



## **Corridor Information Document**

**2027 timetable year**

## Version control

Version	Chapter changed	Changes compared to the previously published version	X marks which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
Date of change shall be the version number	x.x.x			X

# Table of contents

Table of contents .....	3
Glossary .....	7
1 General Information .....	7
1.1 Introduction .....	7
1.2 Purpose of the CID .....	7
1.3 Corridor Description .....	8
1.4 Corridor Organisation .....	8
1.5 Contacts .....	11
1.6 Character of the CID .....	11
1.7 Validity Period, Updating and Publishing .....	11
1.8 IT tools .....	11
1.8.1 Path Coordination System (PCS) .....	11
1.8.2 Train Information System (TIS) .....	12
1.8.3 Charging Information System (CIS) .....	12
1.8.4 Customer Information Platform (CIP) .....	12
1.8.5 Network and Corridor Information (NCI) portal .....	13
1.9 Corridor Language .....	13
2 Network Statement Excerpts .....	14
3 Terminal Description .....	15
4 Procedures for Capacity, Traffic and Train Performance Management .....	16
4.1 Introduction .....	16
4.2 Corridor OSS .....	16
4.2.1 Function .....	16
4.2.2 Contact .....	17
4.2.3 Language of the C-OSS .....	17
4.2.4 Tasks of the C-OSS .....	17
4.2.4.1 Path register .....	19
4.2.5 Tool .....	19
4.3 Capacity allocation .....	19
4.3.1 Framework for Capacity Allocation .....	19
4.3.2 Applicants .....	19
4.3.3 Requirements for requesting capacity .....	21
4.3.4 Annual timetable phase .....	22
4.3.4.1 PaPs .....	22

4.3.4.2 Schematic corridor map .....	22
4.3.4.3 Features of PaPs .....	23
4.3.4.4 Multiple corridor paths .....	23
4.3.4.5 PaPs on overlapping sections .....	24
4.3.4.6 Feeder, outflow and tailor-made paths.....	25
4.3.4.7 Handling of requests .....	25
4.3.4.8 Leading tool for the handling of capacity requests .....	26
4.3.4.9 Check of the applications.....	26
4.3.4.10 Pre-booking phase.....	27
4.3.4.11 Priority rules in capacity allocation .....	27
4.3.4.12 Priority rule in case a PaP is involved .....	27
4.3.4.13 Random selection .....	28
4.3.4.14 Special cases of requests and their treatment .....	28
4.3.4.15 Result of the pre-booking.....	29
4.3.4.16 Handling of non-requested PaPs .....	30
4.3.4.17 Draft offer .....	30
4.3.4.18 Observations .....	31
4.3.4.19 Post-processing.....	31
4.3.4.20 Final offer .....	31
4.3.5 Late path request phase.....	31
4.3.5.1 Product .....	31
4.3.5.2 Multiple corridor paths .....	32
4.3.5.3 Late paths on overlapping sections .....	32
4.3.5.4 Handling of requests .....	32
4.3.5.5 Leading tool for late path requests.....	32
4.3.5.6 Check of the applications.....	32
4.3.5.7 Pre-booking.....	32
4.3.5.8 Path elaboration.....	33
4.3.5.9 Late request offer.....	33
4.3.6 Ad-hoc path request phase.....	33
4.3.6.1 Reserve capacity (RC) .....	33
4.3.6.2 Multiple corridor paths .....	34
4.3.6.3 Reserve capacity on overlapping sections .....	34
4.3.6.4 Feeder, outflow and tailor-made paths.....	34
4.3.6.5 Handling of requests .....	34
4.3.6.6 Leading tool for ad-hoc requests.....	34

4.3.6.7 Check of the applications.....	34
4.3.6.8 Pre-booking.....	35
4.3.6.9 Path elaboration.....	35
4.3.6.10 Ad-hoc request offer.....	35
4.3.7 Request for changes by the applicant.....	35
4.3.7.1 Modification.....	35
4.3.7.2 Withdrawal.....	35
4.3.7.3 Transfer of capacity.....	37
4.3.7.4 Cancellation.....	37
4.3.7.5 Unused paths.....	40
4.3.8 Exceptional transport and dangerous goods.....	42
4.3.8.1 Exceptional transport.....	42
4.3.8.2 Dangerous goods.....	42
4.3.9 Rail related services.....	42
4.3.10 Contracting and invoicing.....	42
4.3.11 Appeal procedure.....	43
4.4 Coordination and Publication of planned Temporary Capacity Restrictions.....	44
4.4.1 Goals.....	44
4.4.2 Legal background.....	44
4.4.3 Coordination process of corridor-relevant TCRs.....	44
4.4.3.1 Timeline for coordination.....	44
4.4.3.2 Coordination between neighbouring IMs (first level of coordination).....	44
4.4.3.3 Coordination at Corridor level (second level of coordination).....	45
4.4.3.4 Conflict resolution process.....	45
4.4.4 Involvement of applicants.....	45
4.4.5 Publication of TCRs.....	46
4.4.5.1 Criteria for publication.....	46
4.4.5.2 Dates of publication.....	47
4.4.5.3 Way of publication.....	47
4.4.6 Legal disclaimer.....	47
4.5 Traffic management.....	48
4.5.1 Cross-border section information.....	48
4.5.1.1 Technical features and operational rules.....	49
4.5.1.2 Cross-border agreements.....	49
4.5.2 Priority rules in traffic management.....	50
4.5.3 Traffic management in the event of disturbance.....	51

<b>4.5.3.1 Communication procedure.....</b>	<b>51</b>
<b>4.5.3.2 Operational scenarios on the Corridor in the event of disturbance.....</b>	<b>52</b>
<b>4.5.3.3 Allocation rules in the event of disturbance .....</b>	<b>52</b>
<b>4.5.4 Traffic restrictions .....</b>	<b>52</b>
<b>4.5.5 Dangerous goods .....</b>	<b>52</b>
<b>4.5.6 Exceptional transport .....</b>	<b>53</b>
<b>4.6 Train Performance Management.....</b>	<b>53</b>
<b>Annex 3.A List of the terminals along the Corridor.....</b>	<b>54</b>
<b>Annex 4.A Framework for Capacity Allocation .....</b>	<b>54</b>
<b>Annex 4.B Table of deadlines .....</b>	<b>55</b>
<b>Annex 4.C Maps of the Corridor .....</b>	<b>56</b>
<b>Annex 4.D Specificities on specific PaP sections on the Corridor .....</b>	<b>57</b>
<b>Annex 4.D-1 Country / IM A.....</b>	<b>57</b>
<b>Annex 4.D-2 Country / IM B.....</b>	<b>57</b>
<b>Annex 4.E Table of distances (PaP sections) .....</b>	<b>58</b>

## Glossary

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

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

## 1 General Information

### 1.1 Introduction

Regulation (EU) 913/2010 of 22 September 2010 concerning a European rail network for competitive freight (hereinafter: Regulation), led to the establishment of Rail Freight Corridors (RFCs). The purpose of the Regulation is to create a competitive European rail network composed of international freight corridors with a high level of performance. It addresses topics such as governance, capacity allocation, traffic management and quality of service and introduces the concept of Corridor One-Stop-Shops.

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

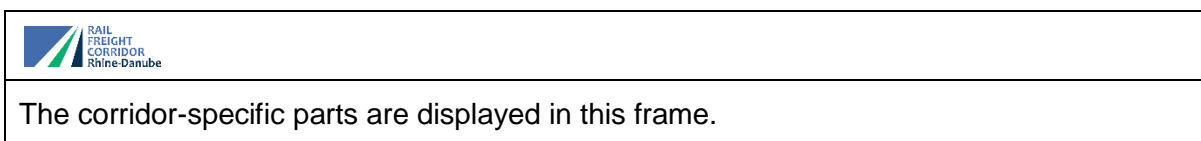
The role of the corridors is to increase the competitiveness of international rail freight in terms of performance, capacity allocation, harmonisation of procedures and reliability with the aim to support the shift from road to rail and to promote the railway as a sustainable transport system.

### 1.2 Purpose of the CID

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

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

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



The CID is divided into four Sections:

Section 1: General Information,

Section 2: Network Statement Excerpts,

Section 3: Terminal Description,

Section 4: Procedures for Capacity, Traffic and Train Performance Management.

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

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



The Implementation Plan of the Corridor can be found under the following [link](#).

### 1.3 Corridor Description

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

### 1.4 Corridor Organisation

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

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



#### Members of the ExBo of Corridor Rhine-Danube are as follows:

France	Ministère de la Transition Écologique
Germany	Bundesministerium für Verkehr und digitale Infrastruktur
Czech Republic	Ministerstvo dopravy
Slovakia	Ministerstvo dopravy Slovenskej republiky
Austria	Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie
Hungary	Építési és Közlekedési Minisztérium
Romania	Ministerul Transporturilor și Infrastructurii

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

		
Members of the MB of of Corridor Rhine-Danube are as follows:		
	<a href="#">SNCF Réseau</a>	France
	<a href="#">DB InfraGO</a>	Germany
	<a href="#">ÖBB-Infrastruktur</a>	Austria
	<a href="#">Správa železnic, státní organizace</a>	Czech Republic
	<a href="#">Železnice Slovenskej republiky</a>	Slovakia
	<a href="#">Győr-Sopron-Ebenfurti Vasút Zártkörűen Működő Részvénytársaság</a> <a href="#">Raab-Oedenburg-Ebenfurter Eisenbahn Aktiengesellschaft</a>	Austria & Hungary
	<a href="#">MÁV Pályaműködtetési Zrt.</a>	Hungary
	<a href="#">Közlekedéstudományi és Építésügyi Minőségellenőrző Intézet</a>	Hungary
	<a href="#">Compania Națională de Căi Ferate "CFR"</a>	Romania

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



The Corridor also invites non-RU applicants to its RAG meetings. For further information please contact the PMO [here](#).

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



Any interested manager or owner of a terminal is kindly invited to the TAG meetings. For further information please contact the PMO [here](#).

The organigram of the Corridor can be found below.



<https://rfc-rhine-danube.eu/structure-description/>

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

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



Description of the individual Corridor structure:

- Programme Management Office (PMO) is established with a virtual office organisation

The operational management of the Corridor is executed by the resources described hereinafter:

- Programme Management Office incl. permanent staff (Managing Director, C-OSS Manager, Railway Expert)

Representatives of each IM/AB as Management Board and Working Group (WG) members.

In order to facilitate the work regarding the implementation of the Corridor, several permanent working groups were formed consisting of experts in specific fields of the IMs/ABs as follows:

- Marketing and Communications WG
- Infrastructure WG
- Interoperability WG
- Capacity WG
- Temporary Capacity Restrictions WG
- Operations and Performance WG

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

## 1.5 Contacts

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



The relevant contacts of the Corridor are published on the Corridor's website under <https://rfc-rhine-danube.eu/#section-contactdata>.

## 1.6 Character of the CID

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

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

## 1.7 Validity Period, Updating and Publishing

This CID is valid for timetable year 2027 and all associated capacity allocation processes related to this timetable year.

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

The CID can be updated when necessary according to:

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

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

## 1.8 IT tools

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

### 1.8.1 Path Coordination System (PCS)

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

More information can be found via <https://rne.eu/it/products/pcs/>.

### 1.8.2 Train Information System (TIS)

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



All IMs on the Corridor participate in the TIS.

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

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

### 1.8.3 Charging Information System (CIS)

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

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



All IMs on the Corridor participate in the CIS.

### 1.8.4 Customer Information Platform (CIP)

CIP is an interactive, internet-based information tool.

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

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

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

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

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

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

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

### **1.9 Corridor Language**

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

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



Corridor Rhine-Danube has no additional official languages.

The language used in operations is determined by national law.

## 2 Network Statement Excerpts

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

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



CFR does not publish the Network Statements at the NCI portal, therefore the information about the NS of CFR can be found [here](#).

### 3 Terminal Description

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

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

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

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

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

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

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

### 4.1 Introduction

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

All rules concerning applicants, the use of the C-OSS and its products — Pre-arranged Paths (PaPs) and Reserve Capacity (RC) — and how to order them are explained here. The processes, provisions and steps related to PaPs and RC refer to Regulation (EU) No. 913/2010 and are valid for all applicants. For all other issues, the relevant conditions presented in the Network Statements of the Infrastructure Manager (IM)/Allocation Body (AB) concerned are applicable.

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

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

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



This Corridor does not participate in a TTR pilot project.

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

This document is revised and updated every year before the start of the yearly allocation process for PaPs. Changes in the legal basis of this document (e.g. changes in EU regulations, Framework for Capacity Allocation or national regulations) will be implemented with each revision.

Any changes during the running allocation process will be communicated directly to the applicants through publication on the Corridor's website.


### 4.2 Corridor OSS

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

#### 4.2.1 Function


The C-OSS is the only body where applicants may request and receive dedicated infrastructure capacity for international freight trains on the Corridor. The handling of the requests takes place in a single place and a single operation. The C-OSS is exclusively responsible for performing all the activities related to the publication and allocation decision with regard to requests for PaPs and RC on behalf of the IMs / ABs concerned.

## 4.2.2 Contact

	
Address	Adam-Riese-Straße 11-13, 60327 Frankfurt am Main
Phone	+49 1523 210 4340
Email	<a href="mailto:c-oss@rfc-rhine-danube.eu">c-oss@rfc-rhine-danube.eu</a>

## 4.2.3 Language of the C-OSS

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

	
The C-OSS offers for the time being an additional official language for correspondence: German.	

## 4.2.4 Tasks of the C-OSS

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

- Collection of international capacity wishes:
  - Consult all interested applicants in order to collect international capacity wishes and needs for the annual timetable by having them fill in a survey. This survey is sent by the C-OSS to the applicants and/or published on the Corridor's website. The results of the survey will be one part of the inputs for the predesign of the PaP offer. It is important to stress that under no circumstances the Corridor can guarantee the fulfilment of all expressed capacity wishes, nor will there be any priority in allocation linked to the provision of similar capacity.
- Predesign of PaP offer:
  - Give advice on the capacity offer, based on input received from the applicants, and the experience of the C-OSS and IMs/ABs, based on previous years and the results of the Transport Market Study
- Construction phase:
  - Monitor the PaP/RC construction to ensure harmonised border crossing times, calendar days and train parameters
- Publication phase:
  - Publish the PaP catalogue at X-11 in the Path Coordination System (PCS)
  - Inspect the PaP catalogue in cooperation with IMs/ABs, perform all needed corrections of errors detected by any of the involved parties until X-10.5
  - Publish offer for the late path request phase (where late path offer is applicable) in PCS
  - Publish the RC at X-2 in PCS

- Allocation phase: annual timetable (annual timetable process)
  - Collect, check and review all requests for PaPs including error fixing when possible
  - Create a register of the applications and keep it up-to-date (see 4.2.4.1)
  - Manage the resolution of conflicting requests through consultation where applicable
  - In case of conflicting requests, take a decision on the basis of priority rules adopted by the Executive Board along the Corridor (see Framework for Capacity Allocation (FCA) in Annex 4.A)
  - Propose alternative PaPs, if available, to the applicants whose applications have a lower priority value (K value) due to a conflict between several path requests
  - Transmit path requests that cannot be treated to the IM/AB concerned, in order for them to elaborate tailor-made offers
  - Pre-book capacity and inform applicants about the results at X-7.5
  - Allocate capacity (PaPs) in conformity with the relevant international timetabling deadlines and processes as defined by RailNetEurope (RNE) and according to the allocation rules described in the FCA
  - Monitor the construction of feeder and/or outflow paths by sending these requests without delay to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonised border times), ask for correction
  - Send the responses/offers (draft offer and final offer including feeder and outflow) to the applicants on behalf of the IMs/ABs concerned
  - Keep the PaP catalogue updated
- Allocation phase: late path requests (annual timetable process)
  - Collect, check and review all requests for the late path request phase including error fixing when possible
  - Allocate capacity for the late path request phase where applicable
  - Monitor the construction of feeder and/or outflow paths by sending these requests to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonised border times), ask for correction
  - Send the responses/offers to the applicants on behalf of the IMs/ABs concerned
  - Keep the catalogue concerned updated
- Allocation phase: ad-hoc requests (RC) (running timetable process)
  - Collect, check and review all requests for RC including error fixing when possible
  - Create a register of the applications and keep it up-to-date
  - Allocate capacity for RC

- Monitor the construction of feeder and/or outflow paths by sending these requests without delay to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonised border times), ask for correction
- Send the responses/offers to the applicants on behalf of the IMs/ABs concerned
- Keep the RC catalogue updated

#### 4.2.4.1 Path register

The C-OSS manages and keeps a path register up-to-date for all incoming requests, containing the dates of the requests, the names of the applicants, details of the documentation supplied and of incidents that have occurred. A path register shall be made freely available to all applicants concerned without disclosing the identity of other applicants, unless the applicants concerned have agreed to such a disclosure. The contents of the register will only be communicated to them on request.

#### 4.2.5 Tool

PCS is the single tool for publishing the binding PaP and RC offer of the Corridor and for placing and managing international path requests on the Corridor (see also 1.8.1).

Applications for PaPs/RC can only be made via PCS to the involved C-OSS. If the application is made directly to the IMs/ABs concerned, they inform the applicant that they have to place a correct PaP/RC request in PCS via the C-OSS according to the applicable deadlines. PaP/RC capacity requested only through national tools will not be allocated.

In other words, PaP/RC applications cannot be placed through any other tool than PCS.

### 4.3 Capacity allocation

The decision on the allocation of PaPs and RC on the Corridor is taken by the C-OSS on behalf of the IMs/ABs concerned. As regards feeder and/or outflow paths, the allocation decision is made by the relevant IMs/ABs and communicated to the applicant by the C-OSS. Consistent path construction containing the feeder and/or outflow sections and the corridor-related path section has to be ensured.

All necessary contractual relations regarding network access have to be dealt with bilaterally between the applicant and each individual IM/AB.

#### 4.3.1 Framework for Capacity Allocation

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



The Framework for Capacity Allocation can be found at:

<https://rfc-rhine-danube.eu/documents/>

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

#### 4.3.2 Applicants

In the context of a Corridor, an applicant means a railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities under

Regulation (EC) No. 1370/2007 and shippers, freight forwarders and combined transport operators, with a commercial interest in procuring infrastructure capacity for rail freight.

Applicants shall accept the general terms and conditions of the Corridor as stipulated in this CID by accepting the respective check-box in PCS before placing their requests.

Without accepting the general terms and conditions, the applicant will not be able to send the request. In case a request is placed by several applicants, every applicant requesting PaP sections has to accept the general terms and conditions for each corridor on which the applicant is requesting a PaP section. In case one of the applicants only requests a feeder or outflow section, the acceptance of the general terms and conditions is not needed.


The acceptance shall be done only once per applicant and per corridor and is valid for one timetable period.

With the acceptance the applicant declares that it:

- has read, understood and accepted the Corridor's CID and, in particular, this Section 4,
- complies with all conditions set by applicable legislation and by the IMs/ABs involved in the paths it has requested, including all administrative and financial requirements,
- shall provide all data required for the path requests,
- accepts the provisions of the national Network Statements applicable to the path(s) requested.

In case of a non-RU applicant, it shall appoint the RU that will be responsible for train operation and inform the C-OSS and IMs/ABs about this RU as early as possible, but at the latest 30 days before the running day. If the appointment is not provided by this date, the PaP/RC is considered as cancelled, and national rules for path cancellation are applicable.

In case the applicant is a non-RU applicant, and applies for feeder / outflow paths, the national rules for nomination of the executing RU will be applied. In the table below the national deadlines for nomination of the executing RU for feeder / outflow paths can be found.

	
An overview of the deadlines of the IMs/ABs on the Corridor from the different Network Statements) is listed below.	
IM/AB	Deadline
SNCF Réseau	30 days before the train run
DB InfraGO	30 days before the train run
SZCZ	For annual TT request: until the deadline for placing Late path request. (7th September 2026). For ad-hoc requests: before capacity allocation.
ŽSR	30 days before the train run
ÖBB-Infra	<ul style="list-style-type: none"> <li>• Until 30 days before the train run</li> <li>• At least with the introduction of the desire if the time is shorter</li> </ul>

MÁV/GYSEV/KTI	10 days before the train run
CFR	30 days before the train run

### 4.3.3 Requirements for requesting capacity

The Corridor applies the international timetabling deadlines defined by RNE for placing path requests as well as for allocating paths (for the Corridor calendar, see <https://rne.eu/capacity-management/capacity-planning-timetabling/> or Annex 4.B).

All applications have to be submitted via PCS, which is the single tool for requesting and managing capacity on all corridors. The C-OSS is not entitled to create PCS dossiers on behalf of the applicant. If requested, the C-OSS can support applicants in creating the dossiers in order to prevent inconsistencies and guide the applicants' expectations (maximum 1 week prior to the request deadline). The IMs/ABs may support applicants by providing a technical check of the requests.

A request for international freight capacity via the C-OSS has to fulfil the following requirements:

- it must be submitted to a C-OSS by using PCS, including at least one PaP/RC section (for access to PCS, see 1.8.1 and 4.2.5). Details are explained in the PCS User Manual <https://rne.eu/it/rne-applications/pcs/documentation/>),
- it must cross at least one border on a corridor,
- it must comprise a train run from origin to destination, including PaP/RC sections on one or more corridors as well as, where applicable, feeder and/or outflow paths, on all of its running days. In certain cases, which are due to technical limitations of PCS, a request may have to be submitted in the form of more than one dossier. These specific cases are the following:
  - Different origin and/or destination depending on running day (But using identical PaP/RC capacity for at least one of the IMs for which capacity was requested).
  - Transshipment from one train onto different trains (or vice versa) because of infrastructure restrictions.
  - The IM/AB specifically asks the applicant to split the request into two or more dossiers.

To be able for the C-OSS to identify such dossiers as one request, and to allow a correct calculation of the priority value (K value) in case a request has to be submitted in more than one dossier, the applicant shall indicate the link among these dossiers in PCS. Furthermore, the applicant shall mention the reason for using more than one dossier in the comment field.

- the technical parameters of the path request have to be within the range of the parameters – as originally published – of the requested PaP sections (exceptions are possible if allowed by the IM/AB concerned, e.g. when the timetable of the PaP can be respected)
- as regards sections with flexible times, the applicant may adjust/insert times, stops and parameters according to its individual needs within the given range.

### 4.3.4 Annual timetable phase

#### 4.3.4.1 PaPs

PaPs are a joint offer of coordinated cross-border paths for the annual timetable produced by IMs/ABs involved in the Corridor. The C-OSS acts as a single point of contact for the publication and allocation of PaPs.

PaPs constitute an off-the-shelf capacity product for international rail freight services. In order to meet the applicants' need for flexibility and the market demand on the Corridor, PaPs are split up in several sections, instead of being supplied as entire PaPs, as for example from [Start Point(s)] to [End Point(s)]. Therefore, the offer might also include some purely national PaP sections – to be requested from the C-OSS for freight trains crossing at least one border on a corridor in the context of international path applications.

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



[Link to PCS](#)

[Link to Website](#)

PaPs are published in PCS at X-11. Between X-11 and X-10.5 the C-OSS is allowed to perform, in PCS, all needed corrections of errors regarding the published PaPs detected by any of the involved parties. In this phase, the published PaPs have 'read only' status for applicants, who may also provide input to the C-OSS regarding the correction of errors.

#### 4.3.4.2 Schematic corridor map



The Schematic corridor map can be found in Annex 4.3.4.2

Symbols in schematic corridor map:

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

➤ Handover Point

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

On the maps, this is shown as:



Handover Point

➤ Intermediate Point

Feeder and outflow connections are possible. If the path request ends at an Intermediate Point without indication of a further path, feeder/outflow or additional PaP section, the destination terminal / parking facility of the train can be mentioned. Intermediate Points also allow stops for train handling, e.g. loco change, driver change, etc. An Intermediate Point can be combined with a Handover Point.

On the maps, this is shown as:

 Intermediate Point

 Intermediate Point combined with Handover Point

➤ Operational Point

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

On the maps, this is shown as:

 Operational Point

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


#### 4.3.4.3 Features of PaPs

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

- Sections with fixed times (data cannot be modified in the path request by an applicant).
  - Capacity with fixed origin, intermediate and destination times within one IM/AB.
  - Intermediate Points and Operational Points (as defined in 4.3.4.2) with fixed times. Requests for changes to the published PaP have to be examined by the IMs/ABs concerned and can only be accepted if they are feasible and if this does not change the calculation of the priority rule in case of conflicting requests at X-8.
- Sections with flexible times (data may be modified in the path request by an applicant according to individual needs, but without exceeding the given range of standard running times, stopping times and train parameters. Where applicable, the maximum number of stops and total stopping time per section have to be respected).
  - Applicants are free to include their own requirements in their PaP request within the parameters mentioned in the PaP catalogue.
  - Where applicable, the indication of standard journey times for each corridor section has to be respected.
  - Optional: Intermediate Points (as defined in 4.3.4.2) without fixed times. Other points on the Corridor may be requested.
  - Optional: Operational Points (as defined in 4.3.4.2) without fixed times.

Requests for changes outside of the above-mentioned flexibility have to be examined by the IMs/ABs concerned if they accept the requests. The changes can only be accepted if they are feasible.

The C-OSS promotes the PaPs by presenting them to existing and potential applicants.


Corridor Rhine-Danube offers PaPs with flexible times.

#### 4.3.4.4 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor. A PaP offer harmonised by different corridors may be published and indicated as such. The applicant may request PaP sections on different corridors within one request. Each C-OSS remains responsible for allocating its own PaP sections, but the applicant may address its questions to only one of the involved C-OSSs, who will coordinate with the other concerned C-OSSs whenever needed.

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

#### 4.3.4.5 PaPs on overlapping sections

The layout of the corridor lines leads to situations where some corridor lines overlap with others. The aim of the corridors, in this case, is to prepare the best possible offer, taking into account the different traffic flows and to show the possible solutions to link the overlapping sections concerned with the rest of the corridors in question.

In case of overlapping sections, corridors may develop a common offer, visible via all corridors concerned. These involved corridors will decide which C-OSS is responsible for the final allocation decision on the published capacity. In case of conflict, the responsible C-OSS will deal with the process of deciding which request should have priority together with the other C-OSSs. In any case, the applicant will be consulted by the responsible C-OSS.

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

Overlapping section with common offer	Involved RFCs	Responsible C-OSS
Bremerhaven – Bremen	North Sea – Baltic Rhine-Danube	Rhine-Danube
Bremen – Magdeburg	North Sea – Baltic	Rhine-Danube
Rostock – Dresden	North Sea – Baltic Rhine-Danube	Rhine-Danube
Magdeburg – Falkenberg/Elster	North Sea – Baltic Rhine-Danube	Rhine-Danube
Ferencváros – Kelebia	Rhine-Danube Wester Balkans – Eastern Mediterranean	Rhine-Danube
Kelebeia – Beograd	Rhine-Danube Wester Balkans – Eastern Mediterranean	Wester Balkans – Eastern Mediterranean
Nové Zámky – Štúrovo – Ferencváros	Rhine-Danube Baltic Sea – Adriatic Sea	Rhine-Danube
Žilina – Ostrava	Rhine-Danube	Rhine-Danube

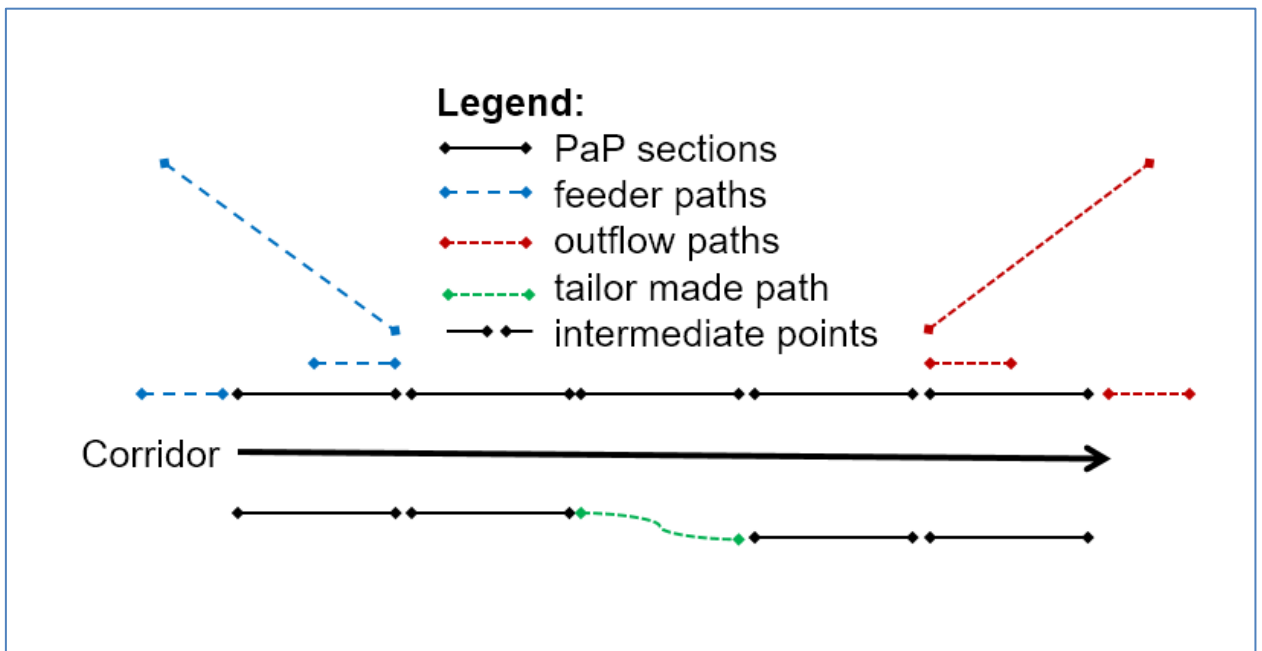
#### 4.3.4.6 Feeder, outflow and tailor-made paths

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

A feeder/outflow path refers to any path section prior to reaching an Intermediate Point on a corridor (feeder path) or any path section after leaving a corridor at an Intermediate Point (outflow path).

Feeder / outflow paths will be constructed on request in the PCS dossiers concerned by following the national path allocation rules. The offer is communicated to the applicant by the C-OSS within the same time frame available for the communication of the requested PaPs. Requesting a tailor-made path between two PaP sections is possible, but because of the difficulty for IMs/ABs to link two PaP sections, a suitable offer might be less likely (for further explanation see 4.3.4.14).

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



#### 4.3.4.7 Handling of requests


The C-OSS publishes the PaP catalogue at X-11 in PCS, inspects it in cooperation with IMs/ABs, and performs all needed corrections of errors detected by any of the involved parties until X-10.5. Applicants can submit their requests until X-8. The C-OSS offers a single point of contact to applicants, allowing them to submit requests and receive answers regarding corridor capacity for international freight trains crossing at least one border on a corridor in one single operation. If requested, the C-OSS can support applicants in creating the dossiers in order to prevent inconsistencies and guide the applicants' expectations. The IMs/ABs may support the applicants by providing a technical check of the requests.

#### 4.3.4.8 Leading tool for the handling of capacity requests

Applicants sending requests to the C-OSS shall use PCS. PCS is used to manage the complete international path: PaP section, feeder and/or outflow and tailor-made path. Within the construction process of feeder and/or outflow paths and tailor-made paths, the national tool may show additional information to the applicant.

The following matrix shows for each step of the process which tool is considered as the leading tool.

Phase	Application (till X-8)	Withdrawal (X-8)	Pre-booking (X-7.5)	Draft offer (X-5)	Observation (X-5 till X-4)	Final offer (X-3.5)	Acceptance (until X-3)	Modification (after X-4)	Cancellation (after X-4)
Leading tool	PCS	PCS	PCS	PCS	PCS	PCS	PCS	National tool/PCS	National tool/PCS
Additional tool			Email (for pre-booking information)						



On DB InfraGO and SZCZ networks the national IT system is the only binding tool to place request for modification and cancellation after X-4. The usage of PCS for these operations is additional only.

#### 4.3.4.9 Check of the applications

The C-OSS assumes that the applicant has accepted the published PaP characteristics by requesting the selected PaP. However, for all incoming capacity requests it will perform the following plausibility checks:

- Request for freight train using PaP and crossing at least one border on a corridor
- Request without major change of parameters

If there are plausibility flaws, the C-OSS may check with the applicant whether these can be resolved:

- if the issue can be solved, the request will be corrected by the C-OSS (after the approval of the applicants concerned) and processed like all other requests. The applicant has to accept or reject the corrections within 5 calendar days. In case the applicant does not answer or reject the corrections, the C-OSS forwards the original request to the IM/AB concerned.
- if the issue cannot be resolved, the request will be rejected.

All requests not respecting the published offer are immediately forwarded by the C-OSS to the IM/AB concerned for further treatment. In those cases, answers are provided by the involved IM/AB. The IMs/ABs will accept them as placed in time (i.e. until X-8).

In case of missing or inconsistent data the C-OSS directly contacts the leading applicant and asks for the relevant data update/changes to be delivered within 5 calendar days.

In general: in case a request contains PaPs on several corridors, the C-OSSs concerned check the capacity request in cooperation with the other involved C-OSS(s) to ensure their cooperation in treating multiple corridor requests. This way, the cumulated length of PaPs requested on each

corridor is used to calculate the priority value (K value) of possible conflicting requests (see more details in 4.3.4.11). The different corridors can thus be seen as part of one combined network.

#### 4.3.4.10 Pre-booking phase

In the event of conflicting requests for PaPs placed until X-8, a priority rule is applied. The priority rules are stated in the FCA (Annex 4.A) and in 4.3.4.11.

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

The C-OSS also forwards without delay the requested feeder/outflow path and/or adjustment to the IMs/ABs concerned for elaboration of a timetable offer fitting to the PaP already reserved (pre-booked), just as might be the case with requests with a lower priority value (priority rule process below). The latter will be handled in the following order:

- consultation may be applied
- alternatives may be offered (if available)
- if none of the above steps were applied or successful, the requested timetable will be forwarded without delay to the IMs/ABs concerned to elaborate a tailor-made offer as close as possible to the initial request.

#### 4.3.4.11 Priority rules in capacity allocation

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

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

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

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

- C) Random selection (see 4.3.4.13).

In the case that more than one PaP is available for the published reference PaP, the C-OSS pre-books the PaPs with the highest priority until the published threshold is reached. When this threshold is reached, the C-OSS will apply the procedure for handling requests with a lower priority as listed above.



Corridor Rhine-Danube does not apply the resolution through consultation.

#### 4.3.4.12 Priority rule in case a PaP is involved

The priority is calculated according to this formula:

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

$L^{PAP}$  = Total requested length of all PaP sections on all involved RFCs included in one request. The definition of a request can be found in Chapter 4.3.3.

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

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

$K$  = The rate for priority

All lengths are counted in kilometres.

The method of applying this formula is:

- in a first step the priority value ( $K$ ) is calculated using only the total requested length of pre-arranged path ( $L^{PAP}$ ) multiplied by the Number of requested running days ( $Y^{RD}$ );
- if the requests cannot be separated in this way, the priority value ( $K$ ) is calculated using the total length of the complete paths ( $L^{PAP} + L^{FO}$ ) multiplied by the number of requested running days ( $Y^{RD}$ ) in order to separate the requests;
- if the requests cannot be separated in this way, a random selection is used to separate the requests. This random selection is described in 4.3.4.13

#### 4.3.4.13 Random selection

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

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

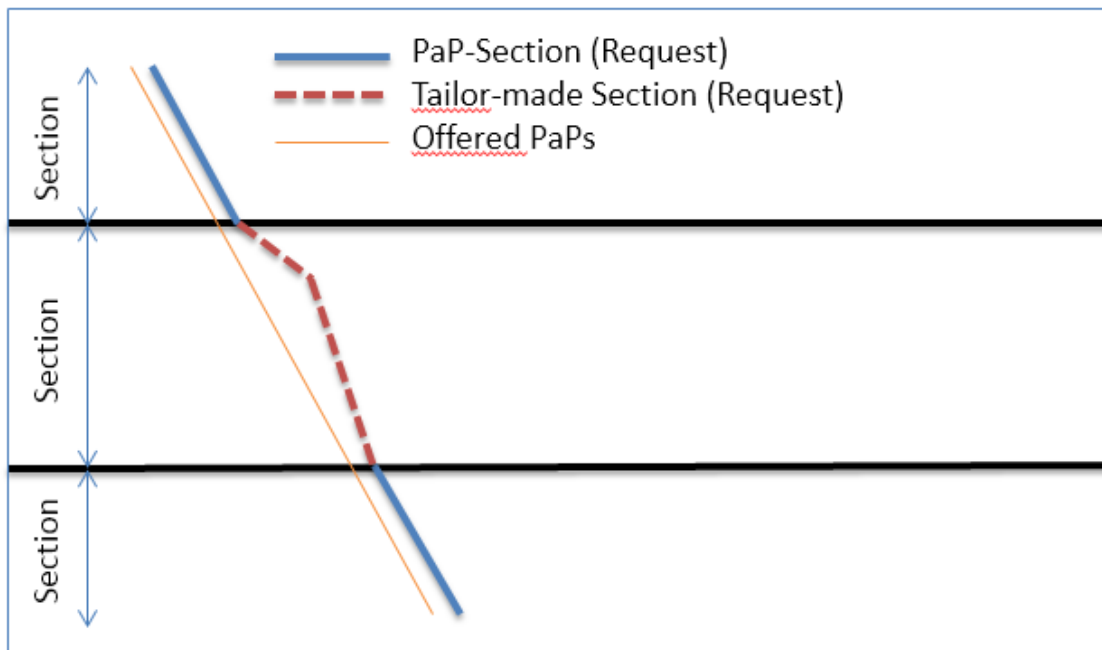


Implementation of the random selection is based on the choice of the respective RUs concerning the exact procedure to be applied.

#### 4.3.4.14 Special cases of requests and their treatment

The following special use of PaPs is known out of the allocation within the past timetables: Division of continuous offer in shares identified by the PaP ID (PaPs / non-PaPs). This refers to the situation when applicants request corridor capacity (on one or more corridors) in the following order:

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



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

- Construction starting point at the beginning: The C-OSS pre-books the PaP sections from origin until the end of the first continuous PaP section. No section after the interruption of PaP sections will be pre-booked; they will be treated as tailor-made.
- Construction starting point at the end: The C-OSS pre-books the PaP sections from the destination of the request until the beginning of the last continuous PaP section. No sections between the origin and the interruption of the PaP sections will be pre-booked; they will be treated as tailor-made.
- Construction starting point in the middle: The C-OSS pre-books the longest of the requested PaP sections either before or after the interruption. No other sections will be pre-booked; they will be treated as tailor-made.

However, in each of the above cases, the requested PaP capacity that becomes tailor-made might be allocated at a later stage if the IMs/ABs can deliver the tailor-made share as requested. In case of allocation, the PaP share that can become tailor-made retains full protection. This type of request doesn't influence the application of the priority rule.

#### 4.3.4.15 Result of the pre-booking

The C-OSS provides interim information to applicants regarding the status of their application no later than X-7.5.

In the case that consultation was applied, the applicants concerned are informed about the outcome.

In the case that no consultation was applied, the interim notification informs applicants with a higher priority value (K value) about pre-booking decisions in their favour.

In case of conflicting requests with a lower priority value, the C-OSS shall offer an alternative PaP, if available. The applicant concerned has to accept or reject the offered alternative within 5 calendar days. In case the applicant does not answer, or rejects the alternative, or no alternative is available, the C-OSS forwards the original request to the IM/AB concerned. The C-OSS informs

the applicants with a lower priority value (K value) by X-7.5 that their path request has been forwarded to the IM/AB concerned for further treatment within the regular process for the annual timetable construction, and that the C-OSS will provide the draft path offer on behalf of the IM/AB concerned at X-5 via PCS. These applications are handled by the IM/AB concerned as on-time applications for the annual timetable and are therefore included in the regular national construction process of the annual timetable.

#### 4.3.4.16 Handling of non-requested PaPs

There are two ways of handling non-requested PaPs at X-7.5, based on the decision of the MB.

- A) After pre-booking, all non-requested PaPs are handed over to the IM/AB.
- B) The MB takes a decision regarding the capacity to be republished after X-7.5. This decision depends on the “booking situation” at that moment. More precisely, at least the following three criteria must be fulfilled in the following order of importance:
  1. There must be enough capacity for late requests, if applicable, and RC.
  2. Take into account the demand for international paths for freight trains placed by other means than PCS.
  3. Take into account the need for modification of the capacity offer due to possible changes in the planning of TCRs.



Corridor Rhine-Danube handles non-requested PaPs according to option B, with the following difference: The decision on the further procedure is made by the individual IM/AB – based on MB-decision No V. of the MB-meeting of 17<sup>th</sup> September 2020.

#### 4.3.4.17 Draft offer

After receiving the pre-booking decision by the C-OSS, the IMs/ABs concerned will elaborate the flexible parts of the requests:

- Feeder, outflow or intermediate sections
- Pre-booked sections for which the published timetable is not available anymore due to external influences, e.g. temporary capacity restrictions
- In case of modifications to the published timetable requested by the applicant
- In case of an alternative offer that was rejected by the applicant or is not available

In case IMs/ABs cannot create the draft offer due to specific wishes of the applicant not being feasible, the C-OSS has to reject the request.

The C-OSSs shall be informed about the progress, especially regarding the parts of the requests that cannot be fulfilled, as well as conflicts and problems in harmonising the path offers.

At the RNE draft timetable deadline (X-5) the C-OSS communicates the draft timetable offer for every handled request concerning pre-booked PaPs including feeder and/or outflow, tailor-made sections and tailor-made offers in case of conflicting requests to the applicant via PCS on behalf of the IM/AB concerned.



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

#### 4.3.4.18 Observations

Applicants can place observations on the draft timetable offer in PCS one month from the date stated in Annex 4B, which are monitored by the C-OSS. The C-OSS can support the applicants regarding their observations. This procedure only concerns observations related to the original path request — whereas modifications to the original path requests are treated as described in 4.3.7.1 (without further involvement of the C-OSS).

#### 4.3.4.19 Post-processing

Based on the above-mentioned observations the IMs/ABs have the opportunity to revise offers between X-4 and X-3.5. The updated offer is provided to the C-OSS, which – after a consistency check – submits the final offer to the applicant in PCS.

#### 4.3.4.20 Final offer

At the final offer deadline (X-3.5), the C-OSS communicates the final timetable offer for every valid PaP request including feeder and/or outflow, tailor-made sections and tailor-made offers in case of conflicting requests to the applicants via PCS on behalf of the IM/AB concerned. If, for operational reasons, publication via national tools is still necessary (e.g. to produce documents for train drivers), the IMs/ABs have to ensure that there are no discrepancies between PCS and the national tool.



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

The applicants involved shall accept or reject the final offer within 7 calendar days in PCS.

- Acceptance > leads to allocation
- Rejection > leads to withdrawal and closing of the request
- No answer > The C-OSS will actively try to get an answer. In case there is no answer from the applicants, the C-OSS will end the process (no allocation).

If not all applicants agree on the final offer, the request will be considered as unanswered.

#### 4.3.5 Late path request phase

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



Corridor Rhine-Danube can offer the possibility to place late path requests (depends on the actual business demand) between X-7.5 and X-2.


##### 4.3.5.1 Product

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

- A) In the same way, as for PaPs, either specially constructed paths for late path requests or PaPs which were not used for the annual timetable.
- B) On the basis of capacity slots. Slots are displayed per corridor section and the standard running time is indicated. To order capacity for late path requests, corridor sections without any time indications are available in PCS. The applicant may indicate his individually required departure and/or arrival times, and feeder and outflow path(s), as well as

construction starting point. The indications should respect the indicated standard running times.

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


<p>Corridor Rhine-Danube may offer the possibility to place late path request by using the variant A.</p> <p>On the German section of Corridor Rhine-Danube a late path request will be handled in the ad-hoc traffic starting at X-4.</p>

#### 4.3.5.2 Multiple corridor paths

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

#### 4.3.5.3 Late paths on overlapping sections

See 4.3.4.5.

#### 4.3.5.4 Handling of requests


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

#### 4.3.5.5 Leading tool for late path requests

Applicants sending late path requests to the C-OSS shall use PCS. PCS is used to manage the complete international path: PaP section, feeder and/or outflow and tailor-made path. Within the construction process, the national tool may show additional information to the applicant.

The following matrix shows for each step of the process which tool is considered as the leading tool.

Phase	Application (X-7.5 till X-2)	Withdrawal (X-8 till X-2)	Offer (X-1)	Acceptance (until X-0.75)	Modification	Cancellation
Leading tool	PCS	PCS	PCS	PCS	National tool/PCS	National tool/PCS


<p>On DB InfraGO and SZCZ networks the national IT system is the only binding tool to place request for modification and cancellation. The usage of PCS for these operations is additional only.</p>

#### 4.3.5.6 Check of the applications

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

#### 4.3.5.7 Pre-booking

The C-OSS coordinates the offer with the IMs/ABs concerned or other C-OSS if needed by following the rule of “first come – first served”.

#### 4.3.5.8 Path elaboration

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

#### 4.3.5.9 Late request offer

All applicants involved shall accept, ask for adaptations or reject the late request offer within 7 calendar days in PCS. By triggering the 'ask for adaptation' function, applicants can place comments on the late request offer, which will be monitored by the C-OSS. This procedure only concerns comments related to the original path request – whereas modifications to the original path requests are treated as described in 4.3.7.1 (without further involvement of the C-OSS).

- Acceptance > leads to allocation
- Ask for adaptations > late offer can be returned to path elaboration with comments; IM/AB will make an alternative proposal; however, if no alternatives are possible, the applicant will have to prepare a new request
- Rejection > leads to withdrawal and closing of the request
- No answer > The C-OSS will actively try to get an answer. In case there is still no answer from the applicants, the C-OSS will end the process (no allocation)

If not all applicants agree on the final offer, the request will be considered as unanswered.

#### 4.3.6 Ad-hoc path request phase

##### 4.3.6.1 Reserve capacity (RC)

During the ad-hoc path request phase, the C-OSS offers RC based on PaPs or capacity slots to allow for a quick and optimal answer to ad-hoc path requests:

- A. RC based on PaPs will be a collection of several sections along the Corridor, either of non-requested PaPs and/or PaPs constructed out of remaining capacity by the IMs/ABs after the allocation of overall capacity for the annual timetable as well as in the late path request phase.
- B. In case RC is offered on the basis of capacity slots, slots are displayed per corridor section and the standard running time is indicated. The involved IMs/ABs jointly determine the amount of RC for the next timetable year between X-3 and X-2. The determined slots may not be decreased by the IMs/ABs during the last three months before real time.

To order reserve capacity slots, corridor sections without any time indication are available in PCS. The applicant may indicate his individually required departure and/or arrival times, feeder and outflow path(s) as well as construction starting point. The indications should respect the indicated standard running times as far as possible.



Corridor Rhine-Danube offers RC by variant A and B according to the product offered in each involved network. ÖBB Infra no longer works with fixed constructed paths but with assured transport times between RFC sections.

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



[Link to PCS](#)


The IMs can modify or withdraw RC for a certain period in case of unavailability of capacity due to force majeure. Applicants can book RC via the C-OSS until 30 days before the running day. To make ad-hoc requests less than 30 days before the running day, they have to contact the IMs/ABs directly.

#### 4.3.6.2 Multiple corridor paths

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

#### 4.3.6.3 Reserve capacity on overlapping sections

See 4.3.4.5.


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

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

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

#### 4.3.6.5 Handling of requests


The C-OSS receives and collects all path requests for RC placed via PCS until 30 days before the running day. If requested, the C-OSS can support applicants in creating the dossiers to prevent inconsistencies and guide the applicants' expectations. The IMs/ABs may support the applicants by providing a technical check of the requests.

#### 4.3.6.6 Leading tool for ad-hoc requests

Applicants sending requests for RC to the C-OSS shall use PCS. PCS is used to manage the complete international path: PaP section, feeder and/or outflow and tailor-made path. Within the construction process, the national tool may show additional information to the applicant.

The following matrix shows for each step of the process which tool is considered as the leading tool.

Phase	Application and allocation (X-2 till X+12)	Withdrawal	Offer (10 calendar days before train run)	Answer (within 5 calendar days after offer)	Modification	Path Alteration	Cancellation
Leading tool	PCS	PCS	PCS	PCS	National tool/PCS*	National tool/PCS	National tool/PCS*


On DB InfraGO and SZCZ networks the national IT system is the only binding tool to place request for modification and cancellation. The usage of PCS for these operations is additional only.

#### 4.3.6.7 Check of the applications

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

#### 4.3.6.8 Pre-booking

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

#### 4.3.6.9 Path elaboration

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

#### 4.3.6.10 Ad-hoc request offer

Applicants shall receive the ad-hoc offer no later than 10 calendar days before the train run. All applicants involved shall accept, ask for adaptations or reject the ad-hoc offer within 7 calendar days in PCS. By triggering the 'ask for adaptation' function, applicants can place comments on the ad-hoc request offer, which will be monitored by the C-OSS. This procedure only concerns comments related to the original path request – whereas modifications to the original path requests are treated as described in 4.3.7.1 (without further involvement of the C-OSS).

- Acceptance > leads to allocation
- Ask for adaptations > ad-hoc offer can be returned to path elaboration with comments; IM/AB will make an alternative proposal; however, if no alternatives are possible, the applicant will have to prepare a new request
- Rejection > leads to withdrawal of the offer and closing of the request
- No answer > The C-OSS will actively try to get an answer. In case there is still no answer from the applicants, the C-OSS will end the process (no allocation)

If not all applicants agree on the final offer, the request will be considered as unanswered.

### 4.3.7 Request for changes by the applicant

#### 4.3.7.1 Modification


The Sector Handbook for the communication between Railway Undertakings and Infrastructure Managers (RU/IM Telematics Sector Handbook) is the specification of the TAF-TSI (EU) No. 1305/2014 Regulation. According to its Annex 12.2 UML Model of the yearly timetable path request, it is not possible to place change requests for paths (even including PaPs) by the applicant between X-8 and X-5. The only option in this period is the deletion, meaning the withdrawal, of the path request.

#### 4.3.7.2 Withdrawal

Withdrawing a request is only possible

- After submitting the request (until X-8) until the final offer
- before allocation during the late path request phase (where applicable) and ad-hoc path request phase.

Resubmitting the withdrawn dossier will be considered as annual request only until X-8.

	
An overview of withdrawal fees and deadlines of the IMs/ABs on the Corridor (extract from the different Network Statements) is listed below.	
IM/AB	Withdrawal fees and deadlines
SNCF Réseau	No charges.
DB InfraGO	Withdrawal between X-8 – X-4:

	<p>Prior to receiving a path offer from DB InfraGO AG, applicants may withdraw a request at any time. They will not be charged by DB InfraGO AG for withdrawing a request as long as they have not received a path offer.</p> <p>RUs will be charged after having received the final offer at X-4.</p> <p>Please note, a charge for issuing an offer is getting effective – CID section 4.3.10.</p>
SZCZ	No charges.
ŽSR	No charges.
ÖBB-Infra	<p>Reservation fees:</p> <p>In cases where the applicant is responsible, ÖBB-Infra will apply a reservation fee for infrastructure capacity requests for passenger trains that are accounted for in the running timetable, for which:</p> <ul style="list-style-type: none"> <li>• no allocation is made;</li> <li>• train paths are cancelled before the start of the running timetable;</li> <li>• the allocation is not used or is insufficiently used.</li> </ul> <p>The calculation criteria for the reservation fee per train path is the usage fee for the relevant running timetable period (consisting of the “train path fee”, “station fee” and “facilities fee”), along with the ordering date.</p> <ul style="list-style-type: none"> <li>• Reservation fee amounts: <ul style="list-style-type: none"> <li>-If there has not been an allocation of train paths for the total run, or if train paths already allocated for the total run are cancelled before the start of the running timetable period, a reservation fee of 50 % of the charge applies.</li> <li>- If, on an affected train path section that is greater than or equal to 5 km, within a quarter of the year (January to March, April to June, July to September, October to December), the actual traffic performance is less than 75% of the traffic performance allocated in the network timetable, the fee shall nevertheless be payable in full (i.e. at 100%) for the affected section and the respective quarter.</li> </ul> </li> <li>• Waiving the reservation fee: <ul style="list-style-type: none"> <li>- The reservation fee is waived for restrictions due to force majeure or other events outside of the control of the applicant.</li> <li>- If usage is restricted due to ÖBB-Infra construction works, the reservation fee will not be charged.</li> </ul> </li> </ul>
MÁV/GYSEV/KTI	No charges.
CFR	No charges.


### 4.3.7.3 Transfer of capacity

Once capacity is pre-booked or allocated to an applicant, it shall not be transferred by the recipient to another applicant. The use of capacity by an RU that carries out business on behalf of a non-RU applicant is not considered a transfer.

### 4.3.7.4 Cancellation

Cancellation refers to the phase between final allocation and the train run. Cancellation can refer to one, several or all running days and to one, several or all sections of the allocated path.

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

	
An overview of cancellation fees and deadlines of the IMs/ABs on the Corridor (extract from the different Network Statements) is listed below.	
IM/AB	Cancellation fees and deadlines
SNCF Réseau	The late withdrawal penalty is applied if the candidate withdraws from an assigned time slot from D-1 at 5 p.m. This penalty is imposed on the time slot awardee, at a rate of 1 euro per kilometer for freight activities.
DB InfraGO	<p>Between final draft of working timetable in first phase until 30 November of the same year, a minimum cancellation fee has to be paid:</p> <ul style="list-style-type: none"> <li>• In case of cancellations, a minimum cancellation fee is generally charged for each day of service cancelled, depending on the expense associated therewith.</li> <li>• No minimum cancellation fee accrues for days of service for which an increased cancellation fee is charged</li> <li>• The minimum cancellation fee is calculated by multiplying the timetable costs according to the working timetable by the number of train-path kilometers affected by the amendment, multiplied by the number of amended days of service. The minimum cancellation fee is limited by a maximum of € 1.087.</li> </ul> <p>Calculation: <math>0,04 * \text{number of train-path kilometers} * \text{number of amended days of service}</math>.</p> <p>An increased cancellation fee is charged in case of cancellations after 30 November:</p> <p>Until 31 days before the running day 15% of calculation basis * number of train-path kilometers * number of amended days of service.</p> <p>Between 30 days and 5 days (included) before the running day 20 % of calculation basis * number of train-path kilometers * number of amended days of service.</p>


	<p>Between 4 days and 24h hours before the running day 40 % of calculation basis * number of train-path kilometers * number of amended days of service.</p> <p>24h hours or less before the running day 70 % of calculation basis * number of train-path kilometers * number of amended days of service.</p> <p>Between scheduled time of train run and beyond 20h of scheduled departure 120 % of calculation basis * number of train-path kilometers * number of amended days of service.</p> <p>After 20 hours after departure: 200% of calculation basis * number of train-path kilometers</p> <p>Calculation basis: the saved direct costs of train operation for maintenance and depreciation are deducted from the charge for the cancelled train path. This results in the calculation basis for the cancellation fee. Amounts can be found in Annex 5.3 to the DB InfraGO Network Statement (INB).</p> <p>If the Applicant cancels several days of service, the relevant increased cancellation fee is determined for each day of service and added up for the affected days of service. If a train path is cancelled and/or amended on different days of service, the relevant increased cancellation fee per day of service and the relevant minimum cancellation charge per day of service are added up. No minimum cancellation fee accrues for days of service for which an increased cancellation fee is charged.</p> <p>Force Majeure outside the scope of DB InfraGO AG Network:</p> <p>As of the 12th of May 2025, no cancellation fee or charge for non-cancellation will apply to train paths cancelled due to force majeure outside the scope of the DB InfraGO AG Network Statement. This fee regulation applies to train cancellations resulting from force majeure on third-party rail infrastructure, whether abroad or on third-party infrastructure within Germany (e.g., ports, connecting lines).</p> <p>A new reporting process has been introduced for applicants or railway undertakings (RUs) to record such cases. The applicant/RU must notify DB InfraGO AG of all train paths cancelled due to force majeure outside the scope of the DB InfraGO AG Network Statement, stating the cause of the disruption. In addition to reporting the affected train paths, the applicant/RU must provide proof that the case of force majeure occurred on third-party infrastructure. To do so, the applicant/RU must complete a form indicating the location, time, and cause of the disruption</p>	
SZCZ	a) Capacity allocation fee (according to Network Statement)	100%
	b) <i>If the applicant gives up allocated infrastructure capacity</i>	<i>The sanction depends on the time of cancellation, the length</i>

	<p><b>less than 7 days before the planned day</b> of ride for reasons on the side of applicant, the applicant is obliged to pay the allocator a sanction.</p>	<p>of the allocated path and classification of route that is used.</p> <p>Some routes are excluded from this fee.</p> <p>For details see the Network Statement – chapter 5.6.4 and Annex “C”.</p>
ŽSR	<p>Charging formula consist of 3 parts:</p> <ul style="list-style-type: none"> <li>• U1 - for capacity allocation</li> <li>• U2 - for traffic steering</li> <li>• U3 - for securing the infrastructure to be in the optimal shape</li> </ul> <p>In case of cancellation, once the allocation is done ŽSR does charge just U1. Cancellation fee also depends on line category and unused train-km.</p>	
ÖBB-Infra	<p>Free of charge</p> <p>Processing Fee and Cancellation charge for all types of transport from the working timetable period 2027:</p> <p>Processing fee for the working timetable:</p> <p>For requests for track capacity that are submitted by the main order deadline and are to be taken into account in the network timetable, ÖBB-Infrastruktur AG will charge a processing fee in the event of cancellation after the offer has been submitted (in accordance with section 4.5.1), provided that no allocation can be made for reasons attributable to the track capacity holder. This processing fee serves to cover the costs incurred for processing, checking feasibility, and preparing and transmitting the offer. For the 2027 network timetable period, the processing fee is set at €0.03 per train-km.</p> <p>Cancellation charge for allocated train paths:</p> <p>The cancellation fee is charged by ÖBB-Infrastruktur AG if allocated train paths are cancelled in whole or in part or not used on one or more traffic days. After allocation, cancellation by the track capacity holder is possible up to a maximum of 18 hours after the planned departure time. If there is no cancellation and no actual departure 18 hours after the planned departure time, this is considered non-use.</p> <p>The basis for calculating the fee is the train-km component z of the market segment of the canceled train. The amount of the cancellation fee charged depends on the time of cancellation and the number of train kilometers canceled. The cancellation fee increases progressively and is therefore higher the closer to the day of travel the cancellation is made. The calendar day and the time of</p>	

	<p>cancellation are decisive for the application of the thresholds per day of travel.</p> <p>Calculation formula:</p> <p>Cancellation charge per day of traffic = z * train km * factor</p> <p>Waiver of levying processing fee and cancellation charge:</p> <ul style="list-style-type: none"> <li>• In the event of restrictions due to force majeure or other events that do not fall within the responsibility of the applicant, the processing fee and cancellation charge shall not apply.</li> <li>• If use is restricted due to construction work by ÖBB-Infra, processing fee and cancellation charge will not be levied.</li> </ul>
MÁV/GYSEV/KTI	No charges.
CFR	Introduction of cancellation fees is expected on medium term, following the implementation of the performance regime (which is still at the beginning of the process). PLAN: Beyond 24 hours before the scheduled time of train run: 0,1% of the basic service charge.

#### 4.3.7.5 Unused paths

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

	
<p>An overview of fees for unused paths for the IMs/ABs on the Corridor (extract from the different Network Statements) is listed below.</p>	
<b>IM/AB</b>	<b>Fees for unused paths</b>
SNCF Réseau	<p>In case of non-operation, a penalty of 1.08 euros per ton-kilometer is applied to the time slot awardee for freight activities.</p> <p>This penalty is cumulative with fees based on reservation, such as the market fee. Fees based on operation, such as the circulation fee, are not applicable.</p>
DB InfraGO	<p>If train paths are not cancelled by the Applicant and are not operated, the no show fee will be charged. The regulations for a 20-hour train as defined in Section 5.6.3.2 of the DB InfraGO Network Statement (INB) remain unaffected.</p> <p>The amount of the no-show fee is 200% of calculation basis * number of train-path kilometers.</p> <p>Calculation basis: the saved direct costs of train operation for maintenance and depreciation are deducted from the charge for the cancelled train path. This results in the calculation basis for the cancellation fee. Amounts can be found in Annex 5.3 to INB</p>

SZCZ	<p>100 % of Capacity allocation fee plus the sanction.</p> <p>The sanction depends on the length of the allocated path and classification of route that is used. Some routes are excluded from this fee (see Network Statement).</p> <p>For details see the Network Statement. – <i>chapter 5.6.3 and Annex “C”</i>.</p>
ŽSR	<p>Charging formula consist of 3 parts.</p> <ul style="list-style-type: none"> <li>• U1 - for capacity allocation</li> <li>• U2 - for traffic steering</li> <li>• U3 - for securing the infrastructure to be in the optimal shape</li> </ul> <p>In case of unused paths, once the allocation is done ŽSR does charge just U1. Cancellation fee also depends on line category and unused train-km.</p>
ÖBB-Infra	<p>Cancellation charge for allocated train paths:</p> <p>The cancellation fee is charged by ÖBB-Infrastruktur AG if allocated train paths are cancelled in whole or in part or not used on one or more traffic days. After allocation, cancellation by the track capacity holder is possible up to a maximum of 18 hours after the planned departure time. If there is no cancellation and no actual departure 18 hours after the planned departure time, this is considered non-use.</p> <p>The basis for calculating the fee is the train-km component z of the market segment of the canceled train. The amount of the cancellation fee charged depends on the time of cancellation and the number of train kilometers canceled. The cancellation fee increases progressively and is therefore higher the closer to the day of travel the cancellation is made. The calendar day and the time of cancellation are decisive for the application of the thresholds per day of travel.</p> <p>Calculation formula:</p> <p>Cancellation charge per day of traffic = z * train km * factor</p> <p>Waiver of levying processing fee and cancellation charge:</p> <ul style="list-style-type: none"> <li>• In the event of restrictions due to force majeure or other events that do not fall within the responsibility of the applicant, the processing fee and cancellation charge shall not apply.</li> <li>• If use is restricted due to construction work by ÖBB-Infra, processing fee and cancellation charge will not be levied.</li> </ul>
MÁV/GYSEV/KTI	No charges.
CFR	<ul style="list-style-type: none"> <li>- Without cancellation/beyond 24 hours before the scheduled time of train run: 0,1% of the basic service charge.</li> <li>- Cancellation after departing: 0,1% of the non-used part of the basic service charge.</li> </ul>

	(Network access contract contains both rules).
--	--

### 4.3.8 Exceptional transport and dangerous goods

#### 4.3.8.1 Exceptional transport

PaPs and RC do not include the possibility to manage exceptional consignments (e.g. out-of-gauge loads). The parameters of the PaPs and RC offered have to be respected, including the published combined transport profiles.

Requests for exceptional consignments are forwarded by the C-OSS directly to the IMs/ABs concerned for further treatment.

#### 4.3.8.2 Dangerous goods

Dangerous goods may be loaded on trains using PaPs or RC if both international and national rules concerning the movement of hazardous material are respected (e.g. according to RID – Regulation governing the international transport of dangerous goods by rail).

Dangerous goods have to be declared, when making a path request, to all IMs/ABs involved .

#### 4.3.9 Rail related services

Rail related services are specific services, the allocation of which follows national rules and partially other deadlines than those stipulated in the process of path allocation. Therefore, the request has to be sent to the IMs/ABs concerned directly.


If questions regarding rail related services are sent to the C-OSS, he/she contacts the IMs/ABs concerned, who provide an answer within a reasonable time frame.

#### 4.3.10 Contracting and invoicing

Network access contracts are concluded between IMs/ABs and the applicant on the basis of national network access conditions.

The C-OSS does not issue any invoices for the use of allocated paths. All costs (charges for using a path, administration fees, etc.) are invoiced by the relevant IMs/ABs according to the national rules.


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

	
<p>An overview of who has to pay the path charge when a non-RU applicant requests the path on the Corridor per IM/AB (extract from the different Network Statements) is listed below.</p>	
IM/AB	Explanations
SNCF Réseau	The Running charge (RC) is invoiced to the non-RU applicants.
DB InfraGO	Path charge will be invoiced to the party of the infrastructure user contract. Charge for issuing an offer:

	<p>The costs involved in processing requests for the allocation of train path are contained in the train-path charge. Therefore, failure to take up a train path once an application has been submitted will result in a processing charge being levied for issuing the offer.</p> <p>The charge for issuing an offer is calculated by the timetable costs multiplied by the train path kilometres multiplied by the number of changed running days.</p> <p>Charge for issuing an offer per running day = timetable costs * train path kilometres (up to a maximum of € 1087).</p> <p>In the case of a new train path allocation due to DB InfraGO Network Statement (INB) Section 6.3.3.4.2 the Applicant pays the charge for the train path newly assigned by DB InfraGO AG. In the event of the train path not being used due to the provision in INB Section 6.3.3.4.2, DB InfraGO AG shall bill the Applicant, in addition to the train path charge to be paid in accordance with the above sentence 1, the charge for the originally ordered and unused train path amounting to the charge for cancelling this train path less than 24 hours before departure (pursuant to INB Section 5.6.3.), unless DB InfraGO AG was responsible for the delay of 20 hours or more. The provisions of NBN Section 6.3.3.4.2 shall remain unaffected.</p>
SZCZ	RU that used a path, except situation when no RU is assigned. In this case Applicant is charged.
ŽSR	RU that used a path, except situation when no RU is assigned. In this case Applicant is charged.
ÖBB-Infra	The RU has to pay the used path whereas the non RU is liable for the payment.
MÁV/GYSEV/KTI	The invoice is issued to the RU that has used the path.
CFR	The invoice is issued to the RU that has used the path.

#### 4.3.11 Appeal procedure

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


<p>The Cooperation Agreement signed between the Regulatory Bodies is available on the website of the Corridor under: <a href="https://rfc-rhine-danube.eu/documents/">https://rfc-rhine-danube.eu/documents/</a></p>

## **4.4 Coordination and Publication of planned Temporary Capacity Restrictions**

### **4.4.1 Goals**

In line with Article 12 of the Regulation, the Management Board of the freight corridor shall coordinate and ensure in one place the publication of planned Temporary Capacity Restrictions (TCRs) that could impact the capacity on the Corridor. TCRs are necessary to keep the infrastructure and its equipment in operational condition and to allow changes to the infrastructure necessary to cover market needs. According to the current legal framework (see 4.4.2), in case of international traffic, these capacity restrictions have to be coordinated by IMs among neighboring countries.

Notwithstanding the above coordination requirements, the process and criteria for the involvement of the Corridor in the coordination of the TCRs on the Corridor are regulated in 4.4.3. The RFC TCR Coordinator, if appointed by the Management Board, is responsible for ensuring that the needs of international freight traffic along the corridors are adequately respected.

Additionally, the Corridor's aim is to regularly update the information and present all known TCRs in an easily accessible way.

### **4.4.2 Legal background**

The legal background to this chapter can be found in:

- Article 53(2) of and Annex VII to Directive 2012/34/EU as amended by Commission Delegated Decision (EU) 2017/2075 - hereafter "Annex VII"
- Article 12 of the Regulation ("Coordination of works").

A framework has been developed by RNE in the "Procedures for Temporary Capacity Restriction Management" and it is reflected in the Corridor's specific procedures. Link:

[https://rne.eu/wp-content/uploads/2022/12/HB\\_TCR\\_2.0\\_2022-12-06.pdf](https://rne.eu/wp-content/uploads/2022/12/HB_TCR_2.0_2022-12-06.pdf)

### **4.4.3 Coordination process of corridor-relevant TCRs**

Coordination is the continuous process of planning TCRs with the aim to reduce their impact on traffic. If this impact of a TCR is not limited to one network, cross-border coordination between IMs is necessary. It results in optimising the common planning of several TCRs, and in offering alternative capacity for deviations on relevant lines to keep international freight traffic running.

#### **4.4.3.1 Timeline for coordination**

Different types of TCR (see 4.4.5.1) require a different deadline for final coordination:

- Major impact: 18 months before the start of the annual timetable
- High and medium impact: 13,5 months before the start of the annual timetable
- Minor impact: 5 months before the start of the annual timetable

Coordination of corridor-relevant TCRs is carried out according to the following procedure.

#### **4.4.3.2 Coordination between neighbouring IMs (first level of coordination)**

Coordination will be performed during regular coordination processes between neighbouring IMs on the Corridor during coordination meetings. The result of coordination is:

- a. common agreement between the involved IMs about coordinated TCRs linked to the timing of the TCR and describing the impact on capacity as far as it is known and
- b. a common understanding of open issues, which have to be resolved, and a timeline for how to continue with the unresolved issues.

Criteria for coordination between IMs are set up in Annex VII, but additional criteria are taken into account, if according to IMs' expertise they are relevant for international traffic.

Coordination is carried out in bilateral meetings between neighbouring IMs. These meetings are organised by the IMs on their own.

#### 4.4.3.3 Coordination at Corridor level (second level of coordination)

Coordination at Corridor level is necessary if the impact of the TCR is not limited to the second network and a third or a fourth network is involved or the aggregated impact of several TCRs exceeds the criteria agreed.

Criteria from 4.4.3.1 may be mentioned.

If needed, parties involved in the coordination may be listed.

#### 4.4.3.4 Conflict resolution process

Unresolved conflicts on Corridor lines shall be reported to the Corridor's Management Board directly when it becomes clear that the coordination has not led to sufficient results.

IMs involved in the conflict will initiate the conflict resolution process (e.g. by initiating specific bi/multi-lateral meetings). The specific Corridor's process is described in the box below.

Conflict resolution process on Corridor Rhine-Danube:

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

#### 4.4.4 Involvement of applicants

Each IM has its own national agreements, processes and platforms to consult and inform their applicants about TCRs during the various phases. These processes are described in the Network Statement of each IM.

At Corridor level, the involvement of applicants is organised in the following way:

1. The results of the coordination of TCR coordination that are known for principal and diversionary lines of Corridor Rhine-Danube are published on the Corridor's website and in the CIP. Applicants may send their comments on the planned TCRs to the involved IM(s) by two months after publication, or due to timelines defined by national processes respectively. Comments from applicants have an advisory and supportive character and shall be taken into consideration as far as possible.
2. Regular meetings of the Railway Undertaking Advisory Group (RAG) and Terminal Advisory Group (TAG) are used to discuss issues related with TCRs.

Additional meetings with applicants, to discuss and resolve open issues, will be treated on a case by case basis.

## 4.4.5 Publication of TCRs

### 4.4.5.1 Criteria for publication

	Consecutive days	Impact on traffic (estimated traffic cancelled, re-routed or replaced by other modes of transport)	First publication deadline according to Annex VII
<b>Major impact TCR<sup>1</sup></b>	More than 30 consecutive days	More than 50% of the estimated traffic volume on a railway line per day	X-24
<b>High impact TCR<sup>1</sup></b>	More than 7 consecutive days	More than 30% of the estimated traffic volume on a railway line per day	
<b>Medium impact TCR<sup>1</sup></b>	7 consecutive days or less	More than 50% of the estimated traffic volume on a railway line per day	X-12
<b>Minor impact TCR<sup>2</sup></b>	unspecified <sup>3</sup>	More than 10% of the estimated traffic volume on a railway line per day	X-4

<b>Less than minor impact TCR</b>	unspecified	Maximum of 10% of the estimated traffic volume on a railway line per day	The IMs are recommended to comply with the Path Alteration requirements <sup>4</sup> : <ul style="list-style-type: none"> <li>➤ Passenger: T<sup>5</sup>- 135</li> <li>➤ Freight: T-45</li> </ul>
---	-------------	--	---

1) Annex VII of Directive 2012/34/EU, article (11);

2) Annex VII of Directive 2012/34/EU, article (12).

3) According to Annex VII of Directive 2012/34/EU, article (12) "7 consecutive days or less", modified here.

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

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



Corridor Rhine-Danube publishes additional relevant TCRs on its website and in the CIP:

<https://cip.rne.eu/topology/information-documents>

<http://rfc-rhine-danube.eu/temporary-capacity-restrictions-tcrs/>

Besides, Corridor Rhine-Danube provides updated data at minimum for all TCRs with major and high impact in between two official publication dates as an additional service to the customers.

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


#### 4.4.5.2 Dates of publication

The Corridor publishes the relevant TCRs for TT 2027– 2029 on the following dates:

	January 2026 (X-11)	January 2026 (X-23)	August 2026 (X-3.5)	January 2027 (X-11)	January 2027 (X-23)
<b>Major</b>	X (second publication)	X (first publication)		X (second publication)	X (first publication)
<b>High</b>	X (second publication)	X (first publication)		X (second publication)	X (first publication)
<b>Medium</b>	X (international impact)			X (international impact)	
<b>Minor</b>			X		
<b>Applicable timetable</b>	TT 2027	TT 2028	TT 2027	TT 2028	TT 2029

#### 4.4.5.3 Way of publication

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


<p>An overview of the planned TCRs along the Corridor can be found in the CIP and on the website of the Corridor:</p> <p><a href="https://cip.rne.eu/topology/information-documents">https://cip.rne.eu/topology/information-documents</a></p> <p><a href="http://rfc-rhine-danube.eu/temporary-capacity-restrictions-tcrs/">http://rfc-rhine-danube.eu/temporary-capacity-restrictions-tcrs/</a></p> <p>As soon as the RNE TCR tool will be ready for use, the IMs along the Corridor will publish their TCRs in the tool. A provisional double publication might occur for a transition period between the tool and the Corridor’s website.</p>

#### 4.4.6 Legal disclaimer

By publishing the overview of the corridor-relevant TCRs, the IMs concerned present the planning status for TCRs to infrastructure availability along the Corridor. The published TCRs are a snapshot of the situation at the date of publication and may be subject to further changes. The information provided can be used for orientation purposes only and may not constitute the basis for any legal claim. Therefore, any liability of the Corridor organisation regarding damages caused using the TCR parameters (e.g. day, time, section, etc.) shall be excluded.

The publication of TCRs at Corridor level does not substitute the publication of TCRs in accordance with the relevant provisions of national and European law. It lies within the IMs’ responsibility to publish and communicate TCRs in accordance with the process described in their Network Statements and/or defined in law.

## 4.5 Traffic management

In line with Article 16 of the Regulation, the Management Board of the freight corridor has put in place procedures for coordinating traffic management along the freight corridor.

Traffic management is the prerogative of the national IMs and is subject to national operational rules. The goal of traffic management is to guarantee the safety of train traffic and achieve high quality performance. Daily traffic shall operate as close as possible to the planning.

National IMs coordinate international traffic with neighbouring countries on a bilateral level. In this manner, they ensure that all traffic on the network is managed in the most optimal way.



In the normal daily business the trains run according to their timetable, and there is no need for coordination or communication between the Traffic Control Centres (TCCs) on the Corridor. If there is any significant deviation from the timetable or in case of disturbance regardless of the cause, communication and coordination between the related TCCs is necessary. The coordination in such cases should be based on the already existing bilateral agreements. For communication and coordination it is recommended to use the functionalities of RNE TIS.

The infrastructure managers of the freight corridor and the advisory groups set up Train Performance Management Coordination to ensure optimal coordination between the operation of the railway infrastructure and the customers.

### 4.5.1 Cross-border section information

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




<b>Cross-border section</b>	<b>IM 1</b>	<b>IM 2</b>
Strasbourg – Kehl	SNCF RÉSEAU	DB InfraGO
Passau – Schärding	DB InfraGO	ÖBB-I
Freilassing – Salzburg	DB InfraGO	ÖBB-I
Schirnding – Cheb	DB InfraGO	SZCZ
Furth im Wald – Domažlice	DB InfraGO	SZCZ
Horní Lideč – Lúky pod Makytou	SZCZ	ŽSR
Mosty u Jablunkova – Čadca	SZCZ	ŽSR
Kittsee – Bratislava Petržalka	ÖBB-I	ŽSR
Baumgarten – Sopron	Raaberbahn	GYSEV
Nickelsdorf – Hegyeshalom	ÖBB-I	MÁV

Rusovce – Rajka	ŽSR	GYSEV
Lőkösháza – Curtici	MÁV	CFR
Biharkeresztes – Episcopia Bihor	MÁV	CFR
Bad Schandau – Děčín	Správa železnic	DB InfraGO
Břeclav – Hohenau	Správa železnic	ÖBB Infra
Břeclav – Kúty	Správa železnic	ŽSR
Komárno – Komárom	ŽSR	MÁV
Štúrovo – Szob	ŽSR	MÁV

#### 4.5.1.1 Technical features and operational rules

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

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



For Corridor Rhine-Danube the above-mentioned information can be found:

- On the Customer Information Platform (<https://cip.rne.eu/topology/interactive-map?welcome=true>)
- In the Implementation Plan (<https://cip.rne.eu/topology/interactive-map?welcome=true>)
- In the Network Statements of IMs involved in the corridor (<https://cip.rne.eu/topology/interactive-map?welcome=true>)
- On RNE website – Traffic Management Information – Border section information sheet within the Excel table (<https://rne.eu/traffic-management/other-activities/>)

#### 4.5.1.2 Cross-border agreements

Cooperation between the IMs on a corridor can be described in different types of agreements: in bilateral agreements between states (at ministerial level) and/or between IMs and in the detailed border section procedures.

Agreements applicable on the Corridor can be found in the overview below and contain the following information:

- Title and description of border agreement
- Validity

- Languages in which the agreement is available
- Relevant contact person within IM.



On Corridor Rhine-Danube the above-mentioned overview information can be found:

- On the Customer Information Platform (<https://cip.rne.eu/apex/f?p=212:65>)
- By copying the corridor-relevant information published in Traffic Management Information – Border agreements Level 1 and Level 2 sheets (<https://rne.eu/traffic-management/other-activities/>)

#### 4.5.2 Priority rules in traffic management

In accordance with the Regulation, IMs involved in the Corridor commit themselves to treating international freight trains on the Corridor or feeder / outflow lines that run punctually according to the timetable in such a way that a high quality and punctuality level of this traffic is ensured, but always within the current possibilities and within the framework of national operational rules.



On the feedback from the market, to strengthen the harmonisation and to serve better the market needs Corridor Rhine-Danube has implemented priority rules on the Corridor applying the following traffic management rules in groups of Infrastructure Managers listed below:

- MÁV
- GYSEV
- CFR

General principles of prioritization are as follows:

1. If the Corridor train is on time, it has the priority against other freight trains.
2. In case of conflict between 2 delayed trains, priority is given to the faster train.
3. RUs can give priority to specific train within their trains.

Order of priority of train types on Corridor Rhine-Danube:

1. Emergency trains (breakdown, rescue, fire-fighter trains)
2. High speed passenger trains and long distance passenger trains
3. Passenger trains, priority freight trains (including Corridor trains) – faster trains have principally priority to slower trains
4. Other freight trains
5. Service trains

Priority rules of the IMs not mentioned above are in the competence of the IMs concerned.

To see the overview of national IM priority rules in traffic management, please visit: <https://rne.eu/traffic-management/other-activities/>

#### 4.5.3 Traffic management in the event of disturbance

The goal of traffic management in case of disturbance is to ensure the safety of train traffic, while aiming to quickly restore the normal situation and/or minimise the impact of the disruption. The overall aim should be to minimise the overall network recovery time.

In order to reach the above-mentioned goals, traffic management in case of disturbance needs an efficient communication flow between all involved parties and a good degree of predictability, obtained by applying predefined operational scenarios at the border.

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

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

To allow continuation of freight and passenger traffic flows at the highest possible level despite an international disruption and to ensure non-discriminatory treatment of the RUs, transparency of the status of the disruption and its impact on traffic flows for all relevant stakeholders across Europe, the IMs should apply the rules and procedures defined in the 'Handbook for International Contingency Management' [https://rne.eu/wp-content/uploads/2022/10/ICM\\_Handbook.pdf](https://rne.eu/wp-content/uploads/2022/10/ICM_Handbook.pdf) (ICM Handbook) approved by the RNE General Assembly.

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



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

1. Need to have a back-up organisation: There is no back-up organisation to take over this responsibility and the RFC team would take up the task during the usual business hours.
2. Need to organise a communication telco during an ICM case in order to coordinate the public communication: The communication telco would be organised under certain condition. The initiating IM may decide on the organisation of a communication telco depending on the incident.
3. List of stakeholders to be additionally informed during an ICM case (e.g. sector associations, etc.) taking into account the suggestions defined in the ICM Handbook: No other stakeholders are informed besides the ones defined as mandatory in the ICM Handbook.

##### 4.5.3.1 Communication procedure

The main principle on which the communication procedure in case of disturbance is based is that the IM concerned is responsible for communication; it must deliver the information as soon as possible through standard channels to the RUs on its own network and to the neighbouring IMs.

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



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

- In case a disturbance on the Corridor, whenever rerouting alternative is possible, the IM on whose infrastructure the disturbance occurred should always contact the domestic RUs to organise the rerouting of their own trains in accordance with partner RUs and IMs concerned.

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

For international disruptions lasting 3 days or longer with a high impact on international traffic, the Corridor with its member IMs and related corridors developed an international corridor re-routing overview combining national re-routing plans across borders along the Corridor, according to the ICM Handbook.



The rerouting overview is available

on the Customer Information Platform (CIP): <https://cip.rne.eu/apex/f?p=212:65>

and on the website of the Corridor: <https://rfc-rhine-danube.eu/international-contingency-management-icm/>

#### 4.5.3.3 Allocation rules in the event of disturbance

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



In case of major disturbances, the national rules and procedures which are applicable, are to be found in the related Network Statements:

<https://nci-online.rne.eu/login?redirect=%2Fsearch>

#### 4.5.4 Traffic restrictions

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



Information about unplanned (late) capacity restrictions:

In line with the decision of the Management Board taken on 18 October 2023, the IM concerned shall inform in due time the PMO of the Corridor, as well as all the members of the TCR WG about late TCRs that have a major impact on international freight trains. The PMO is responsible for the publication of the information on the website of the Corridor and for the dissemination of the information to the RU Advisory Group via email.

#### 4.5.5 Dangerous goods

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

#### 4.5.6 Exceptional transport

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

#### 4.6 Train Performance Management

The aim of the Corridor Train Performance Management (TPM) is to measure the performance on the Corridor, analyse weak points and recommend corrective measures, thus managing and improving the train performance of international services. RNE has developed guidelines for train performance management on corridors). The link is available here:

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

as a recommendation for processes and structures. However, the implementation of the TPM is subject to particular Corridor decision.

A necessary precondition for analysis of TPM is the implementation and use of the RNE Train Information System (as described in 1.8.2) by all involved IMs.

Corridors publish in the CIP or on their website a management summary of the Corridor's monthly punctuality report, harmonised among the corridors.

Several different reports have been developed by RNE for the needs of the corridors. Interested parties (applicants, terminals and others) are welcome to contact the Corridor TPM WG leader in case of need for further, specific, detailed analyses. The list of Corridor TPM WG leaders can be found on the RNE website: <https://rne.eu/traffic-management/train-performance-management/tpm-on-rfcs/>

In addition, direct access to the reporting tool can be requested by applicants via the RNE Joint Office. Link : <https://rne.eu/organisation/joint-office/>



The management summary of the Corridor monthly punctuality report is published <https://rfc-rhine-danube.eu/train-performance-managemePCnt/> .

The Corridor has set up a group within the framework of its organisational structure that is responsible for the train performance management of the Corridor Operations and Performance WG. In this group, IMs, RUs and terminals work together in order to make the railway business more attractive and competitive. The details can be found in the document: Train Performance Management Rules of Procedure.

**Annexes:**

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

Mentioned in Section 3

**Annex 4.A Framework for Capacity Allocation**

Mentioned in 4.3.1, 4.2.4, 4.3.4.10 and 4.3.4.11

The Framework for Capacity Allocation can be downloaded from the following link:

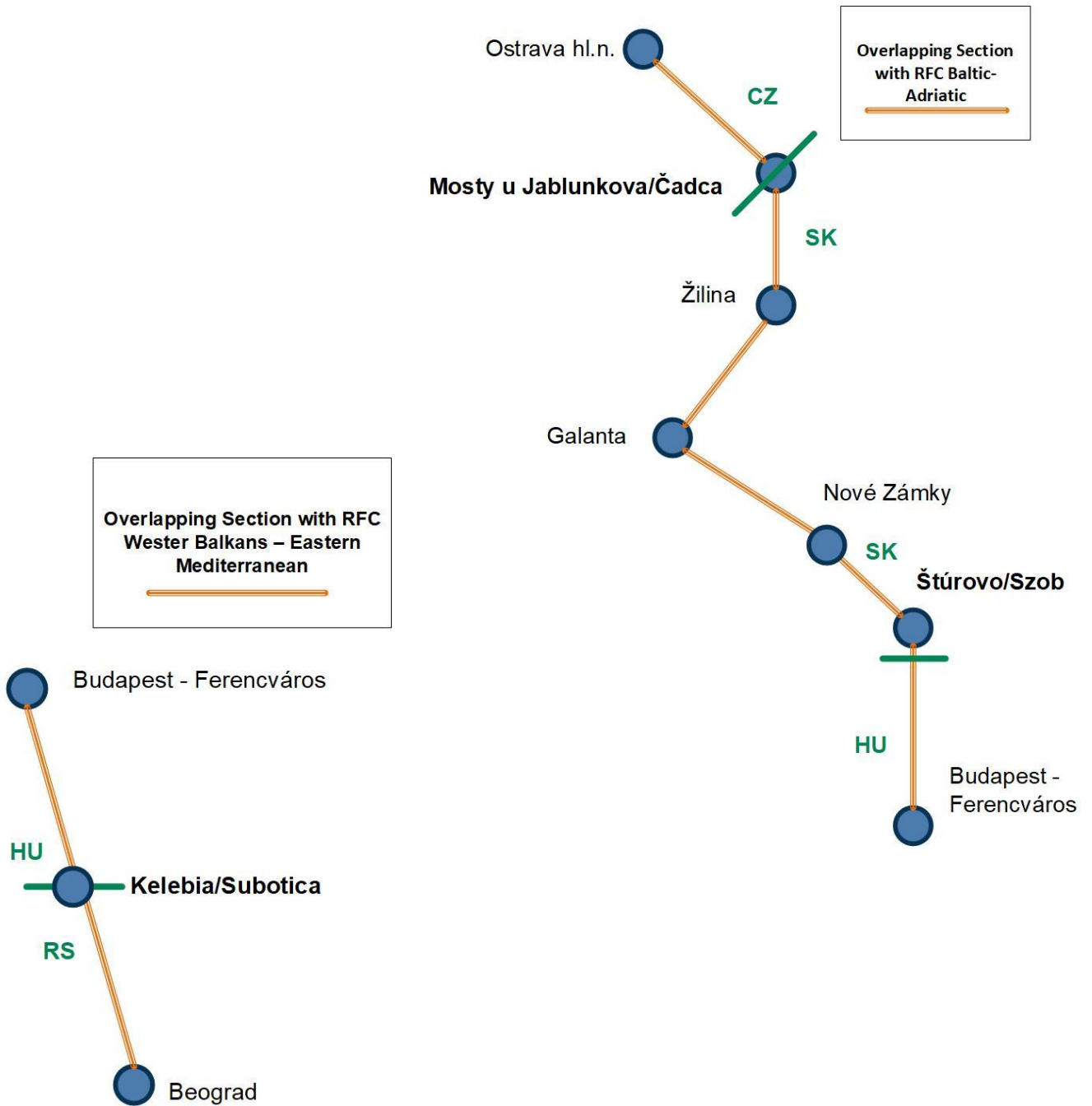
<https://rfc-rhine-danube.eu/documents/>

#### Annex 4.B Table of deadlines

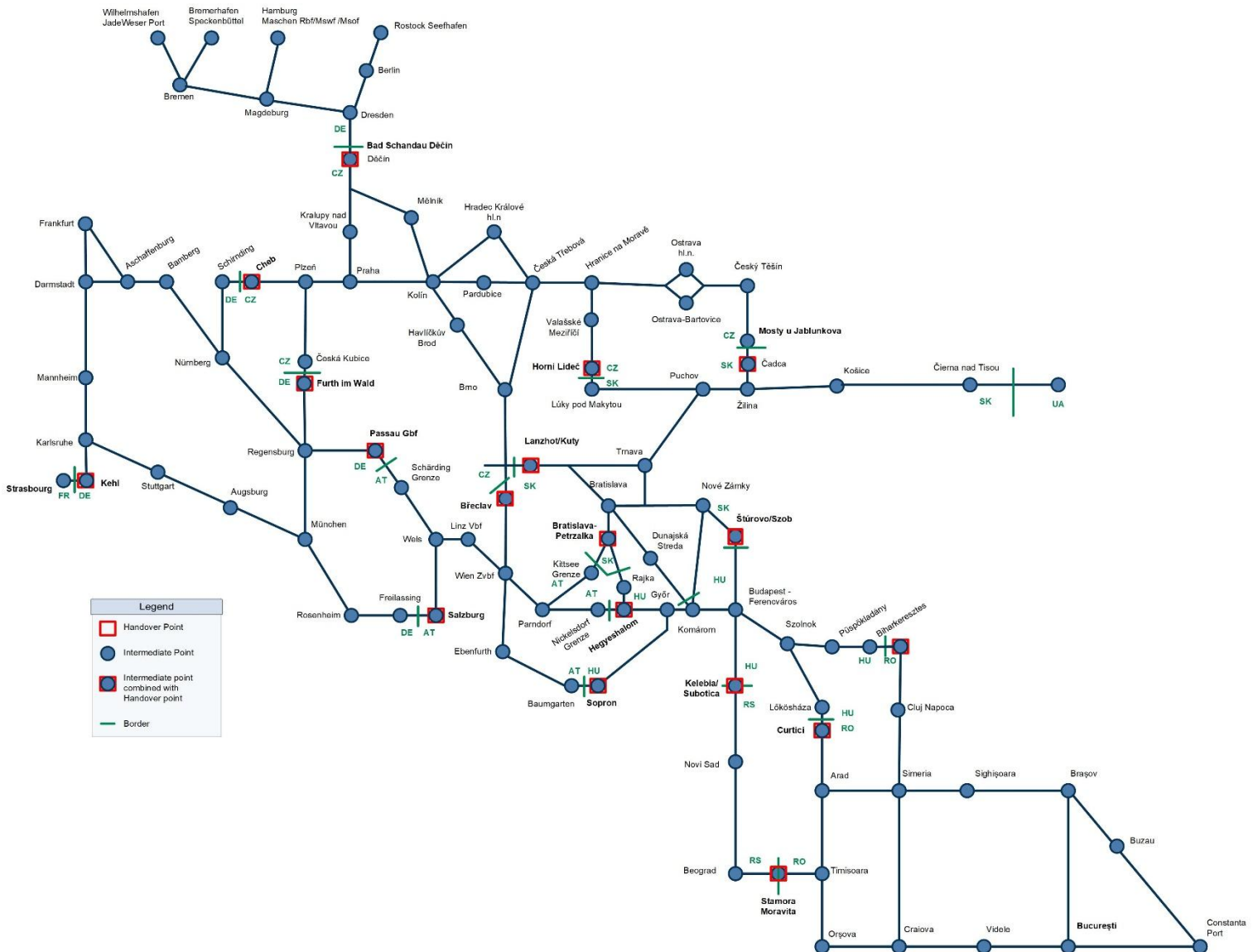
Date / Deadline	Date in X-System	Description of Activities
12 January 2026	X-11	Publication of PaP Catalogue
12 January 2026 – 26 January 2026	X-11 – X-10.5	Correction phase (corrections of errors to published PaPs)
27 January – 15 March		Preparation of PaP requests for annual timetable
16 March – 13 April		Submission of PaP requests for annual timetable
13 April 2026	X-8	Last day to submit PaP requests for annual timetable
20 April 2026		Last day for C-OSS to inform applicants about the alternative PaP offer
27 April 2026	X-7.5	Last day for C-OSS to send PaP pre-booking information to applicants
6 July 2026	X-5	Publication of draft timetable
7 July 2026 – 7 August 2026	X-5 – X-4	Observations and comments from applicants
28 April 2026 – 19 October 2026	X-7.5 – X-2	Late path request application phase via the C-OSS
25 August 2026 – 05 November 2026	X-3.5 – X-1.25	Late path request allocation phase
24 August 2026	X-3.5	Publication of final offer
31 August 2026	X-3.25	Acceptance of final offer
19 October 2026	X-2	Publication of RC
13 December 2026	X	Timetable change
20 October 2026 – 11 December 2027	X-2 - X+12	Application and allocation phase for RC

## Annex 4.C Maps of the Corridor

Mentioned in 4.3.4.2, 4.3.4.4, 4.3.4.5



## Schematic Map of the Corridor



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

Mentioned in 4.3.4.3

Not relevant on this Corridor.

#### Annex 4.D-1 Country / IM A

#### Annex 4.D-2 Country / IM B

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

Mentioned in 4.3.4.11

IM/ AB	PaP section		Number of kilometres
	From	To	
SNCF	Strasbourg port du Rhin	FR – DE border	6
DB InfraGO	Maschen Rbf (Mswf)	Rotenburg (Wümme)	61,7
	Rosenheim	Salzburg Hbf	88,3
	Wilhelmshaven JadeWeserPort	Bremen Hbf	110,7
	Bad Schandau Grenze	Falkenberg (Elster) Stellwerk W26	129,1
	Nürnberg Rbf Ausfahrt	Schirnding Grenze	146,6
	Bremerhaven Kaiserhafen	Seelze	185,4
	München Nord Rbf Ausfahrt	Furth im Wald	233,5
	Passau Gbf	Würzburg Rbf Zell	324,8
	Gemünden (Main)	Passau Gbf	359
	Bad Schandau Grenze	Rostock Seehafen	455,5
	Bad Schandau Grenze	Rostock Seehafen	458,9
	Bad Schandau Grenze	Maschen Rbf (Msof)	491,2
	Karlsruhe Gbf	Passau Gbf	499,6
	Salzburg Hbf	Mannheim Rbf Gr M	507,9
	Kehl	Salzburg Hbf	550,1
	Mannheim Rbf Gr D	Salzburg Hbf	610,9
	Bad Schandau Grenze	Bremerhaven Kaiserhafen	613,4
Bad Schandau Grenze	Wilhelmshaven JadeWeserPort	650,3	
SZCZ	Děčín st.hr.	Děčín východ dol.n.	10,6
	Děčín st.hr.	Děčín hl.n.nákl.n.	12,6
	Břeclav přednádraží	Lanžhot st.hr.	13,7

	Trinec	Mosty u Jabl.st.hr.	25,1
	Cesky Tesin	Mosty u Jabl.st.hr.	31,8
	Děčín hl.n.nákl.n.	Lovosice	43,4
	Valasske Mezirici	Horni Lidec st.hr.	44,4
	Lovosice	Děčín hl.n.nákl.n.	44,7
	Mosty u Jabl.st.hr.	Ostrava-Bartovice	57,5
	Ostrava-Kuncice	Mosty u Jabl.st.hr.	59,9
	Mosty u Jabl.st.hr.	Ostrava hl.n.	70,8
	Ostrava hl.n.	Mosty u Jabl.st.hr.	70,8
	Ceska Kubice st.hr.	Plzen	74,8
	Brno-Maloměřice	Lanžhot st.hr.	76,5
	Praha-Libeň	Lovosice jih	86,9
	Plzen	Cheb st.hr.	116,9
	Praha-Uhříněves	Děčín hl.n.nákl.n.	143,9
	Břeclav přednádraží	Ceska Trebova	148,2
	Kolin	Plzen	168,5
	Ceska Trebova	Děčín východ dol.n.	260,5
	Kolin	Valasske Mezirici	260,5
	Břeclav přednádraží	Mělník	323,4
	Ostrava hl.n.	Děčín východ dol.n.	449,6
ŽSR	Bratislava ÚNS	Nové Zámky	95,1
	Bratislava Východ	Kúty št. hr.	79,5
	Čadca št. hr.	Haniska pri Košiciach	290,3
	Čadca št. hr.	Čierna nad Tisou	373,8
	Čierna nad Tisou	Lúky pod Makytou št. hr.	400,6
	Dunajská Streda	Kúty št. hr.	117,2
	Haniska p Košiciach	Plaveč št.hr.	102,7

	Haniska pri Košiciach	Lúky pod Makytou št. hr.	317,4
	Komárno	Komárno št. hr.	4,7
	Kúty št. hr.	Kúty	6,9
	Kúty št. hr.	Bratislava Východ	79,5
	Kúty št. hr.	Nové Zámky	144,8
	Lúky pod Makytou	Lúky pod Makytou št. hr.	7,7
	Lúky pod Makytou št. hr.	Vojany	389,5
	Nové Zámky	Komárno št. hr.	33,5
	Nové Zámky	Štúrovo št. hr.	58
	Plaveč	Plaveč št.hr.	6,7
	Senica	Kúty št. hr.	30,9
	Štúrovo	Štúrovo št. hr.	13,8
	Štúrovo	Čadca št. hr.	288
	Štúrovo št. hr.	Nové Zámky	58
	Trnava	Kúty št. hr.	116,8
	Žilina-Teplička	Čadca št. hr.	43,9
	Žilina-Teplička	Lúky pod Makytou št. hr.	70,6
ÖBB-I	Linz Vbf-West	Salzburg Hbf	128,6
	Passau Gbf	Staatsgrenze nächst Nickelsdorf	360
	Passau Gbf	St.Valentin	131,6
	Passau Gbf	Wels Hbf	83,0
KTI	Biharkeresztes oh.	Hegyeshalom oh.	410,9
	Ferencváros	Szob oh.	72,4
	Hegyeshalom	Lőkösháza oh.	405
	Hegyeshalom oh.	Lőkösháza oh.	409,7
	Komárom oh.	Soroksári út rendező	100,5
	Lőkösháza oh.	Soroksár-Terminál	239,6
	Lőkösháza oh.	Sopron-Rendező	442,9
	Lőkösháza oh.	Szob oh.	299,3
	Soroksári út rendező	Szob oh.	75,9

	Kelebia oh.	Ferencváros	160,8
CFR	Brazi	Chitila	42
	Chitila	Craiova	204,5
	Craiova	Videle	158,1
	Curtici	Curtici Fr	8,4
	Episcopia Bihor	Episcopia Bihor Fr	7,1
	Giurgiu Nord	Giurgiu Nord Fr	5,7
	Giurgiu Nord	Videle	63,1
	Craiova (via Timisoara Nord)	Curtici	398,6
	Craiova (via Simeria)	Curtici	424,8