the Corridor Information Document</p> <p>Chapter 11 Harmonisation of the contents of the CID</p> <p>Complete revision of Annex 1 (Harmonised Book 1)</p> <p>Addition of Annex 1.1. Harmonised Book 1</p> <p>Complete revision of Annex 2 (Harmonised Book 2)</p> <p>Addition of Annex 2.1. Harmonised Book 2</p> <p>Amendments to Annex 2.2. in line with the amendments to the RNE Network Statement Common Structure</p> <p>Update of Annex 4</p> <p>Update of Annex 4.1 Harmonised Book 4</p>	
	GA approval	6 December 2017

Contents

1. Context	8
2. Specification Objective.....	8
3. Corridor Information Document Main Structure	9
4. Proposed Content for the Five Books.....	9
5. Publication and updating process	9
6. Corridor Information Document Language	10
7. The preparation process	10
8. Legal Character of the Corridor Information Document	12
9. Connected documents	12
10. Terminal Information	12
11. Harmonisation of the contents of the CID	13
Annex 1 - Proposed content for “Book 1 – Generalities”	15
Annex 2 - Proposed content for “Book 2 – Network Statement Excerpts”	18
Annex 3 - Proposed content for “Book 3 – Terminal Description”	20
Annex 4 - Proposed content for “Book 4 – Procedures for Capacity and Traffic Management”	22
Annex 5 - Proposed content for “Book 5 – Implementation Plan”	31

1. Context

Regulation (EU) No 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight (hereinafter: Regulation) was adopted on 22 September 2010. In its Annex the final deadline for establishing Rail Freight Corridors was determined: for corridors 1, 2, 4, 6, 7 and 9 the establishment date was 10 November 2013; for corridors 3, 5 and 8 the establishment date was 10 November 2015.

In Article 18, the Regulation refers to a document that should be drawn up, published and regularly updated by the Management Board of the given Rail Freight Corridor.

This document should contain:

- » all the information in relation with the Rail Freight Corridor contained in the national network statements
- » information on Terminals
- » information on capacity allocation (C-OSS operation) and traffic management, also in the event of disturbance
- » the implementation plan that contains:
 1. the characteristics of the Rail Freight Corridor
 2. the essential elements of the transport market study that should be carried out on a regular basis
 3. the objectives for the Rail Freight Corridor
 4. the investment plan described in the Regulation
 5. measures to implement the provisions for co-ordination of work, capacity allocation (C-OSS), traffic management, etc.

2. Specification Objective

The objective of this specification is to offer guidelines for the expected content, organisation and other information useful for the production of the Corridor Information Document (CID).

The aim is for Applicants to get access to similar documents along different corridors and in principle, as in the case of the national Network Statements, to find the same information at the same place in each one.

The key clients of this specification are the Corridor Management organisations who are responsible for producing the CID. This specification is meant to facilitate the production process of the CID and also to allow the adoption of a common structure and common texts along all Rail Freight Corridors that leads to comparable and structured information – this is particularly important for IMs concerned by more than one corridor.

It is a well-known fact that in Europe the framework for Infrastructure Management activities can vary substantially from country to country. On the other hand, Regulation 913/2010 leaves some degree of flexibility for the corridor organisations to select the level of information included in the CID. The objective of this specification is to provide a “wide-format” solution for the CID that allows an easy integration of information, whilst opening perspectives but not imposing the inclusion of undesired content, as determined by the corridor organisations. It follows the logic of the Network Statement specification, where the RNE Common Structure specification is largely respected but not all IMs choose to use the totality of the described chapters.

It is to be expected that experiences derived from the operation of the Corridors will lead to the identification of new content for the CID. The flexibility of the CID specification is designed to accommodate those future developments. Nevertheless, this specification shall require regular updating in order to better adjust to market needs.

3. Corridor Information Document Main Structure

Considering the specificity and independence of the CID key contents, it is recommended to divide the CID into several books in order to facilitate the organisation and updating of the information and to allow the adoption of chapter numbering starting from 1; this is particularly important for the Network Statement Excerpts, where a direct relation with the national Network Statement is advantageous.

The proposed main structure for the CID for the working timetabling year Y is:

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

The CID is a single document and therefore all five books should be considered as integrated. However, the five books may have different updating needs.

Book 1 is the only one not directly referred to in the Regulation. Its key purpose is the management of all the content included in the other four books and to provide the reader with an efficient guide for the consultation of the CID information.

If a chapter (up to the 4th level) is not applicable on an RFC, it shall be clearly stated in its CID in the chapter concerned. In this way, the provision of information is more transparent from the applicants' point of view, and compliance with this CID CS can be promoted to a full extent.

4. Proposed Content for the Five Books

The proposed content for “Book 1 – Generalities” is presented in Annex 1 and 1.1.

The proposed content for “Book 2 – Network Statement Excerpts” is presented in Annex 2, 2.1 and 2.2

The proposed content for “Book 3 – Terminal Description” is presented in Annex 3.

The proposed content for “Book 4 – Procedures for Capacity and Traffic Management” is presented in Annex 4 and 4.1.

The proposed content for “Book 5 – Implementation Plan” is presented in Annex 5.

5. Publication and updating process

Unlike with the Network Statement, there is no need for a consultation process for the CID. Therefore, any change in the CID can be immediately published. However, it must be noted that both the Network Statement and the Implementation Plan have specific consultation processes.

It is recommended to synchronise the CID's annual publication date with the Network Statement, which is published one month earlier (in December). Therefore, the CID for the timetabling year Y shall be published by the 2nd Monday of January of the year Y-1 (the same date as the publication of the pre-arranged train paths). This is meant to minimise the impact on the production of the Network Statement and allow for the compilation and translation of the related corridor information.

It is recommended to carry out a parallel publication/updating for the CID every year – one for the timetabling year Y and the second for the timetabling year Y-1, as with the Network Statement process.

All Books of the CID can be updated when necessary according to:

1. changes in the rules and deadlines of capacity allocation process,
2. changes in the railway infrastructure of the member states,
3. changes in services provided by the involved IMs,
4. changes in charges set by the member states,
5. etc.

6. Corridor Information Document Language

The CID is an international document and therefore its original version shall be in the English language.

It is recommended that the English version should prevail over all other translations in case of inconsistencies. In case of inconsistencies between the English and the translated version, if existent, the English version of the CID always prevails. (Any deviations from the above will be indicated separately.)

7. The preparation process

The Regulation states that the CID should be drawn up, published and regularly updated by the Management Board of the Rail Freight Corridor. However, in some cases data will be produced by the national Infrastructure Manager or Capacity Allocation Body concerned, while other documents should be prepared internationally by the Management Board itself as an entity. The table below presents – for each Book – the entity that is responsible for the production and delivery of the content to the Corridor Management Board.

Book	Corridor organisation	Infrastructure Manager or Allocation Body	Others, e.g. Terminal Owners
Book 1 – Generalities	X		
Book 2 – Network Statement Excerpts		X	
Book 3 – Terminal Description		X	X
Book 4 – Procedures for Capacity and Traffic Management	X		
Book 5 – Implementation Plan	X		

It is recommended that the Corridor Management Board should designate a person in charge of writing and generally handling the management of the CID.

This person will carry out the following tasks:

- Define the overall yearly work programme for the CID production/updating.
- Ensure that all information suppliers comply with the requirements, in terms of timescale and quality, including the translation. This will include a clear definition of responsibilities for the information.

- Provide a contact point for information suppliers to update any relevant data, and keep a registry of it.
- Initiate the yearly work programme updates, when necessary.
- Undertake the final document review in terms of the consistency of content (including the provided translations) and graphical presentation.

In the case of Book 2 (and potentially Book 3), the corridor organisation is particularly dependent on the information produced by the IMs/ABs, namely the national Network Statements. It is recommended to set up a formal process between the corridor organisation and the IMs/ABs.

The key stages for Book 2 (and potentially Book 3) are:

1. Agreement on the document template and content/data format (following this specification as closely as possible)
2. Submission of the required content in the English language by the IMs/ABs
3. Compilation and review of the information by the corridor organisation
4. Resolution of issues (e.g. doubts / errors / claims / inconsistencies) with the IMs/ABs
5. Final publication of the book.

The detailed process for Book 2 is step-by-step as follows:

1. Short-term solution

- i. A harmonised template shall be used as defined in Annex 2.1.
- ii. The harmonised template will be stored on an online platform called CMS, which is provided by RNE.
- iii. Each IM/AB, which is involved in an RFC, shall fill in the template and upload it to the CMS within 5 calendar days after the X-12 deadline. However, if the English version of the NS is not available by that time, the IM/AB concerned shall provide a link to the RNE NS published in its national language. As soon as the English language version is available, the IM/AB concerned has to change the link to the English version.

One single file shall be used by each IM/AB. The template includes all chapters as defined in the RNE NS Common Structure. However, if an IM's NS includes additional chapters, it can add this information as a table footnote in order to provide a complete overview of its NS.

Information and legend for filling in the template are described in Annex 2, Chapter 2 of this RNE CID Common Structure.

- iv. The RFCs will download the harmonised template from CMS and select their IMs/ABs from it in order to prepare the table for their CID Book 2.
- v. If the NS has been updated and the update has an impact on the content of the template / the missing English-language NS is available, the IM/AB concerned has to update the template immediately and inform the RFCs in which it is involved immediately. This will enable the RFCs to keep the Book 2 up-to-date.

It is the IMs/ABs' sole responsibility to fill in the harmonised template, upload it to CMS by the given deadline and keep it up-to-date.

The IMs/ABs, within the framework of the above process, are the IMs/ABs' representatives in the RNE NS and CID WG. Of course, the IMs/ABs will make an internal decision about who actually has to fulfil this task. However, it is recommended that the main contact person should be the NS WG

and CID representative. It is important to establish this link between the IM/AB and RFC representatives of the RNE NS and CID WG due to the joint meetings as well, because the IM/AB members can act as facilitators of the process. In case of outdated, inconsistent or incorrect information in the template / if the template has not been filled in by the given deadline / if the English-language version of the NS is not available, the RFCs may contact the members of IM/AB members of the RNE NS and CID WG concerned. If an IM/AB involved in an RFC is not a Member of RNE, the RFC concerned shall approach the IM/AB concerned in order to gather the necessary information for the template.

2. Medium or long-term solution: IT tool

The development of a content management system will be investigated by RNE with a project team consisting of members of the RNE NS and CID WG. It will aim to facilitate the analysis and comparison of the various NSs and CIDs with advanced filtering functions. It is recommended to investigate, in this project, if and how this system could replace or generate the above template.

It is also recommended to investigate the potential synergies between the template, the above-mentioned IT tool once it has gone live and the Corridor Information Platform.

RNE has produced an English-language *Glossary of terms related to network statements* (available on the RNE website under http://www.rne.eu/ns_glossary) that can be used by all information providers who are under the obligation to deliver English texts.

8. Legal Character of the Corridor Information Document

This CID is drawn up, regularly updated and published in accordance with Article 18 of Regulation 913/2010 regarding information on the conditions of use of the freight corridor. By applying for capacity on the corridor the applicants accept the provisions of Book 4 of CID. Parts of this CID may be incorporated in 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 Network Statements or any external sites referred to by this publication (links) is declined.

9. Connected documents

Given the complexity and size of the CID, there might be advantages in producing smaller associated documents that can provide information in a more focused manner. Examples of these are the former RNE Corridor Brochures.

10. Terminal Information

At Book 3 – Terminals, the RFCs will have two basic options: either describe the terminals' detailed information inside it – considering the data structure provided in this specification, or provide a cross-link to the website of the Terminal Manager.

If the preferred option is the cross-link, and the Terminals have not yet published the required information on their website, then the RFC can suggest a template for it.

In support of this RFC action, this RNE specification presents a harmonised template that is meant to comply with the EU legislation. Its structure respects the logic of the Network Statements, but in a much simplified manner, adjusted to the Terminals' context.

RNE suggests that the Terminals use the reference “Information Related to RFCs” in their web-site. The proposed structure for this information is presented in the table below:

Information Related to RFCs		
Number of chapter	Heading text	Illustration of the expected information
	VERSION CONTROL	All previous versions of this information should be identified, together with a short description of the changes.
	TABLE OF CONTENTS	
1	General information	<ol style="list-style-type: none"> 1. Name of terminal, address, how to find the terminal 2. Terminal xx is part of RFC No. X,Y, Z 3. Terminal owner (name, address, contact) 4. Terminal operator (name, address, contact) 5. Terminal character (factory siding, intermodal –rail/ road/ water...)
2	Access conditions	<ol style="list-style-type: none"> 1. Open access for all market players (RU, forwarder, logistic provider...): Yes / No / Partly (= under special conditions) 2. Legal requirements (contract, certificates, insurance...) 3. Technical conditions (type of handled intermodal units- ISO containers/ continental containers/ trailers/swap bodies/RoLa/ tanks, max. weight/ length of trains/ shipments, allowed RID classes...)
3	Terminal description	<ol style="list-style-type: none"> 1. Number and length of tracks 2. Storing capacity (m²) 3. Equipment (cranes, ramps, stackers...) 4. Equipment capacity – e.g. XX units per hour 5. Connection to main railway infrastructure (name of connecting railway station, agreed timetabling for service trains if exists, ...) 6. Technical map of terminal (position of tracks, siding areas...)
4	Capacity allocation	<ol style="list-style-type: none"> 1. Process description 2. Booking forms, time limits for booking, cancellation conditions, special requirements...
5	Services	<ol style="list-style-type: none"> 1. List of provided services (storage, unloading, refuelling, maintenance) 2. Operating times (terminal / particular services)
6	Charging	<ol style="list-style-type: none"> 1. Price list 2. Payment conditions (billing arrangements)

11. Harmonisation of the contents of the CID

In 2016, the next stage of the harmonisation of the various CIDs started when a common template and process were elaborated for Book 2 and harmonised texts were delivered for Book 4 by dedicated task forces under the RNE umbrella. It was followed by the complete harmonisation of Book 1 and Book 2 in 2017.

As not all processes have been harmonised across the corridors, the harmonised Book 1, Book 2 and Book 4 shall also show regard for the specificities of the corridors. For ease of understanding and to respect the particularities of some corridors, common procedures are always written at the beginning of a chapter. The particularities of the corridor shall be placed under the common texts and marked as shown below.

Corridor [Corridor Name] Specificities
The corridor-specific parts are displayed in this frame.

The texts written in the pre-defined text boxes are distinguished by letter type as follows. The texts that are written in italics in the corridor-specific text boxes shall be used by the corridor if applicable to it, while the texts that are not written in italics include instructions/recommendations as regards what information shall be written there by the corridor itself.

The corridors are asked to update the common parts of their CID Book 1, Book 2 and Book 4 every time that the common CID Book 1, Book 2 and Book 4 have been updated. No further updates in the common parts are recommended. The update of the corridor-specific parts depends solely on the individual corridors.

List of harmonised Books:

- Harmonised Book 1 - Generalities - Annex 1.1.
- Harmonised Book 2 - Network Statement Excerpts - Annex 2.1.
- Harmonised template for Book 2 - Network Statement Excerpts - Annex 2.2.
- Harmonised Book 4 - Procedure for Capacity and Traffic Management – Annex 4.1.

Annex 1 - Proposed content for “Book 1 – Generalities”

Harmonised texts for this chapter can be found in Annex 1.1.

Book 1 – Generalities		
Number of chapter / subchapter	Heading text	Implementation guide
2017	Version Control	All previous versions of the Book 1 of the Corridor Information Document (CID) for the timetable year concerned shall be identified, together with a short description of the changes, and by clearly distinguishing the changes to the common parts and to the corridor-specific parts. It is recommended to display the changes to Book 1 compared to the previous timetable year in the first row of the version control table.
	Table of contents	
Removed from previous Chapter 11 in Book 1 2016 2017	Glossary	Refer to the RNE NS Glossary, which is annually updated. It will ensure that the terminologies are harmonised across all RFCs. http://www.rne.eu/organisation/network-statements/ Provide a list of abbreviations of the most frequently used ones.
1 2017	Introduction	State the purpose of Regulation (EU) 913/2010 and the corridors. Provide a schematic map of the RFC network by using the map on the RNE website: http://www.rne.eu/rail-freight-corridors/rail-freight-corridors-general-information/ Summarise the key strategic objectives pursued by the creation of the corridors. Provide a brief description of the governance structure of the corridor and the designation of a Corridor One-Stop-Shop. State the purpose of the CID.
2 2017	Structure of the CID	Explain the structure of the CID and the content of the various books. Include the following statement: “ <i>This CID applies the RNE CID Common Structure so that all applicants can access similar documents along different corridors and in principle, as is the case with national NSs, find the same information at the same place in each one.</i> ”

		Make a reference to the harmonised Books.
3 2017	Corridor description	<p>Provide definitions for the different types of corridor lines as listed below:</p> <ul style="list-style-type: none"> - principal routes, - diversionary routes, - connecting lines, - expected lines. <p>Provide a schematic map overview of the corridor including the</p> <ul style="list-style-type: none"> - principal routes, - diversionary routes - - expected lines. <p>This schematic map overview shall be general, as the detailed characteristics will be presented in Book 2 – Network Statement Excerpts and Book 5 – Implementation Plan.</p> <p>The managing entities (IMs/ABs or other RFCs) shall also be named on this map.</p>
4 2017	Corridor organisation	Provide a description of the corridor organisation, including its aims, mission, organigram, legal form, working groups.
5 2017	Contacts	Provide the relevant contacts in the corridor organisation.
6 2017	Legal framework	
6.1 2017	EU legal framework (excerpt)	List the main EU legislation to be considered by applicants.
6.2 2017	Framework for Capacity Allocation (FCA)	Refer to the Framework for Capacity Allocation as mentioned in Regulation 913/2010 - Article 14.1.
6.3 2017	Other	Refer to Book 2 for the remaining applicable legislation and regulations.
7	Legal status	Describe the legal status of the CID as written in section 8 Legal Character of the Corridor Information Document of this document.

8	Validity period and updating process	
8.1 2017	Validity period	State for which timetable period the CID is valid.
8.2 2017	Updating process	Describe how the CID is updated.
9 2017	Publishing	Describe where and how the CID is published.
10 2016 2017	IT tools	Refer to the use of common IT tools used by the corridors and their customers, provided by RNE.
10.1 2017	Path Coordination System (PCS)	Describe the main functions of the PCS. Add a cross-reference to the RNE website as well: http://pcs.rne.eu/
10.2 2017	Train Information System (TIS)	Describe the main functions of the TIS. Add a cross-reference to the RNE website as well: http://tis.rne.eu/
10.3 2017	Charging Information System (CIS)	Describe the main functions of the CIS. Add a cross-reference to the RNE website as well: http://cis.rne.eu/
10.4 2017	Customer Information Platform (CIP)	Describe the main functions of the CIP. Add a cross-reference to the RNE website as well: http://cip.rne.eu/
11 2017	Corridor language	Define for each of the corridor processes (CID, C-OSS, IT tools, etc.) which languages apply and which the leading language is.
	Annexes	Annexes shall be numbered according to the following criterion: The Book name shall be reproduced in the Annex title, using then a sequential letter. Example: Annex 4.A Priority Rules

Annex 2 - Proposed content for “Book 2 – Network Statement Excerpts”

Harmonised texts for this chapter can be found in Annex 2.1.

Number of chapter / subchapter	Heading text	Implementation guide
2017	Version control	All previous versions of the CID Book 2 shall be identified, together with a short description of the changes in the relevant timetabling year, and by clearly distinguishing the changes to the common parts and to the corridor-specific parts. It is recommended to display the changes to Book 2 compared to the previous timetable year in the first row of the version control table.
	Table of contents	
1 2017	Introduction	Refer to the NSs of the IMs involved in the corridor.
2 2017	Objective	Describe the objective of Book 2. Fulfilment of Regulation 913/2010 Art. 18 a)
3 2016 2017	NS excerpts	<p>Briefly describe the structure of the NS excerpts and make a reference to the RNE Network Statement Common Structure.</p> <p>An overview per Network Statement and per chapter and sub-chapter is provided here.</p> <p>It is recommended to use a common template for the Network Statement Excerpts (Annex 2.2 of this RNE CID Common Structure).</p> <p>The structure of this common template is as follows: Top: General link to the English-language and to the national language NS Column 1: Number of chapter or sub-chapter of the RNE NS Common Structure Column 2: Heading of the chapter or sub-chapter of the RNE NS Common Structure Column 3, 4, 5, etc.: A column is dedicated to each NS, which includes the following information: - If the content exists and its location coincides with the RNE NS CS, then insert a “check mark”, - If the content does not exist, then insert a “cross”,</p>

		<p>- If the content exists but in a different chapter, then insert the number of actual chapter.</p> <p>For example:</p> <table border="1" data-bbox="718 376 1441 609"> <tr> <td data-bbox="718 376 853 450">✓</td> <td data-bbox="853 376 1441 450">Content exists (direct link to relevant chapter is optional)</td> </tr> <tr> <td data-bbox="718 450 853 501">X</td> <td data-bbox="853 450 1441 501">Content does not exist</td> </tr> <tr> <td data-bbox="718 501 853 609">5.3.5</td> <td data-bbox="853 501 1441 609">Content exists in this other chapter of the NS (direct link to relevant chapter is optional)</td> </tr> </table> <p>This table may also include links that lead to the corresponding pages in the English versions of the NSs. It shall be the long-term goal of all IMs to apply this approach.</p> <p>In the special case of chapters 5.3.2.2, 5.4.4 and 5.5.6, which correspond to all other service categories that are not standard, please include all the applicable chapter numbers.</p> <p>If an IM's NS includes additional chapters, it can add this information as a table footnote in order to provide a complete overview of its NS.</p> <p>The last date of update is the last date when the IM/AB concerned updated the information in the table.</p>	✓	Content exists (direct link to relevant chapter is optional)	X	Content does not exist	5.3.5	Content exists in this other chapter of the NS (direct link to relevant chapter is optional)
✓	Content exists (direct link to relevant chapter is optional)							
X	Content does not exist							
5.3.5	Content exists in this other chapter of the NS (direct link to relevant chapter is optional)							

Annex 3 - Proposed content for “Book 3 – Terminal Description”

Book 3 – Terminal Description		
Number of chapter / subchapter	Heading text	Implementation guide
	VERSION CONTROL	All previous versions of Book 3 should be identified together with a short description of the changes in the relevant timetabling year.
	TABLE OF CONTENTS	
1	Introduction	State the purpose of the Terminal Description Book. Include a more extended definition of “Terminal” (in relation to the Regulation 913/2010 – Article 2.2.c) and present the criteria adopted. Refer how to become a member of the Terminal Advisory Group.
2 2015	Terminal Overview	Provide a global overview of the existing Terminals, that shall include: a) A map of the Corridor with the highlighted location of all Terminals b) A table with the summary of the key features of each Terminal, namely: » Location » Type of services provided » Owner/Operator » Contacts It is recommended that corridors with overlapping sections should request information from terminals jointly in order to ensure that information on the same terminals is identical everywhere.
3 2015	Terminal Details	If the RFC decides to present detailed characterisation of the Terminals, then use the common template presented in this specification. This shall include: a) A map of the Corridor with the individual location of the Terminal b) A general layout of the Terminal c) A definition of the available services d) Information on the applicable prices (either the concrete prices or how to obtain them) e) Information on the opening times f) Information on how to request the services g) Owner contacts

Book 3 – Terminal Description		
Number of chapter / subchapter	Heading text	Implementation guide
		<p>If there is a “Terminal Statement” for the Terminal then include the link.</p> <p>It is recommended that corridors with overlapping sections should request information from terminals jointly in order to ensure that information on the same terminals is identical everywhere.</p>
<p>2015</p>	Annexes	<p>Annexes shall be numbered according to the following criterion: The Book name shall be reproduced in the Annex title, using then a sequential letter. Example: Annex 4.A Priority Rules</p>

Annex 4 - Proposed content for “Book 4 – Procedures for Capacity and Traffic Management”

Harmonised texts for this chapter can be found in Annex 4.1.

Book 4 – Procedures for Capacity and Traffic Management		
Number of chapter / subchapter	Heading text	Implementation guide
2016	Version control	All previous versions of Book 4 should be identified, together with a short description of the changes in the relevant timetabling year. It is recommended to clearly mark in the version control table if the common part (harmonised text) or the RFC-specific part (RFC-specific text) has been amended.
	Table of contents	
1 2016	Introduction	<p>State the purpose of the Procedures for Capacity and Traffic Management Book.</p> <p>Explain the use and display of harmonised and RFC-specific texts. The RFC-specific parts shall be displayed in a frame:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p style="text-align: center;">Corridor [Corridor Name] Specificities</p> </div> <p>RFC-specific text</p>
2 2016	Corridor OSS	Describe the C-OSS functions and procedures (including information on how applicants can find the path catalogue / reserve capacity) [Reg. 913/2010 - Article 13].
2.1 2016	Function	Describe the role of the C-OSS in the allocation process by the corridor.
2.2 2016	Contact	Describe how the C-OSS can be reached.
2.3 2016	Corridor language	Describe the official language for all correspondence with the C-OSS.
2.4 2016	Tasks of the C-OSS	Describe precisely the tasks that the C-OSS executes in the timetabling process.
2.4.1	Path register	Describe the function, the information provided and the modalities to request access to the path register.

2016		
2.5 2016	Tool	Describe the mandatory tool for requesting capacity from / through the C-OSS.
3 2016	Capacity allocation	Describe who is responsible for the allocation of PaPs, feeder sections and outflow sections. Make a reference to the necessity for network access contracts.
3.1 2016	Framework for capacity allocation	Describe the Corridor Framework for the allocation of capacity according to Reg. 913/2010 - Art.14.1.
3.2 2016	Applicants	Describe the conditions applicable to applicants [Reg. 913/2010 - Article 15].
3.3 2016	Requirements for requesting capacity	Describe the conditions that apply for correctly placing a request for capacity from / through the C-OSS.
3.4 2016	Annual timetable phase	
3.4.1 2016	Products	
3.4.1.1 2016	PaPs	Explain the PaP concept.
3.4.1.2 2016	Schematic corridor map	Add a schematic corridor map here and indicate the PaP sections.
3.4.1.3 2016	Features of PaPs	Describe the different PaP types (Fix PaP and Flex PaP).
3.4.1.4 2016	Multiple corridor paths	Describe how PaPs are harmonised with, and treated by other corridors.
3.4.1.5 2016	PaPs on overlapping sections	Describe the process of offering PaPs on overlapping sections involving at least two RFCs.
3.4.1.6 2016	Feeder and outflow and tailor-made paths	Describe the possibility to add feeder, outflow and tailor-made paths to the PaP request.
3.4.2 2016	Handling of requests	Describe the handling of requests by the C-OSS.
3.4.2.1 2016	Leading tool for the handling of capacity requests	Explain, for each step of the process, the leading tool used to handle capacity requests.

3.4.2.2 2016	Check of the applications	Describe the checking and handling of the applications by the C-OSS.
3.4.3 2016	Pre-booking phase	Describe the process of the pre-booking phase.
3.4.3.1 2016	Priority rules in capacity allocation	Explain the priority rules applied in the capacity allocation in case of conflicting requests.
3.4.3.2 2016	Network PaP	Explain the use of Network PaPs.
3.4.3.3 2016	Priority rule in case no Network PaP is involved	Describe the formula for the priority rule applied in case no Network PaP is involved in the conflicting requests.
3.4.3.4 2016	Priority rule if a Network PaP is involved in at least one of the conflicting requests	Describe the formula for the priority rule applied if a Network PaP is involved in at least one of the conflicting requests.
3.4.3.5 2016	Random selection	Describe the process for random selection in case the conflict cannot be solved by the priority rules.
3.4.3.6 2016	Special cases and their treatment	Provide information about special cases involving requests, such as division of continuous offer into shares and conflicts on overlapping sections; explain how they will be treated.
3.4.3.7 2016 2017	Result of pre-booking	Describe the process leading to the result of the pre-booking.
3.4.3.8 2016	Handling of non-requested PaPs	Describe what will happen with non-requested PaPs on an RFC.
3.4.4 2017	Path elaboration phase	
3.4.4.1 2017	Preparation of the (draft) offer	Describe the elaboration of the draft offer
3.4.4.2 2016 2017	Draft offer	Describe the process for the draft offer by C-OSS.
3.4.4.3 2016 2017	Observations	Describe the process and rules for observation.

<p>3.4.4.4</p> <p>2016</p> <p>2017</p>	<p>Final offer</p>	<p>Describe the process for the final offer by the C-OSS.</p>
<p>3.5</p> <p>2016</p>	<p>Late path request phase</p>	<p>Describe the time frame for this timetable phase.</p>
<p>3.5.1</p> <p>2016</p>	<p>Products</p>	<p>Describe the different products that apply to this allocation phase.</p>
<p>3.5.1.1</p> <p>2016</p>	<p>Multiple corridor paths</p>	<p>Describe how late paths are harmonised with, and treated by other corridors.</p>
<p>3.5.1.2</p> <p>2016</p>	<p>Late paths on overlapping sections</p>	<p>Describe the process for offering late paths on overlapping sections with at least two RFCs.</p>
<p>3.5.2</p> <p>2016</p>	<p>Handling of requests</p>	<p>Describe the handling of requests by the C-OSS.</p>
<p>3.5.2.1</p> <p>2016</p>	<p>Leading tool for late path requests</p>	<p>Explain for each step of the process the leading tool used to handle capacity requests.</p>
<p>3.5.2.2</p> <p>2016</p>	<p>Check of the applications</p>	<p>Describe the checking and handling of the applications by the C-OSS.</p>
<p>3.5.3</p> <p>2016</p> <p>2017</p>	<p>Pre-booking</p>	<p>Describe the process for the pre-booking phase.</p>
<p>3.5.4</p> <p>2017</p>	<p>Path elaboration</p>	
<p>3.5.4.1</p> <p>2017</p>	<p>Draft offer</p>	<p>Describe the process for the draft offer by C-OSS.</p>
<p>3.5.4.2</p> <p>2017</p>	<p>Observations</p>	<p>Describe the process and rules for observation.</p>
<p>3.5.5</p> <p>2017</p>	<p>Final offer</p>	<p>Describe the process for the final offer by the C-OSS.</p>
<p>3.5.3.1</p> <p>2016</p>	<p>Priority rule</p>	<p>Explain the priority rule applied in the capacity allocation for the late path request phase.</p>
<p>3.5.3.2</p> <p>2016</p>	<p>Offer</p>	<p>Describe the process for the submission of the offer by the C-OSS and its acceptance / rejection by the applicant.</p>

3.6 2016	Ad-hoc path request phase	
3.6.1 2016	Product	
3.6.1.1 2016	Reserve capacity	Describe the different product types for RC.
3.6.1.2 2016	Multiple corridor paths	Describe the possibility to submit capacity requests which cover more than one rail freight corridor.
3.6.1.3 2016 2017	Reserve capacity on overlapping sections	Describe the process for offering RC on overlapping sections involving at least two RFCs.
3.6.1.4 2016	Feeder and outflow and tailor-made paths	Describe the possibility to add feeder, outflow and tailor-made paths to the RC request.
3.6.2 2016	Handling of requests	Describe the handling of requests by the C-OSS.
3.6.2.1 2016	Leading tool for ad hoc requests	Explain for each step of the process the leading tool for the handling of capacity requests.
3.6.2.2 2016	Check of the applications	Describe the check and handling of the applications by the C-OSS.
3.6.3 2016 2017	Pre-booking	Describes the process for the pre-booking phase.
3.6.4 2016 2017	Path elaboration	
3.6.5 2016 2017	Final offer	Describe the process for the final offer by the C-OSS.
3.7 2016	Request for changes by the applicant	
3.7.1 2016	Modification	Describes the process for the modification of a PaP request.
3.7.2 2016	Withdrawal	Describe the process for the withdrawal of a request.

3.7.2.1 2016	Overview of withdrawal fees and deadlines	Provide excerpts of the NSs of the IMs concerning withdrawal by the involved IMs/ABs on the corridor OR make a reference to the CID Book 2.
3.7.3 2016	Transfer of capacity	Explain that transfer of capacity is not allowed.
3.7.4 2016	Cancellation	Describe the process for the cancellation of an allocated path.
3.7.4.1 2016	Addressing and form of a cancellation	Describe to whom the cancellation has to be addressed.
3.7.4.2 2016	Overview of cancellation fees and deadlines	Provide excerpts of the NSs of the IMs concerning cancellation and the cancellation fees of the involved IMs/ABs on the corridor OR make a reference to the CID Book 2.
3.7.5 2016	Unused paths	Describe the process in case of unused allocated paths.
3.7.5.1 2016	Overview of fees and deadlines for unused paths	Provide excerpts of the NSs of the IMs concerning non-usage of allocated capacity and the non-usage fees of the involved IMs/ABs on the corridor OR make a reference to the CID Book 2.
3.8 2016	Exceptional transport and dangerous goods	
3.8.1 2016	Exceptional transport	Describe how exceptional transport loads (where one or more normal infrastructure characteristic is exceeded) are handled.
3.8.2 2016	Dangerous goods	Describe how the transport of dangerous goods is handled.
3.9 2016	Rail related services	Information on handling requests for rail-related services should be in this chapter.
3.10 2016	Contracting and invoicing	Specify how the contract between applicant/user of the allocated capacity and the IM is be done and who invoices the clients concerning the track-charge.
3.11	Appeal procedure	Describe the procedure for applicants to appeal against any action or decision taken by the C-OSS. If applicable, make reference to the Cooperation Agreement among RBs.
4 2016	Coordination and publication of planned temporary capacity restrictions (TCRs)	Describe how the corridor manages the overall information related with the coordination and publication of planned temporary capacity restrictions, namely its operational impacts on the Corridor offer.

2017		Please use RNE Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions (http://www.rne.eu/rail-freight-corridors/downloads-documents/)
4.1 2016	Goals	Describe briefly the aims of the IMs and the applicants when coordinating TCRs along the RFC.
4.2 2016	Legal background	Refer to Art. 12 of Regulation 913/2010.
4.3 2016	Coordination	
4.3.1 2016	Aim of coordination	Describe the need for coordination to optimise the utilisation of capacity.
4.3.2 2016	Stages of coordination	Briefly describe the three stages in the coordination process.
4.3.2.1 2016	Stage 1, bilateral coordination	Briefly describe the process for the first stage of coordination on bi- or trilateral level.
4.3.2.2 2016	Stage 2, corridor level	Briefly describe the process for the second stage of coordination on corridor-level.
4.3.2.3 2016	Stage 3, corridor-network level	Briefly describe the process for the third stage of coordination on corridor network level.
4.4 2016	Involvement of applicants	Provide general information about the involvement of applicants at national level and at corridor level.
4.5 2016	Publication	
4.5.1 2016	Criteria for publication	Provide an overview of the criteria that are used for the publication of the TCRs.
4.5.2 2016	Dates of publication	Provide an overview of the deadlines for publication of the TCRs.
4.5.3 2016	Tools for publication	Provide a short description of the tool where the TCRs are published.
4.6 2016	Legal disclaimer	Provide a legal disclaimer that the information provided should be used for information purposes only, is subject to change and that the corridor organisation will not be held liable for information that is subject to change.
5 2016	Traffic management	Provide a general introduction about traffic management. RFC TM- related groups should be mentioned here.

<p>5.1</p> <p>New in</p> <p>2016</p>	<p>Cross-border section information</p>	<p>Provide a list of RFC-related cross-border sections.</p>
<p>5.1.1</p> <p>2016</p>	<p>Technical features and operational rules</p>	<p>Provide a link or reference to where the detailed technical features or operational rules can be found.</p>
<p>5.1.2</p> <p>New in</p> <p>2016</p>	<p>Cross-border agreements</p>	<p>Provide a link or reference to where the overview of existing border-related agreements can be found.</p>
<p>5.2</p> <p>Removed from previous 6.2</p> <p>2016</p>	<p>Priority rules in traffic management</p>	<p>Briefly describe priority principles and, if applicable, RFC-specific rules and provide link to RNE overview of IMs' national priority rules.</p>
<p>5.3</p> <p>2016</p>	<p>Traffic management in the event of disturbance</p>	<p>Provide a general introduction about traffic management in the event of disturbance.</p>
<p>5.3.1</p> <p>Removed from previous 6.3 in</p> <p>2016</p>	<p>Communication procedure</p>	<p>Briefly describe the main principles and provide a link or reference to where the detailed communication rules can be found.</p>
<p>5.3.2</p> <p>New in</p> <p>2016</p>	<p>Operational scenarios on border in the event of disturbance</p>	<p>Briefly describe the main principles and provide a link or reference to where the predefined scenarios can be found.</p>
<p>5.4</p> <p>New in</p> <p>2016</p>	<p>Traffic restrictions</p>	<p>Describe where the information about ad-hoc restrictions can be found.</p>
<p>5.5</p> <p>New in</p> <p>2016</p>	<p>Dangerous goods</p>	<p>Refer to Network Statements of IMs involved in RFCs and CID Book 2.</p>
<p>5.6</p> <p>New in</p> <p>2016</p>	<p>Exceptional transport</p>	<p>Refer to Network Statements of IMs involved in RFCs and CID Book 2.</p>

<p>6 New in</p> <p>2016</p>	<p>Train performance management</p>	<p>General introduction about train performance management (TPM). RFC TPM-related groups should be mentioned here.</p>
<p>2016</p>	<p>Annexes</p>	<p>Annexes shall be numbered according to the following criterion: The Book name shall be reproduced in the Annex title, using then a sequential letter. Example: Annex 4.A</p> <p>List of annexes: Annex 4.A Framework for Capacity Allocation Annex 4.B Table of deadlines Annex 4.C Maps of Corridor [Corridor Name] Annex 4.D Specialities on specific PaP sections on Corridor [Corridor Name] Annex 4.D-1 Country / IM A Annex 4.D-2 Country / IM B Annex 4.E Table of distances (PaP sections)</p>

Annex 5 - Proposed content for “Book 5 – Implementation Plan”

Book 5 – Implementation Plan		
Number of chapter / subchapter	Heading text	Implementation guide
	VERSION CONTROL	All previous versions of Book 5 should be identified, together with a short description of the changes in the relevant timetabling year.
	TABLE OF CONTENTS	
1	Introduction	State the purpose of the Implementation Plan Book.
2	Corridor Description	<p>[Reg. 913/2010 – Article 9 (1.a)]</p> <p>List of all railway lines and Terminals designated to a corridor.</p> <p>Description of applicable infrastructure parameters of lines and Terminals along a corridor, relevant for investment purposes.</p> <p>Description of traffic patterns, bottlenecks and available capacity.</p> <p>Description of planned changes / improvements.</p> <p>If there are any overlapping sections, it is recommended that the corridors involved should coordinate the gathering of the above information with each other in order to provide identical information/data.</p>
2.1	Key Parameters of Corridor Lines	<p>Describe principal, diversionary and connecting lines</p> <p>If there are any overlapping sections, it is recommended that the corridors involved should coordinate the gathering of the above information with each other in order to provide identical information/data.</p>
2.2	Connections with Other Corridors	<p>It is recommended to provide the following information:</p> <ol style="list-style-type: none"> 3. contiguous corridors, 4. points where a corridor ends and another corridor starts, 5. overlapping corridor sections, 6. shared stations (without overlaps).
2.3	Corridor Terminals	<p>List of assigned Corridor Terminals from a strategic perspective.</p> <p>It is recommended that corridors with overlapping sections should request information from terminals jointly in order to ensure that information on the same terminals is identical everywhere.</p>

Book 5 – Implementation Plan		
Number of chapter / subchapter	Heading text	Implementation guide
		For detailed information see Book 3.
2.4	Bottlenecks	<p>If there are any overlapping sections, it is recommended that the corridors involved should coordinate the gathering of the above information with each other in order to provide identical information/data.</p> <p>All trains operating on overlapping sections shall be taken into account for the analysis of the capacity consumption of the section concerned.</p>
2.5	RFC Governance	<p>Description of RFC governance from a strategic perspective.</p> <p>For detailed information see Book 1.</p>
3	Essential Elements of Transport Market Study	<p>[Reg. 913/2010 – Article 9 (1.b) and Article 9 (3)]</p> <p>Proposed structure:</p> <ul style="list-style-type: none"> 3.1 Introduction 3.2 Current situation 3.3 Projections 3.4 Conclusions <p>If there are any overlapping sections, it is recommended to have identical</p> <ul style="list-style-type: none"> 7. data collection, 8. structure, 9. content, 10. interpretation of the results and 11. methodology.
4	List of Measures	<p>[Reg. 913/2010 – Article 9 (1.e)]</p> <p>Measures foreseen for the implementation of Art. 12-19:</p> <ul style="list-style-type: none"> 1. Cross-border coordination of infrastructure works – Art.12 2. Establishment of a One-Stop-Shop – Art.13 3. Framework for allocation of capacity – Art.14 4. Inclusion of non-railway undertakings among Applicants – Art.15 5. Traffic Management Procedures – Art.16 6. Traffic Management in event of disturbance – Art.17 7. Information to be provided – Art.18 8. Quality of service on the freight corridor – Art.19

Book 5 – Implementation Plan		
Number of chapter / subchapter	Heading text	Implementation guide
4.1 2016	Coordination of planned temporary capacity restrictions	[Reg. 913/2010 – Article 9 (1.e)] Measures planned for the implementation of Art. 12-19: 1. Cross-border coordination of infrastructure works – Art.12
4.2	Corridor OSS	[Reg. 913/2010 – Article 9 (1.e)] Measures planned for the implementation of Art. 12-19: 2. Establishment of a One-Stop-Shop – Art.13 Describe the organisation and working principles of the C-OSS.
4.3	Capacity Allocation Principles	[Reg. 913/2010 – Article 9 (1.e)] Measures planned for the implementation of Art. 12-19: 3. Framework for allocation of capacity – Art.14
4.4	Applicants	[Reg. 913/2010 – Article 9 (1.e)] Measures planned for the implementation of Art. 12-19: 4. Inclusion of non-railway undertakings among Applicants – Art.15
4.5	Traffic Management	[Reg. 913/2010 – Article 9 (1.e)] Measures planned for the implementation of Art. 12-19: 5. Traffic Management Procedures – Art.16
4.6	Traffic Management in Event of Disturbance	[Reg. 913/2010 – Article 9 (1.e)] Measures planned for the implementation of Art. 12-19: 6. Traffic Management in event of disturbance – Art.17
4.7	Information Provided	[Reg. 913/2010 – Article 9 (1.e)] Measures planned for the implementation of Art. 12-19: 7. Information to be provided – Art.18
4.8	Quality Evaluation	[Reg. 913/2010 – Article 9 (1.e)] Measures planned for the implementation of Art. 12-19: 8. Quality of service on the freight corridor – Art.19
4.8.1 2016 2017	Performance Monitoring Report	[Reg. 913/2010 – Article 19 (2)] 1. It is recommended to include the Key Performance Indicators applicable by all RFCs as described in the RNE Guidelines on the Key Performance Indicators of the Rail Freight Corridors. http://www.rne.eu/rail-freight-corridors/downloads-documents/
4.8.2 2016	User Satisfaction Survey	[Reg. 913/2010 – Article 19 (3)] The User Satisfaction Survey includes: a) Quality of information / application procedures / handling of complaints b) Infrastructure standard c) Train-paths, journey times

Book 5 – Implementation Plan		
Number of chapter / subchapter	Heading text	Implementation guide
		d) Terminal information e) Train Performance Management f) Traffic Management g) Coordination of planned temporary capacity restrictions h) Communication
5	Objectives / Performance	[Reg. 913/2010 – Article 9 (1.c)] Define the objectives for the Rail Freight Corridors, in particular in terms of performance of the Rail Freight Corridor expressed as the quality of service and the capacity of the Corridor.
6	Investment Plan	[Reg. 913/2010 – Article 9 (1.d) and Article 11 (1)] The Investment plan may include details of indicative medium and long-term investment for infrastructure in the Rail Freight Corridor.
6.1	List of Projects	[Reg. 913/2010 – Article 11 (1.a)] The list of projects shall include: <ol style="list-style-type: none"> 1. Projects foreseen for development of infrastructure along a corridor 2. Financial requirements and sources <p>If there are any overlapping sections, it is recommended to present the projects to be carried out on these overlapping sections in the Investment Plans of all corridors involved. The IMs shall deliver the same information to each corridor involved in the same project. A reference to other corridors affected by a particular project shall also be made.</p> <p>Disclaimer: Projects are dependent on State decision and financing.</p>
6.2	Deployment Plan	[Reg. 913/2010 – Article 11 (1.b)] Description of the deployment plan relating to the interoperable systems along the freight corridor which satisfies the essential requirements and the technical specifications for interoperability which apply to the network as defined in Directive 2008/57/EC.

2016

Book 5 – Implementation Plan		
Number of chapter / subchapter	Heading text	Implementation guide
		If there are any overlapping sections, it is recommended to present the measures to be carried out on these overlapping sections in the Deployment Plans of all corridors involved. The IMs shall deliver the same information to each corridor involved. A reference to other corridors affected by a particular measure shall also be made.
6.3 2016	Capacity Management Plan	<p>[Reg. 913/2010 – Article 11 (1.c)] The Capacity Management Plan shall include:</p> <ol style="list-style-type: none"> 1. Management of capacity for freight trains, considering improvements of e.g.: <ul style="list-style-type: none"> » Permitted train lengths and weights » Loading gauges » Axle loads 2. Plans for removal of bottlenecks <p>If there are any overlapping sections, it is recommended to present the measures to be carried out on these overlapping sections in the Capacity Management Plans of all corridors involved. The IMs shall deliver the same information to each corridor involved. A reference to other corridors affected by a particular measure shall also be made.</p>
6.4	Reference to Union Contribution	<p>[Reg. 913/2010 – Article 11 (1.d)] Where applicable, a reference shall be made to the contribution of the European Union envisaged under financial programmes of the Union.</p>
	Annexes	<p>Annexes shall be numbered according to the following criterion: The Book name shall be reproduced in the Annex title, using then a sequential letter. Example: Annex 5.A</p>