



**Corridor Information Document Common  
Texts and Structure  
Version 11**

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## Version Control

Version	Summary of changes	Date
1 <sup>st</sup> 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"> <li>• Main document - Chapter 3</li> <li>• Main document - Chapter 5</li> <li>• Main document - Chapter 7</li> <li>• Annex 1 – Chapter 5 moved to position 2</li> <li>• Annex 1 – Chapter 7</li> <li>• Annex 2 – Chapter 6.4</li> <li>• Annex 3 – Chapter 1</li> <li>• Annex 4 – Chapter 2</li> <li>• Annex 4 – Chapter 3</li> <li>• Annex 4 – Chapter 5</li> <li>• Annex 5 – Chapter 6.1</li> <li>• Annex 5 – Chapter 6.2</li> <li>• Annex 5 – Chapter 6.3</li> </ul>	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"> <li>• Annex 4 – Chapter 3</li> </ul>	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"> <li>• Main document – New Chapter 10</li> <li>• Annex 1 – New chapter 10 and 11</li> </ul>	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"> <li>• Main document - Chapter 5</li> <li>• Main document - Chapter 11 deleted</li> <li>• Annex 1 – Chapter 2</li> <li>• Annex 2 – Chapter 2.3.3 added</li> <li>• Annex 1 – Chapter 11</li> <li>• Annex 2 – Chapter 3.6 renamed “Service Facilities”</li> <li>• Annex 2 – Chapters 3.6.1 to 3.6.10 added</li> <li>• Annex 2 – Chapter 3.7 renamed “Infrastructure Development”</li> <li>• Annex 2 – Chapter 3.8 deleted</li> </ul>	7 July 2014

	<ul style="list-style-type: none"> <li>• Annex 2 – Changes to Chapter 5.2 – minimum Access Package</li> <li>• Annex 2 – Changes to Chapter 5.3 –Access to Services Facilities and supply of services</li> <li>• 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)</li> <li>• Annex 2 – Changes to Chapter 5.4 – Additional services</li> <li>• Annex 2 – Changes to Chapter 5.4.1 to 5.4.99</li> <li>• Annex 2 – Changes to Chapter 5.5 – Ancillary services</li> <li>• Annex 2 – Changes to Chapter 5.5.1 to 5.5.99</li> <li>• Annex 2 – Changes to Chapter 6.1.2 to 6.1.3</li> <li>• Annex 2 – Changes to Chapter 6.3.2 to 6.3.3</li> <li>• Annex 2 –Chapter 6.4 – Financial Penalties and Incentives, and sections 6.4.1 to 6.4.4 added</li> <li>• Annex 2 – Chapters 6.5 to 6.7 renumbered</li> <li>• Annex 4 – Chapter 2</li> <li>• Annex 4 – Chapters 3.1 to 3.8 added</li> <li>• Annex 4 – Chapters 5.1 to 5.2 added</li> <li>• Annex 4 – Chapters 6.1 to 6.6 added</li> <li>• Annex 5 – Chapters 2.1 to 2.5 added</li> <li>• Annex 5 – Chapter 3 renamed</li> <li>• Annex 5 – Chapters 4.1 to 4.8 added</li> <li>• Annex 5 – previous chapters 5.1 and 5.2 are now 4.8.1 and 4.8.2</li> </ul>	
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  Annex 3 – Terminal Details  Annex 3 – Annexes  Annex 4 – 3.3.1 PaPs for Annual Timetable  Annex 4 – 3.3.2 Late Path Requests  Annex 4 – 3.3.3 Reserve Capacity  Annex 4 – 3.3.4 Feeder, Outflow and Connecting Paths  Annex 4 – 3.6 Request for Changes  Annex 4 – 3.6.1 Modification  Annex 4 – 3.6.2 Withdrawal  Annex 4 – 3.6.3 Transfer of Capacity  Annex 4 – 3.6.4 Cancellation  Annex 4 – 3.6.5 Non-Usage  Annex 4 – 3.3.5 Multiple Corridor Paths  Annex 4 – 3.5.1 Leading tool for the handling of capacity requests  Annex 4 – 3.5.2 Path Request Phase (annual timetabling process)  Annex 4 – 3.5.3 Priority Rules in Capacity Allocation  Annex 4 – 3.5.4 Handling of Unused PaPs at X-7.5  Annex 4 – 3.5.5 Path Elaboration Phase (including tailor-made and f/o), Draft Offer and Acceptance Phases  Annex 4 – 3.5.6 Final Offer Phase  Annex 4 – 3.5.7 Late Path Request Phase  Annex 4 – 3.5.8 Ad-Hoc Path Request Phase  Annex 4 – 3.5.9 Exceptional Transports and Dangerous Goods  Annex 4 – 3.9 Appealing Procedure  Annex 4 – Annexes  Annex 5 – 6.2 Deployment Plan  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:  Annex 1 – 3 Corridor Description  Annex 3 – 2 Terminal Overview  Annex 3 – 3 Terminal Details  Annex 4 – 3.5.10 Overlapping Sections  Annex 4 – 4 Coordination of Works and possessions  Annex 5 – 2 Corridor Description  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
11 Draft	<p>Update of Annex 1.1 Harmonised Book 1</p> <p>Update of Annex 2.2. Harmonised template for Book 2 - Network Statement Excerpts</p> <p>Update of Annex 4.1 Harmonised Book 4 - Procedure for Capacity and Traffic Management</p> <p>Revision of entire Book 5 common structure</p>	
	GA approval	5 December 2018

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## 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 (fulfilling Article 18a of the Regulation)
- Book 3 – Terminal Description (fulfilling Article 18b of the Regulation)
- Book 4 – Procedures for Capacity and Traffic Management (fulfilling Article 18c of the Regulation)
- Book 5 – Implementation Plan (fulfilling Article 18d of the Regulation)

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 2<sup>nd</sup> 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	<b>X</b>		
Book 2 – Network Statement Excerpts		<b>X</b>	
Book 3 – Terminal Description		<b>X</b>	<b>X</b>
Book 4 – Procedures for Capacity and Traffic Management	<b>X</b>		
Book 5 – Implementation Plan	<b>X</b>		

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](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 website. The proposed structure for this information is presented in the table below:

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

## 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.

<b>Book 1 – Generalities</b>		
<b>Number of chapter/ subchapter</b>	<b>Heading text</b>	<b>Implementation guide</b>
	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	Glossary	Refer to the common CID Glossary.
<b>1</b>	<b>Introduction</b>	<p>State the purpose of Regulation (EU) 913/2010 and the corridors.</p> <p>Provide a schematic map of the RFC network by using the map on the RNE website: <a href="http://www.rne.eu/rail-freight-corridors/rail-freight-corridors-general-information/">http://www.rne.eu/rail-freight-corridors/rail-freight-corridors-general-information/</a></p> <p>Summarise the key strategic objectives pursued by the creation of the corridors.</p> <p>Provide a brief description of the governance structure of the corridor and the designation of a Corridor One-Stop-Shop.</p> <p>State the purpose of the CID.</p>
<b>2</b>	<b>Structure of the CID</b>	<p>Explain the structure of the CID and the content of the various books.</p> <p>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></p> <p>Make a reference to the harmonised Books.</p>



3	<b>Corridor description</b>	<p>Provide definitions for the different types of corridor lines as listed below:</p> <ul style="list-style-type: none"> <li>- principal routes,</li> <li>- diversionary routes,</li> <li>- connecting lines,</li> <li>- expected lines.</li> </ul> <p>Provide a schematic map overview of the corridor including the</p> <ul style="list-style-type: none"> <li>- principal routes,</li> <li>- diversionary routes</li> <li>-</li> <li>- expected lines.</li> </ul> <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	<b>Corridor organisation</b>	Provide a description of the corridor organisation, including its aims, mission, organigram, legal form, working groups.
5	<b>Contacts</b>	Provide the relevant contacts in the corridor organisation.
6	<b>Legal framework</b>	
6.1	<b>EU legal framework (excerpt)</b>	List the main EU legislation to be considered by applicants.
6.2	<b>Framework for Capacity Allocation (FCA)</b>	Refer to the Framework for Capacity Allocation as mentioned in Regulation 913/2010 - Article 14.1.
6.3	<b>Other</b>	Refer to Book 2 for the remaining applicable legislation and regulations.
7	<b>Legal status</b>	Describe the legal status of the CID as written in section 8 Legal Character of the Corridor Information Document of this document.
8	<b>Validity period and updating process</b>	
8.1	<b>Validity period</b>	State for which timetable period the CID is valid.



<b>8.2</b>	<b>Updating process</b>	Describe how the CID is updated.
<b>9</b>	<b>Publishing</b>	Describe where and how the CID is published.
<b>10</b>	<b>IT tools</b>	Refer to the use of common IT tools used by the corridors and their customers, provided by RNE.
<b>10.1</b>	<b>Path Coordination System (PCS)</b>	Describe the main functions of the PCS. Add a cross-reference to the RNE website as well: <a href="http://pcs.rne.eu/">http://pcs.rne.eu/</a>
<b>10.2</b>	<b>Train Information System (TIS)</b>	Describe the main functions of the TIS. Add a cross-reference to the RNE website as well: <a href="http://tis.rne.eu/">http://tis.rne.eu/</a>
<b>10.3</b>	<b>Charging Information System (CIS)</b>	Describe the main functions of the CIS. Add a cross-reference to the RNE website as well: <a href="http://cis.rne.eu/">http://cis.rne.eu/</a>
<b>10.4</b>	<b>Customer Information Platform (CIP)</b>	Describe the main functions of the CIP. Add a cross-reference to the RNE website as well: <a href="http://cip.rne.eu/">http://cip.rne.eu/</a>
<b>11</b>	<b>Corridor language</b>	Define for each of the corridor processes (CID, C-OSS, IT tools, etc.) which languages apply and which the leading language is.
	<b>Annexes</b>	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
	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	Introduction	Refer to the NSs of the IMs involved in the corridor.
2	Objective	Describe the objective of Book 2. Fulfilment of Regulation 913/2010 Art. 18 a)
3	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”,                      - 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="719 327 1441 562"> <tr> <td data-bbox="719 327 858 398">✓</td> <td data-bbox="858 327 1441 398">Content exists (direct link to relevant chapter is optional)</td> </tr> <tr> <td data-bbox="719 398 858 454">X</td> <td data-bbox="858 398 1441 454">Content does not exist</td> </tr> <tr> <td data-bbox="719 454 858 562">5.3.5</td> <td data-bbox="858 454 1441 562">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”

<b>Book 3 – Terminal Description</b>		
<b>Number of chapter / subchapter</b>	<b>Heading text</b>	<b>Implementation guide</b>
	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	
<b>1</b>	<b>Introduction</b>	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.
<b>2</b>	<b>Terminal Overview</b>	Provide a global overview of the existing Terminals, that shall include: <ul style="list-style-type: none"> <li>a) A map of the Corridor with the highlighted location of all Terminals</li> <li>b) A table with the summary of the key features of each Terminal, namely: <ul style="list-style-type: none"> <li>» Location</li> <li>» Type of services provided</li> <li>» Owner/Operator</li> <li>» Contacts</li> </ul> </li> </ul> <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>
<b>3</b>	<b>Terminal Details</b>	If the RFC decides to present detailed characterisation of the Terminals, then use the common template presented in this specification. This shall include: <ul style="list-style-type: none"> <li>a) A map of the Corridor with the individual location of the Terminal</li> <li>b) A general layout of the Terminal</li> <li>c) A definition of the available services</li> <li>d) Information on the applicable prices (either the concrete prices or how to obtain them)</li> <li>e) Information on the opening times</li> <li>f) Information on how to request the services</li> <li>g) Owner contacts</li> </ul>

<b>Book 3 – Terminal Description</b>		
<b>Number of chapter / subchapter</b>	<b>Heading text</b>	<b>Implementation guide</b>
		<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>
	<b>Annexes</b>	<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.

<b>Book 4 – Procedures for Capacity and Traffic Management</b>				
Number of chapter / subchapter	Heading text	Implementation guide		
	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			
<b>1</b>	<b>Introduction</b>	<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> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">Corridor [Corridor Name] Specificities</td> </tr> <tr> <td style="text-align: center;">RFC-specific text</td> </tr> </table>	Corridor [Corridor Name] Specificities	RFC-specific text
Corridor [Corridor Name] Specificities				
RFC-specific text				
<b>2</b>	<b>Corridor OSS</b>	Describe the C-OSS functions and procedures (including information on how applicants can find the path catalogue / reserve capacity) [Reg. 913/2010 - Article 13].		
<b>2.1</b>	<b>Function</b>	Describe the role of the C-OSS in the allocation process by the corridor.		
<b>2.2</b>	<b>Contact</b>	Describe how the C-OSS can be reached.		
<b>2.3</b>	<b>Corridor language</b>	Describe the official language for all correspondence with the C-OSS.		
<b>2.4</b>	<b>Tasks of the C-OSS</b>	Describe precisely the tasks that the C-OSS executes in the timetabling process.		
<b>2.4.1</b>	<b>Path register</b>	Describe the function, the information provided and the modalities to request access to the path register.		
<b>2.5</b>	<b>Tool</b>	Describe the mandatory tool for requesting capacity from / through the C-OSS.		

<b>3</b>	<b>Capacity allocation</b>	Describe who is responsible for the allocation of PaPs, feeder sections and outflow sections. Make a reference to the necessity for network access contracts.
<b>3.1</b>	<b>Framework for capacity allocation</b>	Describe the Corridor Framework for the allocation of capacity according to Reg. 913/2010 - Art.14.1.
<b>3.2</b>	<b>Applicants</b>	Describe the conditions applicable to applicants [Reg. 913/2010 - Article 15].
<b>3.3</b>	<b>Requirements for requesting capacity</b>	Describe the conditions that apply for correctly placing a request for capacity from / through the C-OSS.
<b>3.4</b>	<b>Annual timetable phase</b>	
<b>3.4.1</b>	<b>Products</b>	
<b>3.4.1.1</b>	<b>PaPs</b>	Explain the PaP concept.
<b>3.4.1.2</b>	<b>Schematic corridor map</b>	Add a schematic corridor map here and indicate the PaP sections.
<b>3.4.1.3</b>	<b>Features of PaPs</b>	Describe the different PaP types (Fix PaP and Flex PaP).
<b>3.4.1.4</b>	<b>Multiple corridor paths</b>	Describe how PaPs are harmonised with, and treated by other corridors.
<b>3.4.1.5</b>	<b>PaPs on overlapping sections</b>	Describe the process of offering PaPs on overlapping sections involving at least two RFCs.
<b>3.4.1.6</b>	<b>Feeder and outflow and tailor-made paths</b>	Describe the possibility to add feeder, outflow and tailor-made paths to the PaP request.
<b>3.4.2</b>	<b>Handling of requests</b>	Describe the handling of requests by the C-OSS.
<b>3.4.2.1</b>	<b>Leading tool for the handling of capacity requests</b>	Explain, for each step of the process, the leading tool used to handle capacity requests.
<b>3.4.2.2</b>	<b>Check of the applications</b>	Describe the checking and handling of the applications by the C-OSS.
<b>3.4.3</b>	<b>Pre-booking phase</b>	Describe the process of the pre-booking phase.
<b>3.4.3.1</b>	<b>Priority rules in capacity allocation</b>	Explain the priority rules applied in the capacity allocation in case of conflicting requests.
<b>3.4.3.2</b>	<b>Network PaP</b>	Explain the use of Network PaPs.
<b>3.4.3.3</b>	<b>Priority rule in case no Network PaP is involved</b>	Describe the formula for the priority rule applied in case no Network PaP is involved in the conflicting requests.
<b>3.4.3.4</b>	<b>Priority rule if a Network PaP is involved in at least one of the conflicting requests</b>	Describe the formula for the priority rule applied if a Network PaP is involved in at least one of the conflicting requests.

<b>3.4.3.5</b>	<b>Random selection</b>	Describe the process for random selection in case the conflict cannot be solved by the priority rules.
<b>3.4.3.6</b>	<b>Special cases and their treatment</b>	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.
<b>3.4.3.7</b>	<b>Result of pre-booking</b>	Describe the process leading to the result of the pre-booking.
<b>3.4.3.8</b>	<b>Handling of non-requested PaPs</b>	Describe what will happen with non-requested PaPs on an RFC.
<b>3.4.4</b>	<b>Path elaboration phase</b>	
<b>3.4.4.1</b>	<b>Preparation of the (draft) offer</b>	Describe the elaboration of the draft offer
<b>3.4.4.2</b>	<b>Draft offer</b>	Describe the process for the draft offer by C-OSS.
<b>3.4.4.3</b>	<b>Observations</b>	Describe the process and rules for observation.
<b>3.4.4.4</b>	<b>Final offer</b>	Describe the process for the final offer by the C-OSS.
<b>3.5</b>	<b>Late path request phase</b>	Describe the time frame for this timetable phase.
<b>3.5.1</b>	<b>Products</b>	Describe the different products that apply to this allocation phase.
<b>3.5.1.1</b>	<b>Multiple corridor paths</b>	Describe how late paths are harmonised with, and treated by other corridors.
<b>3.5.1.2</b>	<b>Late paths on overlapping sections</b>	Describe the process for offering late paths on overlapping sections with at least two RFCs.
<b>3.5.2</b>	<b>Handling of requests</b>	Describe the handling of requests by the C-OSS.
<b>3.5.2.1</b>	<b>Leading tool for late path requests</b>	Explain for each step of the process the leading tool used to handle capacity requests.
<b>3.5.2.2</b>	<b>Check of the applications</b>	Describe the checking and handling of the applications by the C-OSS.
<b>3.5.3</b>	<b>Pre-booking</b>	Describe the process for the pre-booking phase.
<b>3.5.4</b>	<b>Path elaboration</b>	
<b>3.5.4.1</b>	<b>Draft offer</b>	Describe the process for the draft offer by C-OSS.



<b>3.5.4.2</b>	<b>Observations</b>	Describe the process and rules for observation.
<b>3.5.4.3</b>	<b>Post-processing</b>	Describe the process for processing the observations.
<b>3.5.5</b>	<b>Final offer</b>	Describe the process for the final offer by the C-OSS.
<b>3.5.3.1</b>	<b>Priority rule</b>	Explain the priority rule applied in the capacity allocation for the late path request phase.
<b>3.5.3.2</b>	<b>Offer</b>	Describe the process for the submission of the offer by the C-OSS and its acceptance / rejection by the applicant.
<b>3.6</b>	<b>Ad-hoc path request phase</b>	
<b>3.6.1</b>	<b>Product</b>	
<b>3.6.1.1</b>	<b>Reserve capacity</b>	Describe the different product types for RC.
<b>3.6.1.2</b>	<b>Multiple corridor paths</b>	Describe the possibility to submit capacity requests which cover more than one rail freight corridor.
<b>3.6.1.3</b>	<b>Reserve capacity on overlapping sections</b>	Describe the process for offering RC on overlapping sections involving at least two RFCs.
<b>3.6.1.4</b>	<b>Feeder and outflow and tailor-made paths</b>	Describe the possibility to add feeder, outflow and tailor-made paths to the RC request.
<b>3.6.2</b>	<b>Handling of requests</b>	Describe the handling of requests by the C-OSS.
<b>3.6.2.1</b>	<b>Leading tool for ad hoc requests</b>	Explain for each step of the process the leading tool for the handling of capacity requests.
<b>3.6.2.2</b>	<b>Check of the applications</b>	Describe the check and handling of the applications by the C-OSS.
<b>3.6.3</b>	<b>Pre-booking</b>	Describes the process for the pre-booking phase.
<b>3.6.4</b>	<b>Path elaboration</b>	
<b>3.6.5</b>	<b>Final offer</b>	Describe the process for the final offer by the C-OSS.
<b>3.7</b>	<b>Request for changes by the applicant</b>	
<b>3.7.1</b>	<b>Modification</b>	Describes the process for the modification of a PaP request.
<b>3.7.2</b>	<b>Withdrawal</b>	Describe the process for the withdrawal of a request.

<b>3.7.2.1</b>	<b>Overview of withdrawal fees and deadlines</b>	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.
<b>3.7.3</b>	<b>Transfer of capacity</b>	Explain that transfer of capacity is not allowed.
<b>3.7.4</b>	<b>Cancellation</b>	Describe the process for the cancellation of an allocated path.
<b>3.7.4.1</b>	<b>Addressing and form of a cancellation</b>	Describe to whom the cancellation has to be addressed.
<b>3.7.4.2</b>	<b>Overview of cancellation fees and deadlines</b>	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.
<b>3.7.5</b>	<b>Unused paths</b>	Describe the process in case of unused allocated paths.
<b>3.7.5.1</b>	<b>Overview of fees and deadlines for unused paths</b>	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.
<b>3.8</b>	<b>Exceptional transport and dangerous goods</b>	
<b>3.8.1</b>	<b>Exceptional transport</b>	Describe how exceptional transport loads (where one or more normal infrastructure characteristic is exceeded) are handled.
<b>3.8.2</b>	<b>Dangerous goods</b>	Describe how the transport of dangerous goods is handled.
<b>3.9</b>	<b>Rail related services</b>	Information on handling requests for rail-related services should be in this chapter.
<b>3.10</b>	<b>Contracting and invoicing</b>	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.
<b>3.11</b>	<b>Appeal procedure</b>	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.
<b>4</b>	<b>Coordination and publication of planned temporary capacity restrictions</b>	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. Please use RNE Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions ( <a href="http://www.rne.eu/rail-freight-corridors/downloads-documents/">http://www.rne.eu/rail-freight-corridors/downloads-documents/</a> )
<b>4.1</b>	<b>Goals</b>	Describe briefly the aims of the IMs and the applicants when coordinating TCRs along the RFC.

<b>4.2</b>	<b>Legal background</b>	Refer to Art. 12 of Regulation 913/2010.
<b>4.3</b>	<b>Coordination process</b>	
<b>4.3.1</b>	<b>Coordination</b>	
<b>4.3.1.1</b>	<b>First level coordination</b>	Briefly describe the coordination between neighbouring IMs.
<b>4.3.1.2</b>	<b>Criteria for initiating coordination on Corridor level</b>	Briefly describe the criteria for initiating coordination on corridor-level.
<b>4.4</b>	<b>Conflict resolution process</b>	Briefly describe the process for conflict resolution concerning TCRs
<b>4.5</b>	<b>Involvement of applicants</b>	Provide general information about the involvement of applicants at national level and at corridor level.
<b>4.6</b>	<b>Publication</b>	
<b>4.6.1</b>	<b>Criteria for publication</b>	Provide an overview of the criteria that are used for the publication of the TCRs.
<b>4.6.2</b>	<b>Dates of publication</b>	Provide an overview of the deadlines for publication of the TCRs.
<b>4.6.3</b>	<b>Tool for publication</b>	Provide a short description of the tool where the TCRs are published.
<b>4.7</b>	<b>Legal disclaimer</b>	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.
<b>5</b>	<b>Traffic management</b>	Provide a general introduction about traffic management. RFC TM- related groups should be mentioned here.
<b>5.1</b>	<b>Cross-border section information</b>	Provide a list of RFC-related cross-border sections.
<b>5.1.1</b>	<b>Technical features and operational rules</b>	Provide a link or reference to where the detailed technical features or operational rules can be found.
<b>5.1.2</b>	<b>Cross-border agreements</b>	Provide a link or reference to where the overview of existing border-related agreements can be found.
<b>5.2</b>	<b>Priority rules in traffic management</b>	Briefly describe priority principles and, if applicable, RFC-specific rules and provide link to RNE overview of IMs' national priority rules. Make a reference to international contingency management.
<b>5.3</b>	<b>Traffic management in the event of disturbance</b>	Provide a general introduction about traffic management in the event of disturbance. Make a reference to international contingency management.

5.3.1	<b>Communication procedure</b>	Briefly describe the main principles and provide a link or reference to where the detailed communication rules can be found. Make a reference to international contingency management.
5.3.2	<b>Operational scenarios on border in the event of disturbance</b>	Briefly describe the main principles and provide a link or reference to where the predefined scenarios can be found. Make a reference to international contingency management.
5.3.3	<b>Allocation rules in the event of disturbance</b>	Briefly describe the main principles concerning allocation rules in the event of disturbance. Make a reference to international contingency management.
5.4	<b>Traffic restrictions</b>	Describe where the information about ad-hoc restrictions can be found.
5.5	<b>Dangerous goods</b>	Refer to Network Statements of IMs involved in RFCs and CID Book 2.
5.6	<b>Exceptional transport</b>	Refer to Network Statements of IMs involved in RFCs and CID Book 2.
6	<b>Train performance management</b>	General introduction about train performance management (TPM). RFC TPM-related groups should be mentioned here.
	<b>Annexes</b>	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  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)

## Annex 5 - “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	<b>Introduction</b>	<p><b>Implementation Plan:</b> State the purpose of the Implementation Plan Book.</p> <p><b>Implementation Plan updates:</b></p> <ul style="list-style-type: none"> <li>- Add a short description of the purpose of the update,</li> <li>- State who is responsible for and who has to validate the content,</li> <li>- Provide links or refer to external resources where information referring or regarding the IP is to be found: e.g. NDP, EDP, Business Case ERTMS, etc. (explicit links can be done in footnotes for example).</li> </ul>
2	<b>Corridor Description</b>	<p>[Reg. 913/2010 – Article 9 (1.a)]</p> <p><b>Implementation Plan:</b> Describe the characteristics of the freight corridor, including bottlenecks, and the programme of measures necessary for creating the freight corridor in the subchapters of this chapter.</p> <p>If there are any overlapping sections, it is recommended that the corridors involved should coordinate the gathering of the information in the 2.X subchapters with each other in order to provide identical information/data.</p> <p><b>Implementation Plan updates:</b> Only applicable in case of changes.</p>
2.1	<b>Key Parameters of Corridor Lines</b>	<p><b>Implementation Plan:</b> Short description of the system how the corridor presents its lines and the characteristics. List of all railway lines designated to a corridor either with</p> <ul style="list-style-type: none"> <li>- if the corridor uses the CIP then preferably a link to the CIP or</li> <li>- a reference to an annex attached to Book 5 (see Annexes).</li> </ul> <p><b>Implementation Plan updates:</b> Short description of the system how the corridor presents its lines and the characteristics. Description of changes (extension, new lines, long-lasting works etc.) in corridor routing together with</p>

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<b>Number of chapter / subchapter</b>	<b>Heading text</b>	<b>Implementation guide</b>
		<ul style="list-style-type: none"> <li>- if the corridor uses the CIP then preferably a link to the CIP or</li> <li>- a reference to an annex attached to Book 5 (see Annexes).</li> </ul> <p>The corridor shall ensure consistency of information between the annex and the CIP.</p>
<b>2.2</b>	<b>Corridor Terminals</b>	<p><b>Implementation Plan:</b> Short description of the system how the corridor presents its terminals and the characteristics. List of all terminals according to the definition in Art. 2.2.c designated to a corridor either with</p> <ul style="list-style-type: none"> <li>- a reference to Book 3 Chapter 2,</li> <li>- in addition, a link to the CIP</li> <li>- or a link to the common web portal under Implementing Regulation 2017/2177 giving comprehensive information on terminals, when it becomes operational.</li> </ul> <p><b>Implementation Plan updates:</b> Short description of the system how the corridor presents its terminals and the characteristics. List of all terminals according to the definition in Art. 2.2.c designated to a corridor either with</p> <ul style="list-style-type: none"> <li>- a reference to Book 3 Chapter 2</li> <li>- in addition, a link to the CIP</li> <li>- or a link to the common web portal under Implementing Regulation 2017/2177 giving comprehensive information on terminals, when it becomes operational.</li> </ul> <p>Information about changes.</p>
<b>2.3</b>	<b>Bottlenecks</b>	<p><b>Implementation Plan and Implementation Plan updates:</b> Make a reference to chapter 6.3 Capacity Management Plan.</p>
<b>2.4</b>	<b>RFC Governance</b>	<p><b>Implementation Plan:</b> General description of RFC governance from a strategic perspective. For detailed information see Book 1.</p> <p><b>Implementation Plan updates:</b> This chapter is not applicable to the updates. Information on updates can be found in Book 1.</p>
<b>3</b>	<b>Market Analysis Study</b>	[Reg. 913/2010 – Article 9 (1.b) and Article 9 (3)]

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<b>Number of chapter / subchapter</b>	<b>Heading text</b>	<b>Implementation guide</b>
		<p><b>Implementation Plan:</b> Basic elements of the TMS, in particular</p> <ul style="list-style-type: none"> <li>- Background</li> <li>- Methodology</li> <li>- Current situation</li> <li>- Projections</li> <li>- Results</li> <li>- Conclusions and recommendations</li> </ul> <p>More detailed information can be included in an annex to Book 5 or by referring with a link to the particular document.</p> <p>List of studies that are planned or currently being performed by the corridor, individually or in cooperation with one or more other corridors, aimed to increase the market knowledge and a link to these studies.</p> <p><b>Implementation Plan updates:</b> Reference to the last valid TMS (including former Chapter 3 of Book 5), if no updates have taken place since the previous edition of Book 5.</p> <p>Or</p> <p>If there has been a TMS update since the last update of the Implementation Plan, then</p> <p>Basic elements of the updated TMS, in particular</p> <ul style="list-style-type: none"> <li>- Background</li> <li>- Methodology</li> <li>- Current situation</li> <li>- Projections</li> <li>- Results</li> <li>- Conclusions and recommendations</li> </ul> <p>List of studies that are planned or are being performed by the corridor, individually or in cooperation with one or more other corridors, aimed to increase the market knowledge and a link to these studies.</p> <p>More detailed information can be included in an annex to the Book 5 or by referring with a link to the particular document.</p>
<b>4</b>	<b>List of Measures</b>	<i>[Reg. 913/2010 – Article 9 (1.e)]</i>

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<b>Number of chapter / subchapter</b>	<b>Heading text</b>	<b>Implementation guide</b>
		<p><b>Implementation Plan:</b> Measures foreseen for the implementation of Art. 12-19:</p> <ol style="list-style-type: none"> <li>1. Cross-border coordination of infrastructure works – Art.12</li> <li>2. Establishment of a One-Stop-Shop – Art.13</li> <li>3. Framework for allocation of capacity – Art.14</li> <li>4. Inclusion of non-railway undertakings among Applicants – Art.15</li> <li>5. Traffic Management Procedures – Art.16</li> <li>6. Traffic Management in event of disturbance – Art.17</li> <li>7. Information to be provided – Art.18</li> <li>8. Quality of service on the freight corridor – Art.19</li> </ol> <p><b>Implementation Plan updates:</b> Inform that this chapter is not applicable for updates. Make a reference that the current measures is described in Book 4.</p>
4.1	<b>Coordination of planned temporary capacity restrictions</b>	<p>[Reg. 913/2010 – Article 9 (1.e)]</p> <p><b>Implementation Plan:</b> Measures planned for the implementation of Art. 12: Cross-border coordination of infrastructure works</p> <p><b>Implementation Plan updates:</b> Make a reference that the current measures are described in Book 4.</p>
4.2	<b>Corridor OSS</b>	<p>[Reg. 913/2010 – Article 9 (1.e)]</p> <p><b>Implementation Plan:</b> Measures planned for the implementation of Art. 13: Establishment of a One-Stop-Shop Describe the organisation and working principles of the C-OSS.</p> <p><b>Implementation Plan updates:</b> Make a reference that the current measures are described in Book 4.</p>
4.3	<b>Capacity Allocation Principles</b>	<p>[Reg. 913/2010 – Article 9 (1.e)]</p> <p><b>Implementation Plan:</b> Measures planned for the implementation of Art. 14: Framework for allocation of capacity</p>



<b>Book 5 – Implementation Plan</b>		
<b>Number of chapter / subchapter</b>	<b>Heading text</b>	<b>Implementation guide</b>
		<p><b>Implementation Plan updates:</b> Make a reference that the current measures are described in Book 4.</p>
4.4	<b>Applicants</b>	<p>[Reg. 913/2010 – Article 9 (1.e)]</p> <p><b>Implementation Plan:</b> Measures planned for the implementation of Art. 15: Inclusion of non-railway undertakings among Applicants</p> <p><b>Implementation Plan updates:</b> Make a reference that the current measures are described in Book 4.</p>
4.5	<b>Traffic Management</b>	<p>[Reg. 913/2010 – Article 9 (1.e)]</p> <p><b>Implementation Plan:</b> Measures planned for the implementation of Art. 16: Traffic Management Procedures</p> <p><b>Implementation Plan updates:</b> Make a reference that the current measures are described in Book 4.</p>
4.6	<b>Traffic Management in Event of Disturbance</b>	<p>[Reg. 913/2010 – Article 9 (1.e)]</p> <p><b>Implementation Plan:</b> Measures planned for the implementation of Art. 17: Traffic Management in event of disturbance</p> <p><b>Implementation Plan updates:</b> Make a reference that the current measures are described in Book 4.</p>
4.7	<b>Quality Evaluation</b>	<p>[Reg. 913/2010 – Article 9 (1.e)]</p> <p>Measures planned for the implementation of Art. 12-19: Quality of service on the freight corridor – Art.19</p>
4.7.1	Performance Monitoring Report	<p>[Reg. 913/2010 – Article 19 (2)]</p> <p><b>Implementation Plan:</b> 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.</p>

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<b>Number of chapter / subchapter</b>	<b>Heading text</b>	<b>Implementation guide</b>
		<p><a href="http://www.rne.eu/rail-freight-corridors/downloads-documents/">http://www.rne.eu/rail-freight-corridors/downloads-documents/</a></p> <p><b>Implementation Plan updates:</b> Not applicable as already included in Chapter 5.</p>
4.7.2	User Satisfaction Survey	<p><i>[Reg. 913/2010 – Article 19 (3)]</i></p> <p><b>Implementation Plan:</b> The User Satisfaction Survey includes:</p> <ul style="list-style-type: none"> <li>a) Quality of information / application procedures / handling of complaints</li> <li>b) Infrastructure standards</li> <li>c) Train-paths, journey times, allocation process, C-OSS</li> <li>d) Terminal information</li> <li>e) Train Performance Management</li> <li>f) Traffic Management</li> <li>g) Coordination of planned temporary capacity restrictions</li> <li>h) Communication</li> </ul> <p><b>Implementation Plan updates:</b> Not applicable as already included in Chapter 5.</p>
4.8	Corridor Information Document	<p><i>[Reg. 913/2010 – Article 18]</i></p> <p><b>Implementation Plan:</b> Provide a list of the CID Books to be published and their publication time.</p> <p><b>Implementation Plan updates:</b> This chapter is not applicable for Implementation Plan updates.</p>
5	Objectives and performance of the corridor	<p><i>[Reg. 913/2010 – Article 9 (1.c)]</i></p> <p><b>Implementation Plan and Implementation Plan updates:</b></p> <p>Includes:</p> <ul style="list-style-type: none"> <li>• If relevant, the description of strategic development of the corridor in terms of goals and/or objectives, by means of a text or of a link to an external source (website, CIP, different document, different CID Book)</li> </ul>

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		<ul style="list-style-type: none"> <li>• the list of the means of performance assessment by means of a text or of one or more links, specifically:                             <ul style="list-style-type: none"> <li>o Annual reports: link to source(s) of information (website, CIP, others)</li> <li>o KPIs: link to source(s) of information (website, CIP, Annual reports, others)</li> <li>o Train performance management: reference to Book 4 - Chapter 6</li> <li>o User Satisfaction Survey: link to source(s) of information (website, CIP, Annual reports, others)</li> </ul> </li> </ul>
<b>6</b>	<b>Investment Plan</b>	<p>[Reg. 913/2010 – Article 9 (1.d) and Article 11 (1)]</p> <p>The Investment Plan may include details of indicative medium and long-term investment for infrastructure in the corridor.</p>
<b>6.1</b>	<b>Capacity Management Plan</b>	<p>[Reg. 913/2010 – Article 11 (1.c)]</p> <p><b>Implementation Plan:</b> The Capacity Management Plan shall include: Plans for removal of bottlenecks. It may be based on improving speed management and on increasing the length, loading gauge, and load hauled or axle load authorised for the trains running on the freight corridor.</p> <p><b>Implementation Plan updates:</b> Updates to be provided</p> <ul style="list-style-type: none"> <li>- if the corridor uses the CIP then preferably by making a reference to the CIP or</li> <li>- in an annex to Book 5</li> </ul> <p>The corridor shall ensure consistency of information between the annex and the CIP.</p>
<b>6.2</b>	<b>List of Projects</b>	<p>[Reg. 913/2010 – Article 11 (1.a)]</p> <p><b>Implementation Plan:</b> The list of projects shall include:</p> <ol style="list-style-type: none"> <li>9. Projects foreseen for development of infrastructure along the corridor</li> <li>10. Financial requirements and sources</li> </ol> <p>Disclaimer: Projects are dependent on State decision and financing.</p>

<b>Book 5 – Implementation Plan</b>		
<b>Number of chapter / subchapter</b>	<b>Heading text</b>	<b>Implementation guide</b>
		<p><b>Implementation Plan updates:</b> Updates to be provided</p> <ul style="list-style-type: none"> <li>- if the corridor uses the CIP then preferably by making a reference to the CIP or</li> <li>- in an annex to Book 5.</li> </ul> <p>The corridor shall ensure consistency of information between the annex and the CIP.</p>
<b>6.3</b>	<b>Deployment Plan</b>	<p>[Reg. 913/2010 – Article 11 (1.b)]</p> <p><b>Implementation Plan and Implementation Plan updates:</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.</p> <p>Reference may be given to the EDP, National Implementation Plans and the ERTMS deployment actions plan, if available. For the explanation of corridor roll-out planning information can be given in documents (maps, graphs) or in CIP. In addition, the corridor may also deliver information on other general issues of importance in the frame of ERTMS deployment or refer to the sources (e. g. national technical requirements, vehicle authorisation process, rules/process for key management, rules for limited supervision and reference to ERA and Network Statements).</p> <p>Information to be provided</p> <ul style="list-style-type: none"> <li>- if the corridor uses the CIP then preferably by making a reference to the CIP or</li> <li>- to an annex to Book 5.</li> </ul> <p>The corridor shall ensure consistency of information between the annex and the CIP.</p>
<b>6.4</b>	<b>Reference to Union Contribution</b>	<p>[Reg. 913/2010 – Article 11 (1.d)]</p> <p><b>Implementation Plan:</b></p>

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		<p>Where applicable, a reference shall be made to the contribution of the European Union envisaged under financial programmes of the Union.</p> <p><b>Implementation Plan updates:</b> Updates to be provided in an annex to Book 5.</p> <p>Refer to the EU financial programme (funding) awarded in the year of the update of the Implementation Plan and that has been applicable since the last update</p>
	<b>Annexes</b>	<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> <p>Annexes (optional):</p> <ul style="list-style-type: none"> <li>- Key Parameters of Corridor Lines</li> <li>- Market Analysis Study</li> <li>- List of Projects</li> <li>- Deployment Plan</li> <li>- Capacity Management Plan</li> <li>- Reference to Union Contribution</li> </ul>