Corridor Information Document Common Texts and Structure
For Timetable 2022

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Version Control

Version	Summary of changes	Date
1.0 Draft	Major review following consultation with the Network Statement Working Group and the Legal Matters WG. Two new chapters related to the legal character of the Corridor Statement and the next steps have been inserted.	5 July 2011
1.1	GA approval	30 November 2011
1.2	GA approval	9 May 2012
1.3	Renaming of Document from "Corridor Statement Common Structure Specification" to "Corridor Information Document Common Structure "	5 December 2012
1.4	GA approval	16 May 2013
5	GA approval	3 September 2014
6	GA approval	6 May 2015
7	GA approval	3 December 2015
8	GA approval	21 April 2016
9	GA approval	8 December 2016
10	GA approval	6 December 2017
11	GA approval	5 December 2018
12	GA approval	4 December 2019
12.1 Draft	Based on telcon of CID simplification task force on 18 May 2020	19 May 2020
12.2 Draft	Comments by CID simplification task force	4 June 2020
12.3 Draft	Task force	9 July 2020
12.4	Review of general description part of the Guidelines by RNE JO	28 Sept 2020
12.5	Consistency check	9 October 2020
12.6	Changing `may` to `shall` in the implementation guide of chapter 6 of the Implementation Plan	30 October 2020
13.0	Approval by RNE General Assembly	9 December 2020

1. Context

Regulation (EU) No 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight (hereinafter: the Regulation) was adopted on 22 September 2010 and led to the establishment of Rail Freight Corridors (RFCs).

In Article 18, the Regulation refers to a document that shall be drawn up, published and regularly updated by the Management Board of the given Rail Freight Corridor. This document is known as the Corridor Information Document (CID).

2. Goal of This Document

The goal of this document is to facilitate the production of the CID by offering guidelines to RFCs for the structure and expected content, as well as other recommendations to be used. It has been developed and updated by the RNE Network Statement and Corridor Information Document Working Group. The aim for applicants is to find the same information at the same place in each CID.

a) Legal Framework

The RNE CID Common Texts and Structure is in line with the requirements of the Regulation. According to Article 18, the CID shall contain:
➢ all the information in relation with the Rail Freight Corridor contained in the national Network Statements
➢ list and characteristics of Terminals
➢ information on capacity allocation (C-OSS operation) and traffic management, also in the event of disturbance
➢ the implementation plan that contains:
   o the characteristics of the Rail Freight Corridor
   o the essential elements of the transport market study that should be carried out on a regular basis
   o the objectives for the Rail Freight Corridor
   o the indicative investment plan

b) RNE Guidelines and Handbooks

In addition, the following RNE Guidelines and Handbook have an impact on the content of the CID.
➢ [Guidelines for C-OSS concerning PaP and RC Management](#)
➢ [Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions for the European Railway Network](#)
➢ [Guidelines concerning non-RU applicants](#)
➢ [Handbook for International Contingency Management](#).

3. Publication and Updating process

c) Of the CID

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

It is recommended to synchronise the CID's annual publication date with the Network Statement, which is published one month earlier (in December). Therefore, the CID for the timetabling year Y shall be published by the 2nd Monday of January of the year Y-1 (the same date as the publication of the Pre-arranged t Paths). This is meant to minimise the impact on the production of the Network Statement and allow for the compilation and translation of the related corridor information.

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

The CID consists of 4 sections.

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

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

The CID is published in RNE`s Network and Corridor Information portal called NCI free of charge, available without user registration as well.

d) Of this document

The RNE CID Common Texts and Structure is revised every year and is adjusted accordingly when needed, primarily due to changes in the legal framework, business processes and customer needs.

4. Corridor Information Document Language

The CID is an international document and therefore its original version shall be in the English language.
It is recommended that the English version should prevail over all other translations in case of inconsistencies. In case of inconsistencies between the English and the translated version, if existing, the English version of the CID always prevails.

5. The preparation process

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

Book	Corridor organisation	Infrastructure Manager or Allocation Body	Others, e.g. Terminal Owners
Section 1 – General Information	X		
Section 2 – Network Statement Excerpts		X	
Section 3 – Terminal Description		X	X
Section 4 – Procedures for Capacity, Traffic and Train Performance Management	X		

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

This person will carry out the following tasks:
- Define the overall yearly work programme for the CID production/updating.
- Ensure that all information suppliers comply with the requirements, in terms of timescale and quality, including the translation. This will include a clear definition of responsibilities for the information.
- Provide a contact point for information suppliers to update any relevant data and keep a registry of it.
- Initiate the yearly updates, when necessary.
- Undertake the final document review in terms of the consistency of content (including the provided translations).

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

6. Legal Character of the Corridor Information Document

This CID is drawn up, regularly updated and published in accordance with Article 18 of the Regulation. By applying for capacity on the Corridor the applicants accept the provisions of Section 4 of the CID. Parts of the CID may be incorporated in contractual documents. Every effort has been made to ensure that the information is complete, correct and valid. The involved IMs/ABs accept no liability for direct or indirect damages suffered as a result of obvious defects or misprints in this CID or other documents. Moreover, all responsibility for the content of the national Network Statements or any external sites referred to by this publication (links) is declined.

7. Glossary

The RNE Network Statement and Corridor Information Document Working Group has developed an easy-to-use glossary of terms related both to Network Statements and CIDs. Its aim is to facilitate the production, the harmonisation of wording and the comparability of these documents. Additionally,

a common glossary to be published as a list of terms in the CIDs (and another one to be published in the Network Statements) are also included in this glossary. It can be downloaded from the RNE website: http://www.rne.eu/organisation/network-statements/ The definitions in this glossary are written in a clear language using as little technical or legal jargon as possible. They provide practical guidance to IMs, ABs, RFCs, applicants and translators. As the railway sector is undergoing rapid change in Europe, this glossary is a dynamic document, updated every year or when needed according to the procedure described in the 'Revision Process of the Glossary'.

8. Connection with the Network Statements

The CIDs are strongly connected with the Network Statements, because it is stipulated in Article 18 of the Regulation that the CIDs shall include among other information excerpts of the Network Statements.

In addition, the CIDs are published at X-11 and in English language. This further increases the importance of the availability of the English language Network Statements at X-12 in order to allow the Rail Freight Corridors sufficient time to prepare their CIDs until X-11.

9. Compliance with the CID Common Structure

RFCs are requested to fully implement the CID Common Structure by following the following rules:

a. Adding chapters: whenever, for RFC-specific reasons, a chapter needs to be added, it shall be placed at the end of the chapter level (example: if a new 2nd level chapter needs to be added in Section 1, it shall be placed as 1.8, as in the CID Common Structure the last 2nd level chapter of Section 1 is 1.9).

b. Removing chapters: whenever, due to RFC specificities, a chapter needs to be removed, it shall be done in a way that does not affect the remaining chapter numbering of the CID Common Structure (for example: if in 7.3.1 the next levels are not applicable [7.3.1.1, 7.3.1.2, 7.3.1.X], then all these 4th level chapters can be removed.

CID Common Structure KPI:

The compliance of the CIDs with the RNE CID Common Structure is one of the RNE KPIs. It measures the success of the RFCs in harmonising their CIDs.

The criteria are the following:

a. The compliance is measured through the number of compliances divided by the number of chapters (up to the 4th level) from the CID Common Structure.

b. Compliance is given when the chapter number from the CID Common Structure corresponds to the chapter number of a CID. However, if a chapter has been removed by using the rules set out in the previous point of this document, then it will be considered as compliant as well.

c. Chapter levels are weighted differently:

    i.   Level 1 chapters have 100% weight

    ii.   Level 2 chapters have 90% weight

    iii.   Level 3 chapters have 70% weight

    iv.   Level 4 chapters have 50% weight

This assessment is done every January-February, through self-assessment by each RFC.

10.   Harmonisation of the contents of the CID

The texts of Sections 1, 2, 3 and 4 have been harmonised over all RFCs by the RNE Network Statement and CID Working Group. As not all processes are harmonised across the corridors, the harmonised texts shall also show regard for the specificities of the corridors. For ease of understanding and to respect the particularities of some corridors, common procedures are always written at the beginning of a chapter. The particularities of the corridor shall be placed under the common texts and marked as shown below.

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

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

The corridors are asked to update the common parts of their CID Section 1, Section 2 and Section 4 every time that the common CID Section 1, Section 2, Section 3 and Section 4 have been updated. No further updates in the common parts are recommended. The update of the corridor-specific parts depends solely on the individual corridors.

List of harmonised Sections (included in Annex 1 to these Guidelines):

- ➢ Harmonised Section 1 - General Information
- ➢ Harmonised Section 2 - Network Statement Excerpts
- ➢ Harmonised template for Book 2 - Network Statement Excerpts
- ➢ Harmonised Section 3 - Terminal Description
- ➢ Harmonised Section 4 - Procedure for Capacity, Traffic and Train Performance Management

14. CID Common Structure and Implementation Guide

The latest applicable version is presented in the template below, comprising 4 Sections and the Implementation Guide as an annex to the CID, all of them including chapters and sub-chapters, the latter one at maximum up to the 4th level. The Implementation Guide suggests the recommended content for each chapter.
The last column includes control information, listing the major changes that have been implemented since the previous version. If a chapter is not applicable to an RFC, it shall be clearly stated in its CID in the chapter concerned (e.g. This process is not applicable to the Corridor.). That way, the provision of information is more transparent for the applicants and the common structure can be promoted to a full extent. Texts in italics indicate a reference to the relevant section of applicable EU directives and regulations or to RNE guidelines and handbooks listed in chapter 3.

Proposed content for "Section 1 – General Information"

Harmonised texts for this Section can be found in Annex 1.

Section 1 – General Information		
Number of chapter/ subchapter	**Heading text**	**Implementation guide**
	Version Control	All previous versions of the CID for the timetable year concerned shall be identified, together with a short description of the changes and the date when the change became applicable, and by clearly distinguishing the changes to the common parts and to the corridor-specific parts. It is recommended to display the changes compared to the previous timetable year in the first row of the version control table.
	Table of contents	
	Glossary	Provide a Glossary of terms used by using a cross-reference to the RNE Glossary by adding the following link: https://rne.eu/wp-content/uploads/RNE_NS_CID_Glossary.xlsx Refer to the common CID Glossary.
1.1	**Introduction**	State briefly the purpose of *Regulation (EU) 913/2010* and the RFCs including a brief description of the strategic objectives of their establishment.
1.2	**Purpose of the CID**	Give a brief description of the purpose of the CID and its structure. Make a reference to the harmonised structure and the RFC-specific texts.
1.3	**Corridor Description**	Provide definitions of the different types of corridor lines as listed below: - principal routes, - diversionary routes, - connecting lines, - expected lines. Provide a map of the RFC by making a reference to the CIP.
1.4	**Corridor Organisation**	Provide a brief description of the corridor organisation, including its governance structure, organigram, legal form, working groups, designation of the C-OSS.

		OR Provide a direct link to the respective subpage of the RFC`s website if the above information is published there.
1.5	**Contacts**	Provide a direct link to the respective subpage of the RFC`s website.
1.6	**Legal status**	Describe the legal status of the CID.
1.7	**Validity Period, Updating and Publishing**	State for which timetable period the CID is valid. Describe how the CID is updated. Describe where and how the CID is published. Refer to the tool for digital CIDs
1.8	**IT Tools**	Refer to the use of following common IT tools used by the corridors, their IMs/ABs and existing and potential customers, provided by RNE: - PCS - TIS - CIS - CIP - NCI portal
1.8.1	**Path Coordination System (PCS)**	Briefly describe the PCS and provide a direct link to it.
1.8.2	**Train Information System (TIS)**	Briefly describe the TIS and provide a direct link to it.
1.8.3	**Charging Information System (CIS)**	Briefly describe the CIS and provide a direct link to it.
1.8.4	**Customer Information Platform (CIP)**	Briefly describe the CID and provide a direct link to it.
1.8.5	**Network and Corridor Information (NCI) portal**	Briefly describe the PCS and provide a direct link to it.
1.9	**Corridor Language**	Define which languages apply and which the leading language is. + language in operation
	Annexes	Annexes shall be numbered according to the following criterion: The section number shall be reproduced in the Annex title, using a sequential letter. Example: Annex 4.A Priority Rules

Proposed content for "Section 2 – Network Statement Excerpts"

Harmonised texts for this Section can be found in Annex 1.

Number of chapter/ subchapter	Heading text	Implementation guide
2	NS Excerpts	Provide a direct link to and a description of the tool for digital NSs.

Proposed content for "Section 3 – Terminal Description"

Harmonised texts for this section can be found in Annex 1.

Section 3 – Terminal Description		
Number of chapter/ subchapter	**Heading text**	**Implementation guide**
3	**Terminal Description**	State briefly the purpose of this section. Include the definition of "Terminal" (in relation to the Regulation 913/2010 – Article 2.2.c). Refer to - Implementing Regulation 2177/2017 and Provide a link to the CIP where the terminals are displayed on a map. A disclaimer shall be added if not all terminals are displayed in the map. Refer to the CIP OR provide a list of terminals with a link to the NSs where detailed terminal description is provided AND/OR in an annex to the CID.

Proposed content for "Section 4 – Procedures for Capacity, Traffic and Train Performance Management"

Harmonised texts for this section can be found in Annex 1.

Section 4 – Procedures for Capacity and Traffic Management		
Number of chapter / subchapter	**Heading text**	**Implementation guide**
4.1	**Introduction**	State the purpose of this section. Provide info on TTR pilots
4.2	**Corridor OSS**	Describe the C-OSS functions and procedures.
4.2.1	**Function**	Describe the role of the C-OSS in the allocation process by the corridor.
4.2.2	**Contact**	Describe how the C-OSS can be reached.
4.2.3	**Language of the C-OSS**	Describe the official language for all correspondence with the C-OSS.
4.2.4	**Tasks of the C-OSS**	Describe precisely the tasks that the C-OSS executes in the timetabling process.
4.2.4.1	**Path register**	Describe the function, the information provided and the modalities to request access to the path register.
4.2.5	**Tool**	Describe the mandatory tool for requesting capacity from / through the C-OSS.
4.3	**Capacity allocation**	Describe who is responsible for the allocation of PaPs, feeder, outflow sections and tailor-made. Make a reference to the necessity for network access contracts.
4.3.1	**Framework for Capacity Allocation**	Describe the Corridor Framework for the allocation of capacity according to Reg. 913/2010 - Art.14.1. + reference to Annex 4A
4.3.2	**Applicants**	Describe the conditions applicable to applicants [Reg. 913/2010 - Article 15] and deadline for non-RU applicants to nominate RU

4.3.3	Requirements for requesting capacity	Describe the conditions that apply for correctly placing a request for capacity from / through the C-OSS and deadlines (reference to Annex 4B).
4.3.4	Annual timetable phase	
4.3.4.1	PaPs	Explain the PaP concept.
4.3.4.2	Schematic corridor map	Add a schematic corridor map here and indicate the PaP sections + reference to Annex 4C.
4.3.4.3	Features of PaPs	Describe the different PaP types (Fix PaP and Flex PaP).
4.3.4.4	Multiple corridor paths	Describe how PaPs are harmonised with, and treated by other corridors.
4.3.4.5	PaPs on overlapping sections	Describe the process of offering PaPs on overlapping sections involving at least one other RFC.
4.3.4.6	Feeder and outflow and tailor-made paths	Describe the possibility to add feeder, outflow and tailor-made paths to the PaP request.
4.3.4.7	Handling of requests	Describe the handling of requests by the C-OSS.
4.3.4.8	Leading tool for the handling of capacity requests	Explain, for each step of the process, the leading tool used to handle capacity requests.
4.3.4.9	Check of the applications	Describe the checking and handling of the applications by the C-OSS.
4.3.4.10	Pre-booking phase	Describe the process of the pre-booking phase.
4.3.4.11	Priority rules in capacity allocation	Explain the priority rules applied in the capacity allocation in case of conflicting requests.
4.3.4.12	Network PaP	Explain the use of Network PaPs.
4.3.4.13	Priority rule in case no Network PaP is involved	Describe the formula for the priority rule applied in case no Network PaP is involved in the conflicting requests.
4.3.4.14	Priority rule if a Network PaP is involved in at least one of the conflicting requests	Describe the formula for the priority rule applied if a Network PaP is involved in at least one of the conflicting requests.
4.3.4.15	Random selection	Describe the process for random selection in case the conflict cannot be solved by the priority rules.
4.3.4.16	Special cases and their treatment	Provide information about special cases involving requests, such as division of continuous offer into shares and conflicts on overlapping sections; explain how they will be treated.
4.3.4.17	Result of pre-booking	Describe the process leading to the result of the pre-booking.
4.3.4. 18	Handling of non-requested PaPs	Describe what will happen with non-requested PaPs on an RFC.
4.3.4.19	Draft offer	Describe the process for the draft offer by C-OSS.
4.3.4.20	Observations	Describe the process and rules for observation.

4.3.4.21	**Post-processing**	Describe the process for post-processing.
4.3.4.22	**Final offer**	Describe the process for the final offer by the C-OSS.
4.3.5	**Late path request phase**	Describe the time frame for this timetable phase.
4.3.5.1	**Product**	
4.3.5.2	**Multiple corridor paths**	Describe how late paths are harmonised with, and treated with other corridors.
4.3.5.3	**Late paths on overlapping sections**	Describe the process for offering late paths on overlapping sections with at least one other RFC.
4.3.5.4	**Handling of requests**	Describe the handling of requests by the C-OSS.
4.3.5.5	**Leading tool for late path requests**	Explain for each step of the process the leading tool used to handle capacity requests.
4.3.5.6	**Check of the applications**	Describe the checking and handling of the applications by the C-OSS.
4.3.5.7	**Pre-booking**	Describe the process for the pre-booking phase.
4.3.5.8	**Path elaboration**	Describe the process for path elaboration phase.
4.3.5.9	**Late request offer**	Describe the process for the late request offer by the C-OSS.
4.3.6	**Ad-hoc path request phase**	
4.3.6.1	**Reserve capacity**	Describe the different product types for RC.
4.3.6.2	**Multiple corridor paths**	Describe the possibility to submit capacity requests which cover more than one rail freight corridor.
4.3.6.3	**Reserve capacity on overlapping sections**	Describe the process for offering RC on overlapping sections involving at least one other RFC.
4.3.6.4	**Feeder and outflow and tailor-made paths**	Describe the possibility to add feeder, outflow and tailor-made paths to the RC request.
4.3.6.5	**Handling of requests**	Describe the handling of requests by the C-OSS.
4.3.6.6	**Leading tool for ad hoc requests**	Explain for each step of the process the leading tool for the handling of capacity requests.
4.3.6.7	**Check of the applications**	Describe the check and handling of the applications by the C-OSS.
4.3.6.8	**Pre-booking**	Describes the process for the pre-booking phase.
4.3.6.9	**Path elaboration**	Describe the path elaboration process.

4.3.6.10	Ad-hoc request offer	Describe the process for the ad-hoc request offer by the C-OSS.
4.3.7	**Request for changes by the applicant**	
4.3.7.1	**Modification**	Describes the process for the modification of a PaP request.
4.3.7.2	**Withdrawal**	Describe the process for the withdrawal of a request. Provide excerpts of the NSs of the IMs concerning withdrawal by the involved IMs/ABs on the corridor OR make a reference to NCI
4.3.7.3	**Transfer of capacity**	Explain that transfer of capacity is not allowed.
4.3.7.4	**Cancellation**	Describe the process for the cancellation of an allocated path. Provide excerpts of the NSs of the IMs concerning cancellation and the cancellation fees of the involved IMs/ABs on the corridor OR make a reference to NCI
4.3.7.5	**Unused paths**	Describe the process in case of unused paths. Provide excerpts of the NSs of the IMs concerning non-usage of allocated capacity and the non-usage fees of the involved IMs/ABs on the corridor OR make a reference to NCI
4.3.8	**Exceptional transport and dangerous goods**	
4.3.8.1	**Exceptional transport**	Describe how exceptional transport loads (where one or more normal infrastructure characteristic is exceeded) are handled.
4.3.8.2	**Dangerous goods**	Describe how the transport of dangerous goods is handled.
4.3.9	**Rail related services**	Information on handling requests for rail-related services should be in this chapter.
4.3.10	**Contracting and invoicing**	Specify how the contract between applicant/user of the allocated capacity and the IM is be done and who invoices the clients concerning the track-charge.
4.3.11	**Appeal procedure**	Describe the procedure for applicants to appeal against any action or decision taken by the C-OSS. If applicable, make reference to the Cooperation Agreement among RBs.
4.4	**Coordination and publication of planned temporary capacity restrictions**	Describe how the corridor manages the overall information related with the coordination and publication of planned temporary capacity restrictions, namely its operational impacts on the Corridor offer. Please use RNE Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions for the European Railway Network (http://www.rne.eu/rneinhalt/uploads/TCR-Guidelines.pdf)

4.4.1	**Goals**	Describe briefly the main outlines of the coordination of corridor relevant TCRs and the obligation of the RFCs concerning their publication.
4.4.2	**Legal background**	Refer to - Art. 12 of Regulation 913/2010 -Article 53(2) of and Annex VII to Directive 2012/34/EU as amended by Commission Delegated Decision (EU) 2017/2075, - The RNE Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions
4.4.3	**Coordination process of corridor relevant TCRs**	Briefly describe what coordination of TCRs mean.
4.4.3.1	**Timeline for coordination**	Describe the harmonised timeline for the coordination of corridor-relevant TCRs.
4.4.3.2	**Coordination between neighbouring IMs (first level of coordination)**	Briefly describe the coordination between neighbouring IMs.
4.4.3.3	**Coordination at Corridor level (second level of coordination)**	Briefly describe the criteria for initiating coordination on corridor-level.
4.4.3.4	**Conflict resolution process**	Briefly describe the process for conflict resolution concerning TCRs
4.4.4	**Involvement of applicants**	Provide general information about the involvement of applicants at corridor level.
4.4.5	**Publication of TCRs**	
4.4.5.1	**Criteria for publication**	Provide an overview of the criteria that are used for the publication of the TCRs.
4.4.5.2	**Dates of publication**	Provide an overview of the deadlines for publication of the TCRs.
4.4.5.3	**Tool for publication**	Provide a short description of the tool where the TCRs are published.
4.4.6	**Legal disclaimer**	Provide a legal disclaimer that the information provided should be used for information purposes only, is subject to change and that the corridor organisation will not be held liable for information that is subject to change.
4.5	**Traffic management**	Provide a general introduction about traffic management. RFC TM- related groups should be mentioned here.
4.5.1	**Cross-border section information**	Provide a list of RFC-related cross-border sections.
4.5.1.1	**Technical features and operational rules**	Provide a link or reference to where the detailed technical features or operational rules can be found.
4.5.1.2	**Cross-border agreements**	Provide a link or reference to where the overview of existing border-related agreements can be found.

4.5.2	**Priority rules in traffic management**	Briefly describe priority principles and, if applicable, RFC-specific rules and provide link to RNE overview of IMs' national priority rules. Make a reference to international contingency management.
4.5.3	**Traffic management in the event of disturbance**	Provide a general introduction about traffic management in the event of disturbance. Make a reference to international contingency management.
4.5.3.1	**Communication procedure**	Briefly describe the main principles and provide a link or reference to where the detailed communication rules can be found. Make a reference to international contingency management.
4.5.3.2	**Operational scenarios on border in the event of disturbance**	Briefly describe the main principles and provide a link or reference to where the predefined scenarios can be found. Make a reference to international contingency management.
4.5.3.3	**Allocation rules in the event of disturbance**	Briefly describe the main principles concerning allocation rules in the event of disturbance. Make a reference to international contingency management.
4.5.4	**Traffic restrictions**	Describe where the information about ad-hoc restrictions can be found.
4.5.5	**Dangerous goods**	Refer to the NSs or the NCI
4.5.6	**Exceptional transport**	Refer to the NSs or the NCI
4.6	**Train performance management**	General introduction about train performance management (TPM). Reference to the `RNE Guidelines for Train Performance Management on Rail Freight Corridors` RFC TPM-related groups and brief information about performance reports should be mentioned here.
	Annexes	Annexes shall be numbered according to the following criterion: The section name shall be reproduced in the Annex title, using then a sequential letter. Example: Annex 4.A List of annexes: Annex 4.A Framework for Capacity Allocation Annex 4.B Table of deadlines Annex 4.C Maps of the Corridor Annex 4.D Specificities on specific PaP sections on the Corridor Annex 4.D-1 Country / IM A Annex 4.D-2 Country / IM B Annex 4.E Table of distances (PaP sections)

– Implementation Plan

Implementation Plan		
Number of chapter / subchapter	**Heading text**	**Implementation guide**
	VERSION CONTROL	All previous versions of the Implementation Plan should be identified, together with a short description of the changes in the relevant timetabling year.
1	**Introduction**	**Implementation Plan:** State the purpose of the Implementation Plan. **Implementation Plan updates:** - Add a short description of the purpose of the update, - State who is responsible for and who has to validate the content, - Provide links or refer to external resources where information referring or regarding the IP is to be found: e.g. NIP, EDP, Business Case ERTMS, etc. (explicit links can be done in footnotes for example).
2	**Corridor Description**	[*Reg. 913/2010 – Article 9 (1.a)*] **Implementation Plan:** Describe the characteristics of the freight corridor, including bottlenecks, and the programme of measures necessary for creating the freight corridor in the subchapters of this chapter. If there are any overlapping sections, it is recommended that the corridors involved should coordinate the gathering of the information in the 2.X subchapters with each other in order to provide identical information/data. **Implementation Plan updates:** Only applicable in case of changes.
2.1	**Key Parameters of Corridor Lines**	**Implementation Plan:** Short description of the system how the corridor presents its lines and the characteristics. List of all railway lines designated to a corridor either with - if the corridor uses the CIP then preferably a link to the CIP or - a reference to an annex attached to the Implementation Plan **Implementation Plan updates:** Short description of the system how the corridor presents its lines and the characteristics. Description of changes (extension, new lines, long-lasting works etc.) in corridor routing together with - if the corridor uses the CIP then preferably a link to the CIP or

Implementation Plan		
Number of chapter / subchapter	**Heading text**	**Implementation guide**
		- a reference to an annex attached to the Implementation Plan (see Annexes. The corridor shall ensure consistency of information between the annex and the CIP.
2.2	**Corridor Terminals**	**Implementation Plan:** Short description of the system how the corridor presents its terminals and the characteristics. List of all terminals according to the definition in Art. 2.2.c designated to a corridor either with - a reference to section 3, - in addition, a link to the CIP - or a link to the common web portal under Implementing Regulation 2017/2177 giving comprehensive information on terminals, when it becomes operational. **Implementation Plan updates:** Short description of the system how the corridor presents its terminals and the characteristics. List of all terminals according to the definition in Art. 2.2.c designated to a corridor either with - a reference to section 3 - in addition, a link to the CIP - or a link to the common web portal under Implementing Regulation 2017/2177 giving comprehensive information on terminals, when it becomes operational. Information about changes.
2.3	**Bottlenecks**	**Implementation Plan and Implementation Plan updates:** Make a reference to chapter 6.1 Capacity Management Plan.
2.4	**RFC Governance**	**Implementation Plan:** General description of RFC governance from a strategic perspective. For detailed information see section 1. **Implementation Plan updates:** This chapter is not applicable to the updates. Information on updates can be found in section 1.
3	**Market Analysis Study**	[*Reg. 913/2010 – Article 9 (1.b) and Article 9 (3)*] **Implementation Plan:** Basic elements of the TMS, in particular - Background

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<tr><th colspan="3">Implementation Plan</th></tr>
<tr><th>Number of chapter / subchapter</th><th>Heading text</th><th>Implementation guide</th></tr>
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- Methodology
- Current situation
- Projections
- Results
- Conclusions and recommendations

More detailed information can be included in an annex to the Implementation Plan or by referring with a link to the particular document.

List of studies that are planned or currently being performed by the corridor, individually or in cooperation with one or more other corridors, aimed to increase the market knowledge and a link to these studies.

Implementation Plan updates:
Reference to the last valid TMS (including former Chapter 3 of the Implementation Plan), if no updates have taken place since the previous edition of the Implementation Plan.

Or

If there has been a TMS update since the last update of the Implementation Plan, then

Basic elements of the updated TMS, in particular
- Background
- Methodology
- Current situation
- Projections
- Results
- Conclusions and recommendations

List of studies that are planned or are being performed by the corridor, individually or in cooperation with one or more other corridors, aimed to increase the market knowledge and a link to these studies.

More detailed information can be included in an annex to the Implementation Plan or by referring with a link to the particular document.
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<td>**List of Measures**</td>
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[*Reg. 913/2010 – Article 9 (1.e)*]

Implementation Plan:
Measures foreseen for the implementation of Art. 12-19:
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	Implementation Plan	
Number of chapter / subchapter	**Heading text**	**Implementation guide**
		1. Cross-border coordination of infrastructure works – Art.12 2. Establishment of a One-Stop-Shop – Art.13 3. Framework for allocation of capacity – Art.14 4. Inclusion of non-railway undertakings among Applicants – Art.15 5. Traffic Management Procedures – Art.16 6. Traffic Management in event of disturbance – Art.17 7. Information to be provided – Art.18 8. Quality of service on the freight corridor – Art.19 **Implementation Plan updates:** Inform that this chapter is not applicable for updates. Make a reference that the current measures is described in section 4.
4.1	**Coordination of planned temporary capacity restrictions**	[*Reg. 913/2010 – Article 9 (1.e)*] **Implementation Plan:** Measures planned for the implementation of Art. 12: Cross-border coordination of infrastructure works **Implementation Plan updates:** Make a reference that the current measures are described in section 4.
4.2	**Corridor OSS**	[*Reg. 913/2010 – Article 9 (1.e)*] **Implementation Plan:** Measures planned for the implementation of Art. 13: Establishment of a One-Stop-Shop Describe the organisation and working principles of the C-OSS. **Implementation Plan updates:** Make a reference that the current measures are described in section 4.
4.3	**Capacity Allocation Principles**	[*Reg. 913/2010 – Article 9 (1.e)*] **Implementation Plan:** Measures planned for the implementation of Art. 14: Framework for allocation of capacity **Implementation Plan updates:**

		Implementation Plan
Number of chapter / subchapter	**Heading text**	**Implementation guide**
		Make a reference that the current measures are described in section 4.
4.4	**Applicants**	[*Reg. 913/2010 – Article 9 (1.e)*] **Implementation Plan:** Measures planned for the implementation of Art. 15: Inclusion of non-railway undertakings among Applicants **Implementation Plan updates:** Make a reference that the current measures are described in section 4.
4.5	**Traffic Management**	[*Reg. 913/2010 – Article 9 (1.e)*] **Implementation Plan:** Measures planned for the implementation of Art. 16: Traffic Management Procedures **Implementation Plan updates:** Make a reference that the current measures are described in section 4.
4.6	**Traffic Management in Event of Disturbance**	[*Reg. 913/2010 – Article 9 (1.e)*] **Implementation Plan:** Measures planned for the implementation of Art. 17: Traffic Management in event of disturbance **Implementation Plan updates:** Make a reference that the current measures are described in section 4.
4.7	**Quality Evaluation**	[*Reg. 913/2010 – Article 9 (1.e)*] Measures planned for the implementation of Art. 12-19: Quality of service on the freight corridor – Art.19
4.7.1	Performance Monitoring Report	[*Reg. 913/2010 – Article 19 (2)*] **Implementation Plan:** It is recommended to include the Key Performance Indicators applicable by all RFCs as described in the RNE Guidelines on the Key Performance Indicators of the Rail Freight Corridors. http://www.rne.eu/rail-freight-corridors/downloads-documents/ **Implementation Plan updates:**

Implementation Plan		
Number of chapter / subchapter	**Heading text**	**Implementation guide**
		Not applicable as already included in Chapter 5.
4.7.2	User Satisfaction Survey	*[Reg. 913/2010 – Article 19 (3)]* **Implementation Plan:** The User Satisfaction Survey includes: a) Quality of information / application procedures / handling of complaints b) Infrastructure standards c) Train-paths, journey times, allocation process, C-OSS d) Terminal information e) Train Performance Management f) Traffic Management g) Coordination of planned temporary capacity restrictions h) Communication **Implementation Plan updates:** Not applicable as already included in Chapter 5.
4.8	**Corridor Information Document**	*[Reg. 913/2010 – Article 18]* **Implementation Plan:** Provide a list of the CID sections to be published and their publication time. **Implementation Plan updates:** This chapter is not applicable for Implementation Plan updates.
5	**Objectives and performance of the corridor**	*[Reg. 913/2010 – Article 9 (1.c)]* **Implementation Plan and Implementation Plan updates:** Includes: • If relevant, the description of strategic development of the corridor in terms of goals and/or objectives, by means of a text or of a link to an external source (website, CIP, different document, CID section) • the list of the means of performance assessment by means of a text or of one or more links, specifically: o Annual reports: link to source(s) of information (website, CIP, others) o KPIs: link to source(s) of information (website, CIP, Annual reports, others)

Number of chapter / subchapter	Heading text	Implementation guide
Implementation Plan		
		o Train performance management: reference to section 4 o User Satisfaction Survey: link to source(s) of information (website, CIP, Annual reports, others)
6	**Investment Plan**	[*Reg. 913/2010 – Article 9 (1.d) and Article 11 (1)*] The Investment Plan shall include details of indicative medium and long-term investment for infrastructure in the corridor.
6.1	**Capacity Management Plan**	[*Reg. 913/2010 – Article 11 (1.c)*] **Implementation Plan:** The Capacity Management Plan shall include: Plans for removal of bottlenecks. It may be based on improving speed management and on increasing the length, loading gauge, and load hauled or axle load authorised for the trains running on the freight corridor. **Implementation Plan updates:** Updates to be provided - if the corridor uses the CIP then preferably by making a reference to the CIP or - in an annex to the Implementation Plan The corridor shall ensure consistency of information between the annex and the CIP.
6.2	**List of Projects**	[*Reg. 913/2010 – Article 11 (1.a)*] **Implementation Plan:** The list of projects shall include: 9. Projects foreseen for development of infrastructure along the corridor 10. Financial requirements and sources Disclaimer: Projects are dependent on State decision and financing. **Implementation Plan updates:** Updates to be provided - if the corridor uses the CIP then preferably by making a reference to the CIP or - in an annex to the Implementation Plan.

Implementation Plan		
Number of chapter / subchapter	**Heading text**	**Implementation guide**
		The corridor shall ensure consistency of information between the annex and the CIP.
6.3	**Deployment Plan**	[*Reg. 913/2010 – Article 11 (1.b)*] **Implementation Plan and Implementation Plan updates:** Description of the deployment plan relating to the interoperable systems along the freight corridor which satisfies the essential requirements and the technical specifications for interoperability which apply to the network as defined in Directive 2008/57/EC. Reference may be given to the EDP, National Implementation Plans and the ERTMS deployment actions plan, if available. For the explanation of corridor roll-out planning information can be given in documents (maps, graphs) or in CIP. In addition, the corridor may also deliver information on other general issues of importance in the frame of ERTMS deployment or refer to the sources (e. g. national technical requirements, vehicle authorisation process, rules/process for key management, rules for limited supervision and reference to ERA and Network Statements). Information to be provided - if the corridor uses the CIP then preferably by making a reference to the CIP or - to an annex to the Implementation Plan. The corridor shall ensure consistency of information between the annex and the CIP.
6.4	**Reference to Union Contribution**	[*Reg. 913/2010 – Article 11 (1.d)*] **Implementation Plan:** Where applicable, a reference shall be made to the contribution of the European Union envisaged under financial programmes of the Union. **Implementation Plan updates:** Updates to be provided in an annex to the Implementation Plan.

Number of chapter / subchapter	Heading text	Implementation guide
		Implementation Plan
		Refer to the EU financial programme (funding) awarded in the year of the update of the Implementation Plan and that has been applicable since the last update
	Annexes	Annexes shall be numbered according to the following criterion: The chapter name shall be reproduced in the annex title, using then a sequential letter. Example: Annex 1.A Annexes (optional): - Key Parameters of Corridor Lines - Market Analysis Study - List of Projects - Deployment Plan - Capacity Management Plan - Reference to Union Contribution

Annex 1: Harmonised text for Sections 1, 2, 3 and 4