EUROPEAN REGULATION 913/2010
Rail Freight Corridor "Atlantic"

CORRIDOR INFORMATION DOCUMENT

Part 4 Capacity and Traffic Management

Timetabling year 2020

Co-financed by the European Union
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VERSION CONTROL

Version 00	3.12.2018	Original version
Version 01	12.12.2018	Updated version
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Version 04		

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In addition, specific rules and terms on capacity allocation are applicable to parts of the corridors which the management board of the particular corridors decide upon and publish in the report as referred to in Article 18 of the Regulation 913/2010. These rules and terms are described and defined in Annex 4 of the Framework for Capacity Allocation document and refer to the pilot that is being conducted to test the results of the RNE-FTE project 'Redesign of the international timetabling process' (TTR) on the following lines:

The lines concerned are

- RFC North Sea-Mediterranean: Rotterdam - Antwerp
- RFC Scandinavian-Mediterranean: Munich - Verona
- RFC Atlantic: Mannheim - Miranda de Ebro


No rolling planning offer will be delivered for TT2020.

For all other sections of the above corridors, the rules described in this Book 4 apply.

This document is revised every year and it is updated 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 Corridor [Corridor Name]'s website.

For ease of understanding and to respect the particularities of some corridors, common procedures are always written at the beginning of a chapter. The particularities of Corridor [Corridor Name] are placed under the common texts and marked as shown below.


No specificities.

A general glossary can be found in the annex of the CID Part 1 containing relevant terms and abbreviations for this Part 4, which is available on the website of the Atlantic Corridor under the following link: http://www.rne.eu/rneinhalt/uploads/Corridor-Information-Document-Common-Texts-And-Structure-Harmonised-Book-1-Annex-A.1-Common-CID-Glossary-1.xlsx

CHAPTER 2. CORRIDOR OSS

According to Article 13 of the Regulation (EU) No 913/2010, the MB of Corridor Atlantic has established a C-OSS. The tasks of the C-OSS are carried out in a non-discriminatory way and maintain customer confidentiality.

2.1 FUNCTION

The C-OSS is the only body where applicants may request and receive the dedicated infrastructure capacity for international freight trains on Corridor Atlantic. 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.

2.2 CONTACT

Address	C/ Hiedra nº 9. Madrid (28036). SPAIN
Phone	+34 91 774 47 74
Email	OSS@atlantic-corridor.eu

2.3 CORRIDOR LANGUAGE

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

The C-OSS can use additional language for correspondence: Spanish

2.4 TASKS OF THE C-OSS

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

A. COLLECTION OF INTERNATIONAL CAPACITY NEEDS

- 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 will be 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 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.

B. PREDESIGN OF PAP OFFER:

- □ Give advice about the capacity offer based on inputs received from the customers, experience of the C-OSS and IMs/ABs based on the previous years and the results of the Transport Market Study

C. CONSTRUCTION PHASE

- □ Monitor the PaP/RC construction to ensure harmonized border crossing times, running days calendar and train parameters

D. 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

E. 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
- □ 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 (Ministries responsible for transport) along Corridor Atlantic (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 to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonized 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

F. ALLOCATION PHASE: LATE PATH REQUESTS (ANNUAL TIMETABLE PROCESS)

- Collect, check and review all requests for the late path request phase – where applicable - 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 concerned catalogue updated

G. 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 to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonized border times), ask for correction.
- Send the responses/offers to the applicants on behalf of the IMs/ABs concerned
- Keep the RC catalogue updated

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 concerned applicants 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.

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. 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.

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 request in PCS via the C-OSS according to the applicable deadlines. PaP 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.

CHAPTER 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 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.

3.1 FRAMEWORK FOR CAPACITY ALLOCATION

Referring to Article 14.1 of Regulation (EU) No 913/2010, the Executive Boards of the Rail Freight Corridors agreed upon a common Framework: “Decision of the Executive Board of Rail Freight Corridor [Corridor Name] adopting the Framework for capacity allocation on the Rail Freight Corridor” (FCA), which was signed by representatives of the ministries of transport on 30th.11.2018.

ATLANTIC CORRIDOR

The document is available under:

http://www.atlantic-corridor.eu/oss-en/capacity-management-en

As additional information about the national capacity allocation, the priority rules are the following in each of the Atlantic Corridor countries:

In Portugal

These are the priorities that apply for allocation capacity and management of IP network:

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

In Spain

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

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

In France

The priority order is as follows:

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

In Germany

The priority rules are described in detail in the DB Netz AG Network Statement, Chapter 4.2 Train path applications (http://fahrweg.dbnetze.com/fahrweg-en/network_access/network_statement/).
DB Netz AG designs train paths in order to grant all applications for the allocation of train paths as far as possible while ensuring the best possible utilization of the available infrastructure capacity according to the regulations impacting on network access.
DB Netz AG shall arrive at an allocation decision adopting the following priority rules:

- regular-interval or integrated network services
- cross-border train paths
- train paths for freight traffic.

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

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.

The applicant shall accept the general terms and conditions of the Atlantic Corridor in PCS before placing its 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 Atlantic CID and, in particular, its Part 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 (NS) 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 feeder / outflow paths can be found.


Detailed information about the deadlines can be found in the Network Statements of IMs involved in Atlantic Corridor. Links to the network statements can be found in Part 2 of this CID.

3.3 REQUIREMENTS FOR REQUESTING CAPACITY

Atlantic Corridor applies the international timetabling deadlines defined by RNE for placing path requests as well as for allocating paths (for the calendar, see 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 for the applicant. If requested the C-OSS can support applicants in creating the dossiers in order to prevent inconsistencies and guide the applicants' expectations (until X-8.5, 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 chapter 2.4.1. Details are explained in the PCS User Manual http://cms.rne.eu/pcs/pcs-documentation/pcs-basics)
- 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 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 IM for which capacity was requested).
    - Transshipment from one train onto different trains (or vice versa) because of infrastructure track gauge or 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 should indicate the link among these dossiers in PCS. Furthermore the applicant should 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.

3.4 ANNUAL TIMETABLE PHASE

3.4.1 PRODUCTS

3.4.1.1 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 applicant's need for flexibility and the market demand on Corridor Atlantic, PaPs are split up in several sections, instead of being supplied as entire PaPs. Therefore, the offer might also include some purely national PaP sections – to be requested from the C-OSS for freight trains crossing at least one border on a corridor in the context of international path applications.

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

The PaP catalogue 2020 can be found under the following link: http://www.corridor4.eu/es/oss-en/pap-2020-en

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.

3.4.1.2 Schematic corridor map

Atlantic Corridor map can be found in the CID part 5 (Implementation Plan) or in the Customer Information Platform (CIP)

Symbols in schematic corridor map:

Nodes along the Corridor Atlantic, 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, especially in combination with Flex PaP, 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 Atlantic Corridor can be found in ANNEX 4. C

3.4.1.3 Features of PaPs

The capacity offer on a Corridor has the following features:

- Sections with fixed times (Fix-PaP) (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 3.4.1.2) with fixed times. Request 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 (Flex-PaP)

  (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 and stopping times. Where applicable, the maximum number of stops and total stopping time per section has 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.
  - Handover times at Handover Points (as defined in Chapter 3.4.1.2) between IMs/ABs are fixed (and harmonized by IMs/ABs) and cannot be changed.
  - Optional: Intermediate Points (as defined in Chapter 3.4.1.2) without fixed times. Other points on the Corridor may be requested.
  - Optional: Operational Points (as defined in Chapter 3.4.1.2) without fixed times. Others points on the Corridor may be requested.

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 and need no change of handover times at Handover Points between IMs/ABs.

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


Atlantic Corridor offers Flex PaPs only.

3.4.1.4 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor. A PaP offer harmonized by different corridors may be published and indicated as such. The applicant may request PaP sections on different corridors within one request PCS dossier. 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.

		
Atlantic Corridor is connected to	at / between	offer
Corridor North Sea - Mediterranean	Paris	harmonized
Corridor North Sea – Mediterranean	Metz	harmonized
Corridor North Sea – Mediterranean	Strasbourg	harmonized
Corridor North Sea – Mediterranean	Lerouville	harmonized
Mediterranean Corridor	Madrid	harmonized
Mediterranean Corridor	Zaragoza	harmonized

3.4.1.5 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 concerning overlapping sections with the rest of the corridors in question.

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

Description of common offers on overlapping sections on Atlantic Corridor		
Overlapping section with common offer	Involved corridors	Responsible C-OSS
Lerouville to Strasbourg	Atlantic North Sea – Mediterranean	North Sea – Mediterranean C-OSS
Metz to Strasbourg	Atlantic North Sea – Mediterranean	North Sea – Mediterranean C-OSS
Algeciras to Madrid	Atlantic Mediterranean	Atlantic C-OSS

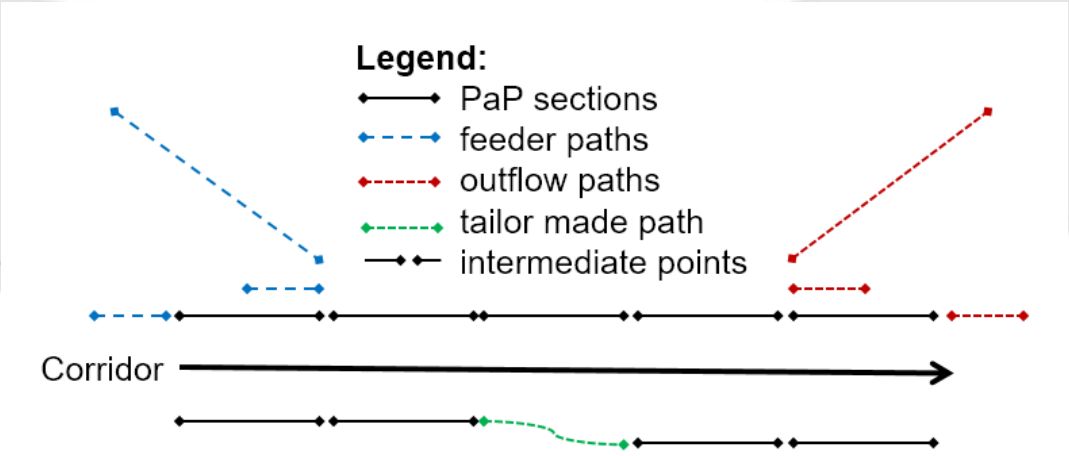
3.4.1.6 Feeder, outflow and tailor-made paths

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 and 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 3.4.3.6).

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



3.4.2 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 the applicants, allowing them to request 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.

3.4.2.1 Leading tool for the handling of capacity requests

Applicants sending requests to the C-OSS shall use PCS. 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 (X-11 till X-8)	Withdrawal (X-8 till X-5)	Modification (X-8 till X-5)	Pre-Parting (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	PCS	National tool/PCS	National tool/PCS
Additional tool				Email (for pre-Parting information)						

3.4.2.2 Check of the applications

The C-OSS assumes that the applicant has accepted the published PaP characteristics by requesting the selected PaP. However, it undertakes for all incoming capacity requests 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 requests 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).


No Specificities.

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 are used to calculate the priority value (K value) of possible conflicting requests (see more details in Chapter 3.4.3.1). The different corridors can thus be seen as part of one combined network.

3.4.3 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 Chapter 3.4.3.1.

On behalf of the IMs/ABs concerned and according to the result of the application of the priority rules - as detailed in 3.4.3.1, the C-OSS pre-books the PaPs.

The C-OSS also forwards 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 (cfr. 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 to the IMs/ABs concerned to elaborate a tailor-made offer as close as possible to the initial request.

3.4.3.1 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:

- The conflict is only on a single corridor
- Suitable alternative PaPs are available.

B) Applying the priority rule as described in Annex 1 of the FCA (see ANNEX 4. A) and Chapter 3.4.3.2 of this Part 4.

- Cases where no Network PaP is involved (see 3.4.3.3)
- Cases where Network PaP is involved in at least one of the requests (see 3.4.3.4)

C) Random selection (see 3.4.3.5).

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.


Atlantic Corridor does not apply the resolution through consultation.

3.4.3.2 Network PaP

A Network PaP is not a path product. However, certain PaPs may be designated by corridors as 'Network PaPs', in most cases for capacity requests involving more than one corridor. Network PaPs are designed to be taken into account for the definition of the priority of a request, for example on PaP sections with scarce capacity. The aim is to make the best use of available capacity and provide a better match with traffic demand.


Atlantic Corridor does not designate any Network PaPs.

3.4.3.3 Priority rule in case no Network PaP is involved

The priority is calculated according to this formula:

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

L^{PAP} = Total requested length of all PaP sections on all involved corridors included in one request. The definition of a request can be found in Chapter 3.3

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

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

K = 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 (LPAP) multiplied by the Number of requested running days (YRD);
- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of the complete paths ($L^{PAP} + L^{F/O}$) multiplied by the number of requested running days (Y^{RD}) in order to separate the requests;
- if the requests cannot be separated in this way, a random selection is used to separate the requests. This random selection is described in 3.4.3.5

3.4.3.4 Priority rule if a Network PaP is involved in at least one of the conflicting requests

If the conflict is not on a “Network PaP”, the priority rule described above applies.

If the conflict is on a “Network PaP”, the priority is calculated according to the following formula:

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

K = Priority value

L^{NetPAP} = Total requested length (in kilometers) of the PaP defined as “Network PaP” on either corridor included in one request. The definition of a request can be found in Chapter 3.3

$L^{Other\ PAP}$ = Total requested length (in kilometers) of the PaP not defined as “Network PaP” on either corridor included in one request. The definition of a request can be found in Chapter 3.3

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

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

The method of applying this formula is:

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

- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of the complete paths ($L^{NetPAP} + L^{Other\ PAP} + L^{F/O}$) multiplied by the Number of requested running days (Y_{RD}) in order to separate the requests

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

3.4.3.5 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.

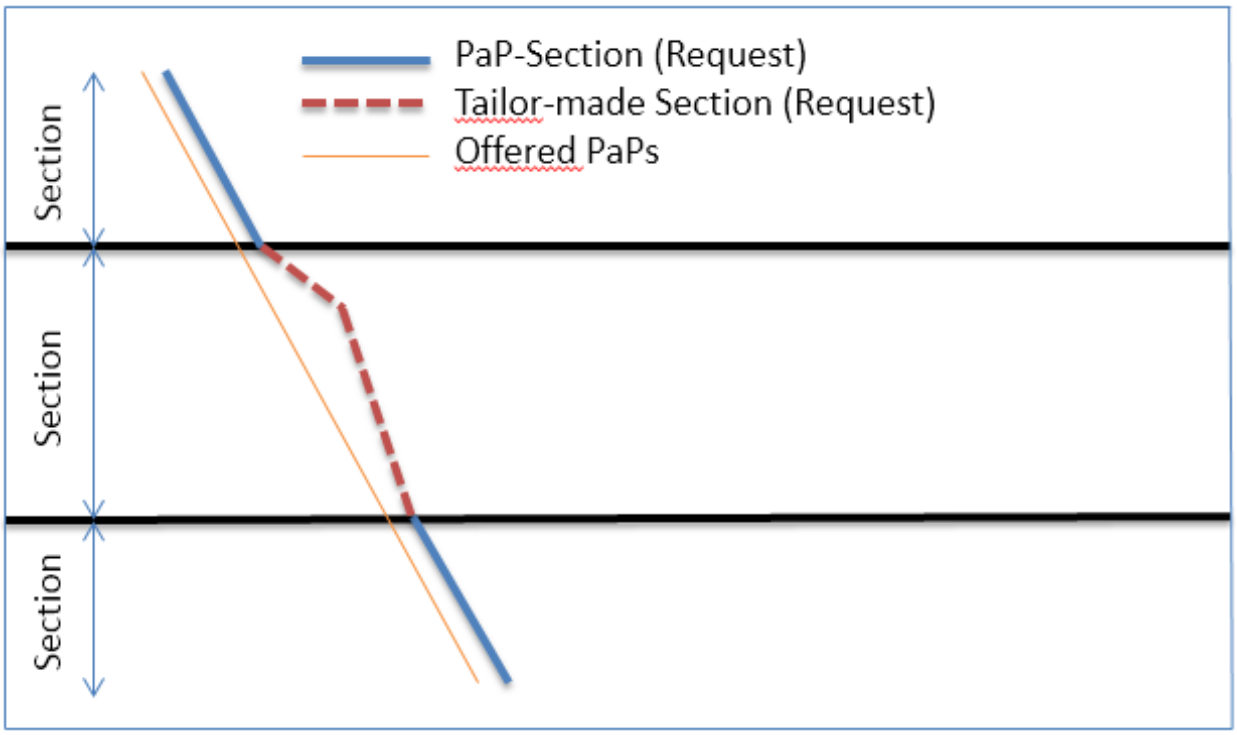
The drawing of lots will consist in introducing in a box or similar one identifier (piece of paper, etc.) per applicant involved in the conflict. The C-OSS will take one of the identifiers from the box and the applicant of the selected identifier will be the “winner” of the conflict.

3.4.3.6 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:
  - PaP section
  - Tailor-made section
  - 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 end 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 section 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.

3.4.3.7 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. The interim notification informs applicants with a higher priority value (K value) about the pre-booking decision in their favour.

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, 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, 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.

Except for cases described regarding 'Downsizing' in Chapter 3.7.1, applicants and IMs/ABs aim not to change or replace the PaPs – outside of the flexibility range of the FlexPaP, if any – pre-booked by the C-OSS via PCS until the final offer is accepted/rejected.

3.4.3.8 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-Parting, all non-requested PaPs are handed over to the IM/AB.

B) The MB takes a decision regarding the number of PaPs to be kept after X-7.5. The decision on which PaPs to keep and which PaPs to return to the relevant IMs/ABs depends on the "Parting situation" at that moment. More precisely, at least the following three criteria must be used (by decreasing order of importance):

- There must be enough capacity for late requests, if applicable, and RC
- Take into account the demand for international paths for freight trains placed by other means than PCS
- Take into account the need for modification of PaP offer due to possible changes in the planning of TCRs.

PaP capacity which is returned to IMs/ABs is cleared from the published PaP offer, unless each IM/AB individually decides to withdraw them entirely from PCS in order to free capacity on their network.

The remaining PaPs are published during the late request phase (where applicable) in PCS with continuous updating.

ATLANTIC CORRIDOR
Atlantic Corridor handles non-requested PaPs according to B) above.

3.4.4 PATH ELABORATION PHASE

3.4.4.1 Preparation of the (draft) offer

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

- Feeder, outflow or intermediate sections
- Timetable of Flex PaPs, if applicable
- 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.

ATLANTIC CORRIDOR
No specificities.

3.4.4.2 Draft offer

At the RNE draft timetable deadline (X-5) the C-OSS communicates the draft timetable offer for every handled request concerning pre-Parted PaPs including feeder and/or outflow to the applicant via PCS on behalf of the IM/AB concerned.

ATLANTIC CORRIDOR
Atlantic Corridor does not provide partial offers via PCS.

3.4.4.3 Observations

Applicants can place observations on the draft timetable offer in PCS, which are monitored by the C-OSS. The C-OSS can support the applicants regarding their observations. This procedure only concerns justified observations related to the original path request — whereas modifications to the original path requests are treated as described in Chapter 3.7.1 (without further involvement of the C-OSS).

3.4.4.4 Post-processing

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

3.4.5 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 sections 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 IM/AB have to ensure that there are no discrepancies between PCS and the national tool.


Atlantic Corridor does not provide partial offers via PCS.

The applicant shall accept or reject the final offer within 5 calendar days in PCS.

- Acceptance > leads to allocation
- Rejection > leads to withdrawal 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.


No specificities.

3.5 LATE PATH REQUEST PHASE

Late path requests refer to capacity requests concerning the annual timetable sent to the C-OSS within the time frame from X-7,5 until X-2.


No capacity will be offered in Germany for late paths request.

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 points. The indications should respect the indicated standard running times

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


Atlantic Corridor offers the possibility to place late path requests by using the variant A) and B) according to the product offered in each involved network. No capacity will be offered in Germany for late paths request.

3.5.1.1 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor if capacity is offered. See Chapter 3.4.1.4

3.5.1.2 Late paths on overlapping sections

See Chapter 3.4.1.5

3.5.2 HANDLING OF REQUESTS

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

3.5.2.1 Leading tool for late path requests

Applicants sending late path requests to the C-OSS shall use PCS. 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

3.5.2.2 Check of the applications

The C-OSS checks all requests as described in 3.4.2.2

3.5.3 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”.

3.5.4 PATH ELABORATION

3.5.4.1 Draft Offer

The offer will be prepared by the concerned IM(s)/AB(s) once the timetable with the requests placed on time has been finalized. The offer is made by the C-OSS to the applicant via PCS.

3.5.4.2 Observations

The C-OSS monitors the observations on the draft offer for late path requests placed by the applicant in PCS. The C-OSS can support the applicants regarding their observations. This procedure only concerns observations related to the original late path request — whereas modifications to the original late path requests are treated as described in Chapter 3.7.1 (without further involvement of the C-OSS).

3.5.4.3 Post processing

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

3.5.5 FINAL OFFER

All applicants involved shall accept or reject the final offer within 5 calendar days in PCS.

- Acceptance > leads to allocation
- Rejection > leads to withdrawal 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.

3.6 AD-HOC PATH REQUEST PHASE

3.6.1 PRODUCT

3.6.1.1 Reserve capacity (RC)

During the ad-hoc path request phase, the C-OSS offer RC based on PaPs or capacity slots to allow 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 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 points. The indications should respect the indicated standard running times as far as possible.

ATLANTIC CORRIDOR
Atlantic Corridor offers RC through variant A and B according to the product offered in each involved network.

RC is published by the C-OSS at X-2 in PCS and on the website of Corridor [Corridor Name] under the following link:

ATLANTIC CORRIDOR
RC is published by the C-OSS at X-2 in PCS and on the website of Corridor Atlantic under the following link: http://www.corridor4.eu/en/oss-en

The IMs can modify or withdraw Reserve Capacity 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.

3.6.1.2 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor. See Chapter 3.4.1.4

3.6.1.3 Reserve capacity on overlapping sections

See Chapter 3.4.1.5

3.6.1.4 Feeder, outflow and tailor-made paths

See Chapter 3.4.1.6 For RC the same concept applies as for PaPs in the annual timetable.

3.6.2 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.

3.6.2.1 Leading tool for ad-hoc requests

Applicants sending requests for RC to the C-OSS shall use PCS. 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-2 till X+12)	Withdrawal	Offer (10 calendar days before train run)	Answer (within 5 calendar days after offer)	Modification	Cancellation
Leading tool	PCS	PCS	PCS	PCS	National tool / PCS	National tool / PCS

3.6.2.2 Check of the applications

The C-OSS checks all requests as described in 3.4.2.2

3.6.3 PRE-BOOKING

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

3.6.4 PATH ELABORATION

Applicants can place observations on the draft timetable offer in PCS, 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 Chapter 3.7.1 (without further involvement of the C-OSS).

3.6.5 FINAL OFFER

Applicants shall receive the final offer no later than 10 calendar days before train run. All applicants involved shall accept or reject the final offer within 5 calendar days in PCS.

- Acceptance > leads to allocation
- Rejection > leads to withdrawal 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.

3.7 REQUEST FOR CHANGES BY THE APPLICANT

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 (EC) No 62/2006 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.

ATLANTIC CORRIDOR
No specificities.

3.7.2 WITHDRAWAL

Withdrawing a request is only possible

- after submitting the request (until X-8) until the end of the observation phase
- 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.

3.7.2.1 Overview of withdrawal fees and deadlines

ATLANTIC CORRIDOR
Detailed information about withdrawal fees and deadlines can be found in the Network Statements of each IM involved in Atlantic Corridor. Links to the Network Statements can be found in Part 2 of this CID.

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 as a transfer.

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.


No specificities.

3.7.4.1 Addressing and form of a cancellation

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

3.7.4.2 Overview of cancellation fees and deadlines


Detailed information about cancellation fees and deadlines can be found in the Network Statements of each IM involved in Corridor Atlantic. Links to the Network Statements can be found in Part 2 of this CID.

3.7.5 UNUSED PATHS

If an applicant or designated RU does not use the allocated path, the case is treated as follows.

3.7.5.1 Overview of fees and deadlines for unused paths


Detailed information about fees and deadlines for unused paths can be found in the Network Statements of each IM involved in Corridor Atlantic. Links to the Network Statements can be found in Part 2 of this CID.

3.8 EXCEPTIONAL TRANSPORT AND DANGEROUS GOODS

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 traffic profiles.

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

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 on Corridor Atlantic.

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.

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.

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.

ATLANTIC CORRIDOR
Detailed information about who has to pay the charge when a non-RU applicants uses the path can be found in the Network Statements of each IM involved in Atlantic Corridor. Links to the Network Statements can be found in Part 2 of this CID.

3.11 APPEAL PROCEDURE

Based on Article 20 of Regulation (EU) No 913/2010: in case of complaints regarding the allocation of PaPs (e.g. due to a decision based on the priority rules for allocation), the applicants may address the relevant Regulatory Body (RB) as stated in the Cooperation Agreement signed between RBs on the Corridor.

The Cooperation Agreement with the following website of RB representative: www.arafer.fr

CHAPTER 4. COORDINATION AND PUBLICATION OF PLANNED TEMPORARY CAPACITY RESTRICTIONS

4.1 GOALS

Planned Temporary Capacity Restrictions (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. In case of international traffic, these capacity restrictions have to be coordinated among neighboring countries. In addition, there is a strong customer demand to know in advance which capacity restrictions they will be confronted with. Infrastructure Managers provide for coordination and publication of the TCRs according to the current legal framework (see 1.2). Notwithstanding the respect of this legal framework and of the national processes for corridor-relevant TCRs, i.e. those TCRs which fulfil the criteria listed in Chapter 4.6.1, RFC's coordination process can be agreed upon, taking into account the interests of the applicants. The corridor's aim is to do this by regularly updating the information and presenting all planned TCRs in an easily accessible way.

4.2 LEGAL BACKGROUND

The legal background to this chapter can be found in:

- Commission Delegated Decision (EU) 2017/2075 replacing Annex VII to Directive 2012/34/EU
- Regulation (EU) No 913/2010 Article 12 "Coordination of works".

A framework has been developed by RNE in the "Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions for the European Railway Network" and it is reflected in Atlantic Corridor's specific procedures

4.3 COORDINATION PROCESS

4.3.1 COORDINATION

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

4.3.1.1 Bilateral coordination

Coordination will be performed during regular coordination processes between neighbouring IMs on the Corridor. The time and frequency as well as any other specific Atlantic Corridor's coordination features are described in the specific box below.


Time and frequency of coordination meetings may differ from country to country. The result is an agreed list of coordinated TCRs linked to time frames, describing the impact on capacity as far as it is known. Coordination meetings shall be organised by the respective IMs; the RFC TCR Coordinator will be invited and will be informed about the results and open issues concerning TCRs on Corridor lines. The RFC TCR Coordinator monitors the results of the coordination.

4.3.1.2 Criteria for initiating coordination on Corridor level

Coordination on Corridor level can be initiated by the RFC TCR Corridor Coordinator if, according to the agreed criteria, the aggregated impacts of the proposed TCR exceed these agreed limits/criteria. The RFC TCR Coordinator informs the MB of the Corridor of the exceedance of those limits/criteria and propose further coordination.

The Atlantic Corridor has a the following process:

Date	Stages	Observations
X-17	1st publication of major TCR's before the beginning of construction of the prearranged train paths	
X-12	Update before the publication of the train paths prearranged in X-11	This information will be demanded from the IMs in X-14 The railway undertakings and terminals will be consulted in X-13 This information will be included in the declarations of national networks.

X-5	Update before the final attribution and planning of the capacity for trains ad-hoc	This information will be demanded from the IMs in X-6 The railway undertakings and terminals will be consulted in X-5
The content of the update of information and the decisions of update are a responsibility of the infrastructure managers of Rail Freight Corridor «Atlantic». The IMs would provide these updates at any moment (ex.: per quarter, monthly and at any moment in case of occurrence of modifications).		

4.4 CONFLICT RESOLUTION PROCESS

Unsolved conflicts on Corridor lines shall be reported to [Corridor name]'s MB.

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

ATLANTIC CORRIDOR

An expert 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. Results will be reported to the management of the affected IMs and involved corridors.

4.5 INVOLVEMENT OF APPLICANTS

Each IM has its own national processes and platforms to consult the applicants and inform them about TCRs with a major and medium impact. These processes are described in the Network Statement of each IM.

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

ATLANTIC CORRIDOR

Conflict resolution process on the Atlantic Corridor:

- The results of the TCRs coordination that are relevant for principal and diversionary lines of Atlantic Corridor are published on Atlantic Corridor's website. Applicants may send their comments on the planned activities to the Corridor organization. The TCR Corridor Coordinator submits the issue to the representatives of the involved IMs. The comments of applicants have an advisory and supportive character, and shall be taken into consideration as far as possible.
- Regular meetings of the Railway Undertaking Advisory Group (RAG) and Terminal Advisory Group (TAG) are used to discuss issues regarding the planning process of TCRs.
- Additional meetings with applicants, to discuss and solve open issues, will be treated on a case by case basis

4.6 PUBLICATION

4.6.1 CRITERIA FOR PUBLICATION

	Consecutive days	Impact on traffic (estimated traffic cancelled, re-routed or replaced by other modes of transport)
Major impact TCR1	More than 30 consecutive days	More than 50% of the estimated traffic volume on a railway line per day
High impact TCR1	More than 7 consecutive days	More than 30% of the estimated traffic volume on a railway line per day
Medium impact TCR1	7 consecutive days or less	More than 50% of the estimated traffic volume on a railway line per day
Minor impact TCR2	unspecified3	More than 10% of the estimated traffic volume on a railway line per day

1) Commission Delegated Decision (EU) 2017/2075, article (11);

2) Commission Delegated Decision (EU) 2017/2075, article (12).

3) according to Commission Delegated Decision (EU) 2017/2075, article (12) “7 consecutive days or less”, modified here.


No specificities.

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

4.6.2 DATES OF PUBLICATION

Atlantic Corridor publishes the coordinated TCRs at least on the following dates:

	December 2018	December 2018	August 2019	December 2019	December 2019
Major	X (second publication)	X (first publication)		X (second publication)	X (first publication)
High	X (second publication)	X (first publication)		X (second publication)	X (first publication)
Medium	X (international impact)			X (international impact)	
Minor			X		

Applicable timetable	TT 2020	TT 2021	TT 2020	TT 2021	TT 2022

4.6.3 TOOL FOR PUBLICATION

After coordination between all IMs involved on Atlantic Corridor the results are published in the harmonized Excel overview on the Corridors´ website.

ATLANTIC CORRIDOR
http://www.atlantic-corridor.eu/

4.7 LEGAL DISCLAIMER

By publishing the overview of the corridor TCRs, the IMs concerned present the planning status for TCRs to infrastructure availability along Corridor Atlantic. The published TCRs are a snapshot of the situation at the date of publication and are subject to further changes. The information provided can be used for rough orientation purposes only and may not constitute the basis for any legal claim.

The publication of TCRs at corridor level does not substitute any national law or legislation. It lies within the IMs´ responsibility to publish and communicate TCRs as stated in their Network Statements.

CHAPTER 5. TRAFFIC MANAGEMENT

In line with Article 16 of Regulation (EU) No 913/2010, 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.

In case of disturbances, IMs work together with the RUs concerned and neighbouring IMs in order to limit the impact as far as possible and to reduce the overall recovery time of the network. For international disruptions longer than 3 days with a high impact on international traffic, the Atlantic Corridor international contingency management (ICM) plan applies, (http://www.rne.eu/rneinhalt/uploads/International_Contingency_Management_Handbook_final_v1.5.pdf) applies.

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.

No specificities.

5.1 CROSS-BORDER SECTION INFORMATION

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

Cross-border section	IM 1	IM 2
Badajoz-Elvas	ADIF	IP
Fuentes de Oñoro - Vilar Formoso	ADIF	IP
Forbach - Saarbrücken	SNCF Réseau	DB Netz
Hendaye-Irún	SNCF Réseau	ADIF

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 running through the border (administrative and technical preconditions)
  - Special rules in case of system breakdown (communication system failure, safety system failure).

Detailed information about technical features and operational rules can be found in the Network Statements of each IM involved in Corridor Atlantic. Links to the Network Statements can be found in Part 2 of this CID. Depending on the border crossing there might be no interoperable material between the IM networks on the Atlantic Corridor, which might require a change of traction and train driver in the border crossing. In

this case, the new train driver must verify the respect of all the security rules of the train (in its wagon composition), according to the exigencies and documentation of each national network.

Connection between Germany and France

The connection between German and French networks of the Atlantic Corridor takes place in the borders of Saarbrücken and Forbach. The connection has the same gauge of track in both sides. It is equipped with train protection system switch between the German system PZB and the French system KVB (Contrôle de vitesse par balises). Both sides are electrified, but with different voltages (Germany: 15,000 V~ and France: 25,000 V~).
The separation of the different voltage levels takes place in a neutral section on the German side of the border crossing (km 5,338 – 5,354).
A detailed description of all operational and technical issues at this border crossing in German and French can be found in the network statement of DB Netz AG (Network Statement, Annex 2.4.3, Rules and Standard No. 302.6006Z98.

Connection between Spain and France

This connection supports the greatest hindrances, due to the different track gauge, UIC in French side and a specific gauge in Spanish side. The transfer between the two networks is done inside the complex Irun/Hendaye, with different gauge tracks and blended itineraries between the two stations.
Regarding the different types of freights and loads, different procedures may be applied:

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

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

Connection between Portugal and Spain

The connection between Spanish and Portuguese networks of the Rail Freight Corridor «Atlantic» takes place in the borders of Elvas-Badajoz and Vilar Formoso-Fuentes de Oñoro.
Different from the French-Spanish border, this connection has the same gauge of track in both sides, thus times of stops are minimal.
Procedures:

- Stop for technical verification of 15/30 minutes both on the Portuguese and the Spanish side,
- Operating Procedures of Regulated Security,
- Stop time requested by operators for technical and operational issues: traction change, fuel supply, crew change, meal breaks for train drivers
- Connection on the Portuguese side electrified with 25,000 V~ until Vilar formoso

Required documentation:

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

Change of locomotives and drivers

The RU will request the locomotive and driver changes to their best criteria under the current regulation in each country.
These changes are taken into account as far as possible in the capacity offered by Rail Freight Corridor «Atlantic».

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 Corridor Atlantic can be found in the overview below and contain the following information:

- Title and description of border agreement
- Validity
- Languages in which agreement is available
- Relevant contact person within IM.

Detailed information about cross-border agreements can be found in the Network Statements of each IM involved in Corridor Atlantic. Links to the Network Statements can be found in Part 2 of this CID.

5.2 PRIORITY RULES IN TRAFFIC MANAGEMENT

In accordance with the Regulation, IMs involved in Corridor Atlantic commit themselves to treating international freight trains running 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.

In Germany

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

General principles

- Emergency trains have priority to other trains.
- Trains on Passenger Express Paths have priority to other trains except emergency trains.
- Trains on Freight Express Paths have priority to other trains except emergency trains and trains on Passenger Express Paths

- Trains not mentioned above have to be considered in principle equal, but
- Faster trains have principally priority to slower trains (average speed)
- On specialized infrastructure listed in the Network Statement, certain traffic types have priority to other trains except emergency trains.

Principles in case of deviations from timetable

- Get back to the regular state as soon as possible
- Guarantee the fluidity of operations
- Improve punctuality of all trains
- Best possible use of the capacities of lines and junctions

In France

Priority in circulation of trains
In case of a circulation conflict, trains running through compatible paths shall disturb each other.
A non-discriminatory treatment for RU means:

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

To determine the order of circulation of the trains coming from a point or segment of conflict, each train is placed according to the above priorities. This rule is only applied if the repositioning of the trains is physically possible. If not, it must be applied at the first possible point.
This rule is not applied if the disturbed train with priority runs in advance. It is not applied if the disturbance of a priority train would imply a delay not longer than 3 minutes.
The rule is not absolute, since a circulation chief, a regulator, an axle coordinator or a national coordinator may change it if justified by the global fluidity of the system, or the research of a maximum speed. It may also be derogated for these reasons in dense areas (ex. Paris suburbs), where the research of the maximum speed prevails over maintaining on time each circulation running through the lines. Each of these rules prevails also over the own RU rules.

Capacity Restriction

This rule limits the applicability frame of the precedent rule. In case of an important incident provoking capacity restrictions, with no chance to admit the foreseen traffic, trains not yet running which would take the affected itinerary will function under a rule of distribution of the residual capacity in the main itinerary and in the deflected one, if it exists.
The number of paths running through the restrained itinerary -and optionally any alternative itinerary- are discounted for periods of one hour (to take into account rush-hour conditions) and the available capacity is worked out. Generally, the number of resulting paths is bigger than those the network can absorb. An authorized number of paths for each RU is fixed in proportion from the initial number and the

time lapse to make the choice. The RU gives an answer choosing from the trains which should run in a normal situation.
The rest of surplus paths are removed in a crises graphic that substitutes the theoretical circulation graphic. If the time limit for answering is exceeded, it is decided ex-officio which trains will run.

In Spain

The traffic management is done by the IM. The main objective is to adjust the effective running of all the trains within the capacities which were attributed. For this, RU shall provide all the requested pieces of information to the IM, as and when required, before the train departure or during its trip.
If the technical characteristics of the train are different from those indicated in the capacity request, the infrastructure manager shall adopt any convenient measure, including the running prohibition.
Regarding the operational traffic management, the companies must respect the applicable documents about network circulation.

Priority rules

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

In Portugal

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

General principles

- Emergency trains have priority to other trains;
- Get back to the regular state as soon as possible.
- Public use, particularly services carried out under a public concession contract.
- Priority different in each hour:
  - ✓ Suburban passenger services with a frequency equal or greater than six trains every hour during rush-hour periods.
  - ✓ Suburban passenger services with a frequency lower than 6 trains every hour during rush-hour periods.
  - ✓ Regular high quality national inter-city services and international passenger services.
  - ✓ Other medium to long-distance passenger services.
  - ✓ International freight or express services.
  - ✓ National freight services.
  - ✓ Empty train runs.
  - ✓ Other services such as rehearsal runs, crew training or contractors' trains

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 minimize the impact of the disruption. The overall aim should be to minimize 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 international disruptions longer than 3 days with a high impact on international traffic, the procedures as described in Chapter 4.1 of the Atlantic Corridor ICM plan apply.


No specificities.

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 longer than 3 days with a high impact on international traffic, the procedures as described in Chapter 4.2 of the Atlantic Corridor ICM plan apply.


The relevant communication to exchange this information will be done via the TCCCom tool (available in TIS) between Germany and France. On the others borders of the Atlantic Corridor, the IMs will use the existing procedures and will try to implement the TCCCom tool at short term.

5.3.2 OPERATIONAL SCENARIOS WITHIN RFC IN THE EVENT OF DISTURBANCE

For international disruptions longer than 3 days with a high impact on international traffic, RFC with its member IMs and related RFCs developed an international corridor re-routing overview combining national re-routing plans across borders along the Corridor, according to Chapter 3 of the Atlantic Corridor ICM plan.


For disturbance < 3 days, no operational scenarios at borders have been predefined on Corridor Atlantic. Nevertheless, it is important to remind the following points: **Emergency management** In case of perturbation of the railway traffic, for a technical failure, an accident or any other incident, the IM of the corridor must take all the proper measures to ensure the return to normal circulation of trains.

Assistance to defective or damaged trains

- In Germany,
  The rules to assist to defective or damaged trains are described in detail in the DB Netz AG Network Statement, Annex 1.6: GTCURI (http://fahrweg.dbnetze.com/fahrweg-en/network_access/network_statement/).
  In the event of operational disruptions e.g. locomotive damage for which the AP or involved RU is accountable, DB Netz AG shall take all measures necessary in any given instance (pursuant to Article 15 (1) Clause 1 EIBV). This involves clarification with the affected the AP or involved RU of the conditions and period of time under which the latter will be able to remedy the disruption by its own means.
  If this is not possible or only within a given period that, depending on traffic loads or the number of other affected APs or involved RUs, would lead to unreasonable consequences in the form of partial or complete blockage of the line, DB Netz AG will clear the infrastructure itself or arrange for this to be done at the expense of the AP or involved RU.
- In France,
  a train stopped for a failure cannot stay longer than 15 minutes in current track. After this time and not being forecast to run again, it must be put in place all the measures to ensure the track liberation according to the suitable security procedure.
- In Spain,
  ADIF has set up an Emergency Plan ('Plan de Contingencia'), approved by the Ministry of the Development, enlisting the procedures to be used in these situations. In case of a stopped freight train, ADIF may require the use of traction resources from RU to remove the panned train towards the nearest stop, in order to restore as soon as possible the normal conditions for circulation in the line.
- In Portugal,
  in the case of disturbances to rail traffic due to accidents or technical failures, IP will take all necessary measures to re-establish all normal operating conditions. In the case of emergencies and technical failures that render the infrastructure temporarily unusable, allocated train paths can be cancelled without notice during the period needed to repair the system. If the track is blocked by rolling stock, IP will assume the role of coordinating the activities and the necessary resources to clear the blockage.
  IP may demand any RU to place at its disposal the resources needed to rapidly resolve the situation even if the RU is not the direct cause of the obstruction. The RU that put these resources at IP disposal to resolve obstructions caused by third parties have the right to be compensated to the amount agreed upon with the entity that caused the obstruction in the first place and which will have to bear the costs. IP will take all necessary measures to re-establish all normal operating conditions.

Itinerary modifications

In case of urgency or absolute necessity, for a temporary non-disposal of the infrastructure, the IM of the Rail Freight Corridor «Atlantic» may change the paths, without previous information, during the time needed until return to normality. They must also make the needed repairs during a suitable time period. They must inform as soon as possible about the situation to the RU and other applicants.
In this case, nor the authorized applicants or the RU may claim any compensation or indemnification.

5.4 TRAFFIC RESTRICTIONS

Information about planned restrictions can be found in **Erro! A origem da referência não foi encontrada.**, Coordination and Publication of Planned Temporary Capacity Restrictions (TCRs).


Detailed information about unplanned restrictions can be found in the Network Statements of each IM involved in Corridor Atlantic. Links to the Network Statements can be found in Part 2 of this CID.

5.5 DANGEROUS GOODS

Detailed information about conditions for the transport of dangerous goods can be found in the Network Statements of each IM involved in Corridor Atlantic. Links to the network statements can be found in Part 2 of this CID.

5.6 EXCEPTIONAL TRANSPORT

Detailed information about conditions for the carriage of exceptional consignments can be found in the Network Statements of each IM involved in Corridor Atlantic. Links to the network statements can be found in Part 2 of this CID.

CHAPTER 6. TRAIN PERFORMANCE MANAGEMENT

The aim of the Corridor Train Performance Management (TPM) is to measure punctuality, analyze weak points and recommend corrective measures, thus managing the train performance of international train services and improving punctuality across borders and handover points.

A necessary precondition for Train Performance Management is the implementation and use of the RNE Train Information System (as described in CID Part 1, Chapter 10 IT tools) by all involved IMs.

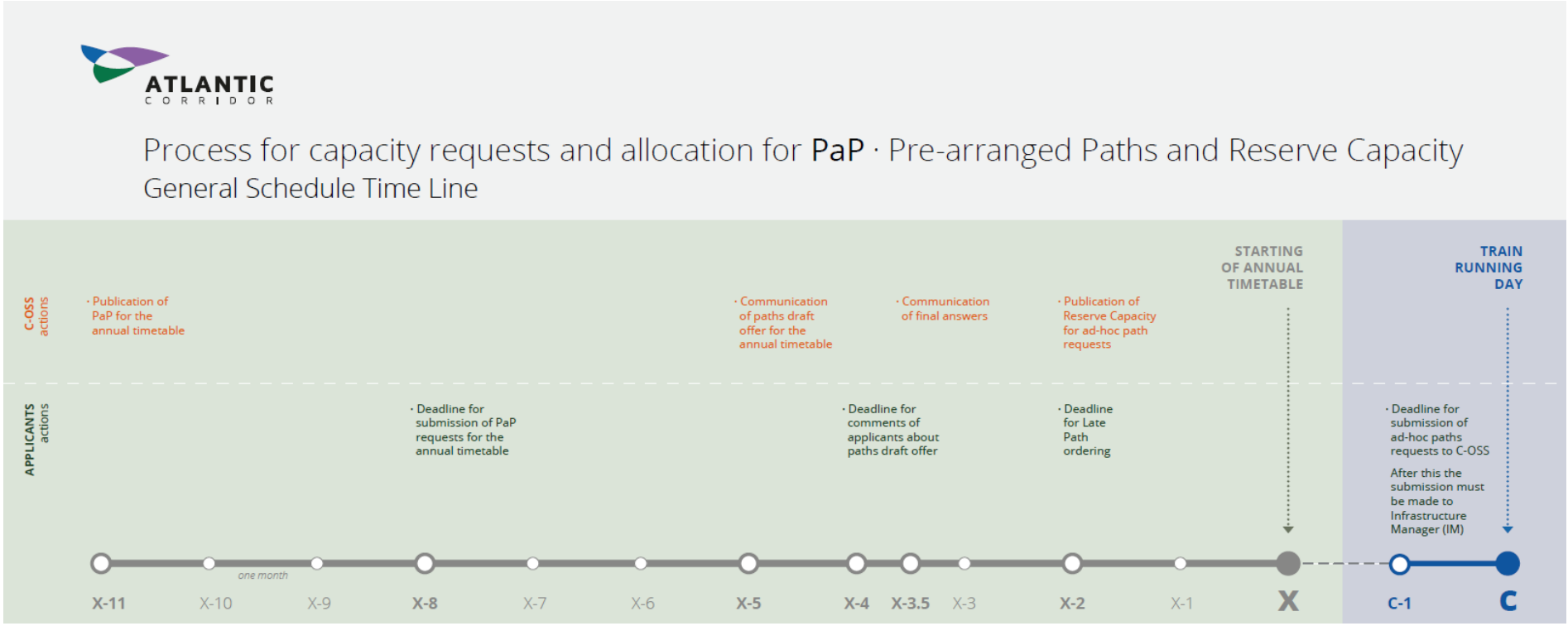

No specificities.

ANNEXES

ANNEX 4. A FRAMEWORK FOR CAPACITY ALLOCATION SIGNED BY THE EXECUTIVE BOARD

http://www.atlantic-corridor.eu/oss-en/capacity-management-en

Mentioned in Chapter 3.1.

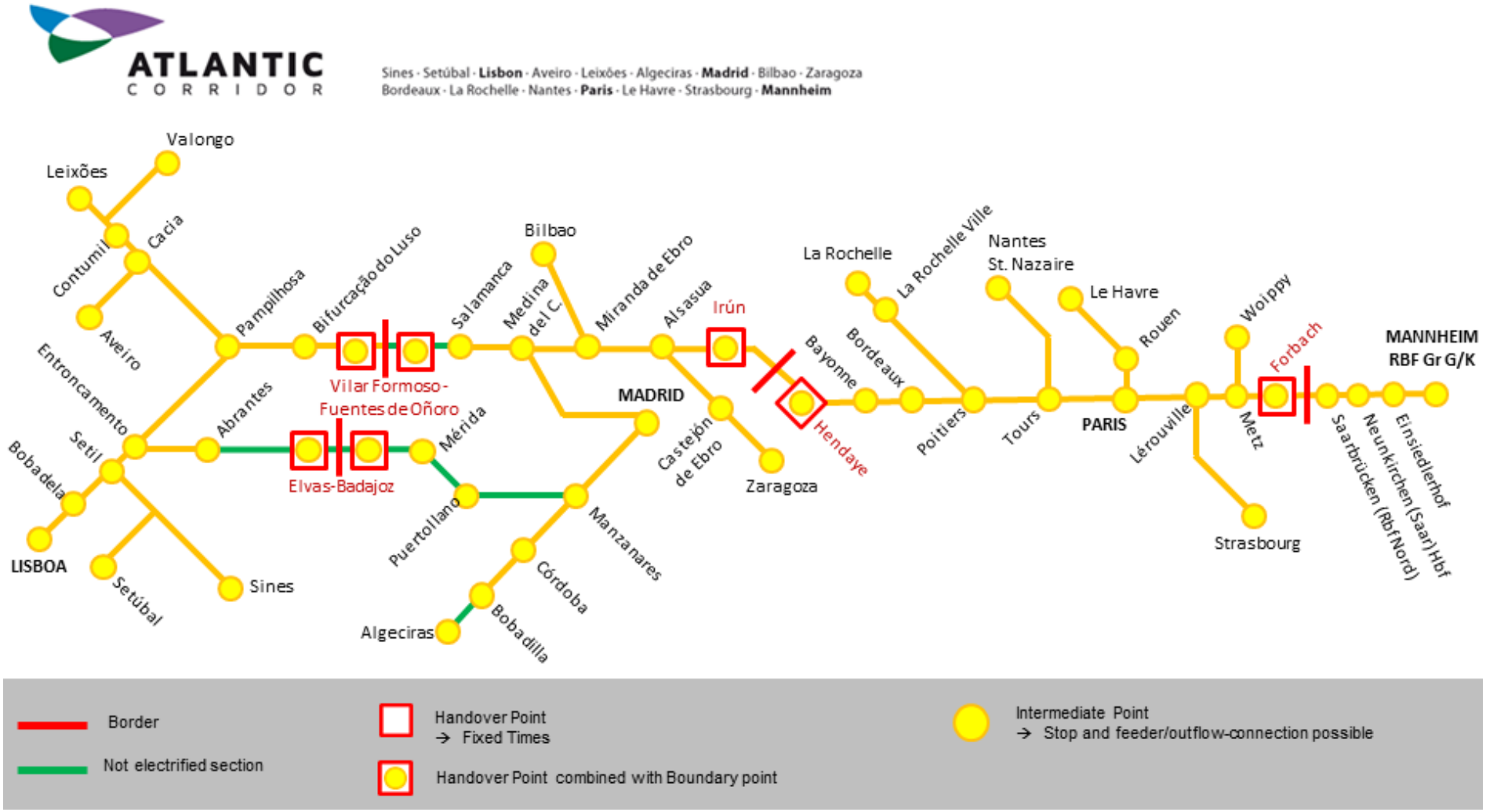


ANNEX 4. B TABLE OF DEADLINES

DATE / DEADLINE	DATE IN X-SYSTEM	DESCRIPTION OF ACTIVITIES
14 January 2019	X-11	Publication of PaP Catalogue
14 January 2019 – 28 January 2019	X-11 – X-10.5	Correction phase (corrections of errors to published PaPs)
8 April 2019	X-8	Last day to request a PaP
16 April 2019		Last day to inform applicants about the alternative PaP offer
22 April 2019	X-7.5	Last day for C-OSS to send PaP pre-booking information to applicants
1July 2019	X-5	Publication of draft timetable
2 July 2019 – 2 August 2019	X-5 – X-4	Observations and comments from applicants
23 April 2019 – 21 October 2019	X-7,5 – X-2	Late path request application phase via the C-OSS
20 August 2019 – 18 November 2019	X-3,5 – X-1	Late path request allocation phase
19 August 2019	X-3.5	Publication of final offer
25 August 2019	X-3	Acceptance of final offer
15 October 2019	X-2	Publication of RC
15 December 2019	X	Timetable change
15 October 2019 – 13 December 2020	X-2 - X+12	Application and allocation phase for RC

ANNEX 4. C MAP OF CORRIDOR ATLANTIC

Mentioned in Chapter 3.4.1.2



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