Western Balkans-Eastern Mediterranean

Rail Freight Corridor



CORRIDOR INFORMATION DOCUMENT

TT 2026-2027

Version control

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0.1	Gabriel Bustad	Alignment with Annex 4.10 Simplification of chapter 1 and further alignment with amended revised TEN-T regulation (EU 1679/2024)	25 March 2025
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Version control

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	4.5.1	New cross-border sections added		X
	Annex 4.C	New corridor map added		X
	Annex 4.E	New distances added		X

Table of Contents

Glossary 6
1.1 Introduction 6
1.2 Purpose of the CID 6
1.3 Corridor Description 7
1.4 Rail Freight Governance 7
1.5 Contacts 9
1.6 Character of the CID 10
1.7 Validity Period, Updating and Publishing 10
1.8 IT tools 10
1.8.1 Path Coordination System (PCS) 10
1.8.2 Train Information System (TIS) 11
1.8.3 Charging Information System (CIS) 11
1.8.4 Customer Information Platform (CIP) 12
1.8.5 Network and Corridor Information (NCI) system 12
1.9 Corridor Language 12
4.1 Introduction 19
4.2 Corridor OSS 19
4.2.1 Function 20
4.2.2 Contact 20
4.2.3 Language of the C-OSS 20
4.2.4 Tasks of the C-OSS 20
4.2.5 Tool 22
4.3 Capacity allocation 22
4.3.1 Framework for Capacity Allocation 23
4.3.2 Applicants 23
4.3.3 Requirements for requesting capacity 24
4.3.4 Annual timetable phase 25
4.3.5 Late path request phase 35
4.3.6 Ad-hoc path request phase 38
4.3.7 Request for changes by the applicant 41
4.3.8 Exceptional transport and dangerous goods 45

4.3.9 Rail related services 45
4.3.10 Contracting and invoicing 45
4.3.11 Appeal procedure 46
4.4 Coordination and Publication of planned Temporary Capacity Restrictions 47
4.4.1 Goals 47
4.4.2 Legal background 47
4.4.3 Coordination process of corridor-relevant TCRs 47
4.4.4 Involvement of applicants 49
4.4.5 Publication of TCRs 49
4.4.6 Legal disclaimer 51
4.5 Traffic management 51
4.5.1 Cross-border section information 51
4.5.2 Priority rules in traffic management 53
4.5.3 Traffic management in the event of disturbance 53
4.5.4 Traffic restrictions 55
4.5.5 Dangerous goods 55
4.5.6 Exceptional transport 55
4.6 Train Performance Management 56
Annexes: 56
Annex 4.A Framework for Capacity Allocation 56
Annex 4.B Table of deadlines 69
Annex 4.C Map of the Corridor 70
Annex 4.D Specificities on specific PaP sections on the Corridor 71
Annex 4.E Table of distances (PaP sections) 72

Glossary

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

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

1 General information

1.1 Introduction

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

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

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

DISCLAIMER:

Since Western Balkans – Eastern Mediterranean Rail Freight Corridor has not been established yet, this Corridor Information Document is incomplete, due to the lack of information from future members of the Corridor: Albania, Bosnia and Herzegovina, Kosovo, Montenegro and North Macedonia. Therefore, throughout the text data for these countries is missing.

1.2 Purpose of the CID

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

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

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

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

The CID is divided into four Sections:

- Section 1: General Information,
- Section 2: Network Statement Excerpts,
- Section 3: Terminal Description,
- Section 4: Procedures for Capacity, Traffic and Train Performance Management.

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
The Implementation Plan of the Western Balkans – Eastern Mediterranean RFC can be found under the following link: https://www.rfc-awb.eu/documents/

1.3 Corridor Description

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

1.4 Rail Freight Governance

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor	
Members of the ExBo of the Western Balkans – Eastern Mediterranean RFC are as follows:	
Bundesministerium für Innovation, Mobilität und Infrastruktur	Austria
Ministrstvo za infrastrukturo	Slovenia
Ministarstvo mora, prometa i infrastrukture	Croatia

Építési és Közlekedési Minisztérium	Hungary
Ministry of Infrastructure and Transport of Italy	Italy
Ministarstvo građevinarstva, saobraćaja i infrastrukture	Serbia
Министерство на транспорта, информационните технологии и съобщенията	Bulgaria

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor

Members of the General Assembly of the Western Balkans – Eastern Mediterranean RFC are as follows:

ÖBB-Infrastruktur AG	Austria	ÖBB INFRA
SŽ – Infrastruktura, d.o.o.	Slovenia	Infrastruktura
HŽ INFRASTRUKTURA d.o.o.	Croatia	HŽ INFRASTRUKTURA
Hellenic Railways Single-Member S.A. (OSE SMSA)	Greece	Hellenic Railways SMSA
MÁV Pályaműködtetési Zrt.	Hungary	MÁV PÁLYAMŰKÖDTETÉSI ZRT.
Rete Ferroviaria Italiana S.p.A	Italy	RFI RETE FERROVIARIA ITALIANA GRUPPO FERROVIE DELLO STATO ITALIANE
Infrastruktura železnice Srbije a.d.	Serbia	
Държавно предприятие „Национална компания железопътна инфраструктура"	Bulgaria	

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor

Western Balkans – Eastern Mediterranean RFC also invites non-RU applicants to its RAG meetings. Please contact Tihomir Španić, infrastructure manager (tihomir.spanic@hzinfra.hr) to be included in the member list.

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Western Balkans – Eastern Mediterranean RFC kindly invites any interested manager or owner of a terminal to the TAG meetings. Please contact Tihomir Španić, infrastructure manager (tihomir.spanic@hzinfra.hr) to be included in the member list.

The organigram of the Corridor can be found below.

Western Balkans – Eastern Mediterranean Rail Freight Corridor
The organigram of the Western Balkans – Eastern Mediterranean RFC can be found under the following link: Organization structure | AWB RFC.

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
The Management Board of Alpine-Western Balkan RFC decided to be an independent legal entity in a form of ***Economic Interest Grouping (EIG***) seated in Ljubljana (Slovenia), effective from 27th June 2019. Therefore, the role of Management Board is taken over by the General Assembly of EIG (hereinafter: GA). The same independent legal entity continues to exist and operate after the transition from Alpine-Western Balkan RFC to Western Balkans – Eastern Mediterranean RFC. The operational management of the AWB RFC is executed by the ***Project Management Office*** **(**hereafter: **PMO)** set up in Ljubljana, Slovenia. The PMO consists of three managers full time dedicated persons: Executive Manager, Infrastructure Manager and Operations and C-OSS Manager. The PMO is led by the Executive Manager. To facilitate the work regarding the development of the Corridor, four permanent working groups were formed consisting of experts in specific fields delegated by the IMs and AB.

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

1.5 Contacts

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
The relevant contacts of the Western Balkans – Eastern Mediterranean RFC are published on its website under the following link: Contact | AWB RFC.

1.6 Character of the CID

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

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

1.7 Validity Period, Updating and Publishing

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

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

The CID can be updated when necessary according to:

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

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

1.8 IT tools

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

1.8.1 Path Coordination System (PCS)

PCS is the single tool for publishing the binding PaP and RC offer of the Corridor and for placing and managing international path requests on the Corridor. Access to the tool is free of charge

and granted to all applicants who have a valid, signed PCS User Agreement with RNE. To receive access to the tool, applicants have to send their request to RNE via support.pcs@rne.eu.

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

1.8.2 Train Information System (TIS)

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
All IMs on the Western Balkans – Eastern Mediterranean RFC participate in TIS, except: Infrastruktura železnice Srbije a.d. (Serbia).

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

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

1.8.3 Charging Information System (CIS)

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
All IMs on the Western Balkans – Eastern Mediterranean RFC participate in CIS, except Infrastruktura železnice Srbije a.d. (Serbia). For charging information, please turn directly to the IM concerned.

1.8.4 Customer Information Platform (CIP)

CIP is an interactive, internet-based information tool.

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

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

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

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

1.8.5 Network and Corridor Information (NCI) system

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

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

1.9 Corridor Language

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Western Balkans – Eastern mediterranean RFC has no additional official languages.

The language used in operations is determined by national law.

2 Network Statements Excerpts

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

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

3 Terminal Description

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

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

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

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

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor

The below terminal list provides an overview of the terminals along the Western Balkans – Eastern Mediterranean RFC, together with a link to a detailed terminal description, if provided by the terminal to the IM.

	Country	**Terminal Name**	**Handover Point**	**Link to Terminal Description**
1	**Austria**	Salzburg CTS	Salzburg	CTS - Container Terminal Salzburg (ct-sbg.at)
2*	**Austria**	Salzburg Frachtenbahnhof - ROLA	Salzburg	Salzburg Frachtenbahnhof - ROLA - Terminal - intermodal-terminals.eu

3	**Austria**	Terminal Villach (UKV)	Villach	Terminal Villach Süd (UKV) - ÖBB-Infrastruktur AG (oebb.at)
4	**Austria**	Terminal Wels (UKV, ROLA)	Wels	Terminal Wels (UKV, ROLA) - ÖBB-Infrastruktur AG (oebb.at)
5	**Austria**	Lambach - Terminal	Lambach	https://www.gartnerkg.com/en/company/locations/austria/lambach/
6	**Austria**	Linz Stadthafen CCT	Linz	https://www.linzag.at/portal/de/businesskunden/logistik/hafen_1/containerterminal
7	**Austria**	Terminal St. Michael (UKV)	St. Michael	https://infrastruktur.oebb.at/en/partners/terminals/locations/terminal-st-michael
8	**Austria**	Terminal Graz Süd/Cargo Center Graz	Werndorf	Güterverkehrszentrum Terminal Graz Süd | steiermarkbahn.at Cargo Center Graz | Das modernste Güterverkehrszentrum südlich der Alpen (cargo-center-graz.at)
9	**Slovenia**	Kontejnerski terminal Maribor Tezno	Maribor	https://www.slo-zeleznice.si/en/freight-transport/products-and-services/combined-transport
10	**Slovenia**	Kontejnerski terminal Celje	Celje	https://www.slo-zeleznice.si/en/freight-transport/products-and-services/combined-transport

11	**Slovenia**	Ljubljana Moste KT	Ljubljana	https://www.slo-zeleznice.si/en/freight-transport/products-and-services/combined-transport
12	**Croatia**	Kontejnerski terminal Vrapče	Zagreb	http://www.hzcargo.hr/upload/Opis_usluznog_objekta.pdf
13	**Croatia**	Robni Terminali Zagreb (P.J. Jankomir, P.J. Žitnjak)	Zagreb	Robni terminali (rtz.hr)
14	**Croatia**	Luka Slavonski Brod	Slavonski Brod	http://lucka-uprava-brod.hr/wp/izvjesce-o-mrezi/
15	**Croatia**	Luka Vukovar	Vukovar	Službeni dokumenti – Luka-Vukovar d.o.o.
16	**Croatia**	Lučka Uprava Rijeka	Rijeka	Port Authority
17	**Croatia**	Lučka Uprava Ploče	Ploče	Izvješća o mreži | Port of Ploče Authority | Lučka uprava Ploče
18	**Greece**	Thriasio Pedio	Thriasio Pedio	Thriassio Pedio Complex (Phase A') – ΕΡΓΟΣΕ
19	**Greece**	Thessaloniki	Thessaloniki Freight Terminal	HOMEPAGE EN - ThPA S.A.
20	**Greece**	Piraeus	Ikonio	olp.gr - ORGANISATION
21	**Hungary**	Budapest	Budapest	Budapesti Szabadkikötő Logisztikai Zrt. | MDKSZ

			Szabad-kikötő (port)	
22	**Hungary**	Budapest	METRANS Terminal Budapest	https://www.metrans.eu/
23	**Hungary**	Budapest	Rail-Cargo Terminal - BILK Zrt.	Railcargo - HomePage
24	**Italy**	Trieste	Porto di Trieste	https://www.adspmao.it/it
25	**Italy**	Villa Opicina	Interporto di Trieste (Fernetti)	Logistica Internazionale | INTERPORTO DI TRIESTE | Fernetti - Bagnoli
26	**Serbia**	Leget	Sremska Mitrovica	www.leget.rs
27	**Serbia**	Surčin Nelt Dobanovci	Surčin	Početna strana | NELT
28	**Serbia**	ŽIT BEOGRAD	Beograd ranžirna	www.zitbgd.rs
29	**Serbia**	MBOX Terminal	Niš ranžirna	https://mboxt.com/en
30	**Serbia**	Luka Novi Sad	Novi Sad ranžirna	https://luka-novi-sad.ls.rs/rs/
31	**Serbia**	Logistički centri Srbije	Batajnica	https://www.lcs.rs/
30	**Bulgaria**	RO-LA Dragoman	Dragoman	Home (rail-infra.bg)

31	**Bulgaria**	IMT Plovdiv RO-LA	Todor Kableshkov	http://terminali.bg/en/uslugi-imt-plovdiv/

*temporarily out of operation

The list does not take into account the definition and identification of the multimodal freight terminals as defined in the TEN-T Regulation nor the thresholds applied to include terminals and ports in Annex II of the TEN-T Regulation.

4 Procedures for Capacity, Traffic and Train Performance Management

4.1 Introduction

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

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

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

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Western Balkans – Eastern Mediterranean RFC does not participate in a TTR pilot project.

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

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

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

4.2 Corridor OSS

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

4.2.1 Function

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

4.2.2 Contact

Western Balkans – Eastern Mediterranean Rail Freight Corridor	
Address	Zaloška cesta 219, 1000 Ljubljana, Slovenija
Phone	Mobile: +386 41 787 056
Email	info@rfc-awb.eu
Email	dino.dzafo@hzinfra.hr

4.2.3 Language of the C-OSS

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Western Balkans – Eastern Mediterranean RFC C-OSS has no additional official languages for correspondence.

4.2.4 Tasks of the C-OSS

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

- Collection of international capacity wishes:
  - Consult all interested applicants in order to collect international capacity wishes and needs for the annual timetable by having them fill in a survey. This survey is sent by the C-OSS to the applicants and/or published on the Corridor's website. The results of the survey will be one part of the inputs for the predesign of the PaP offer. It is important to stress that under no circumstances the Corridor can guarantee the fulfilment of all expressed capacity wishes, nor will there be any priority in allocation linked to the provision of similar capacity.
- Predesign of PaP offer:
  - Give advice on the capacity offer, based on input received from the applicants, and the experience of the C-OSS and IMs/ABs, based on previous years and the results of the Transport Market Study
- Construction phase:
  - Monitor the PaP/RC construction to ensure harmonised border crossing times, calendar days and train parameters
- Publication phase:

- Publish the PaP catalogue at X-11 in the Path Coordination System (PCS)
- Inspect the PaP catalogue in cooperation with IMs/ABs, perform all needed corrections of errors detected by any of the involved parties until X-10.5
- Publish offer for the late path request phase (where late path offer is applicable) in PCS
- Publish the RC at X-2 in PCS

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

- Send the responses/offers to the applicants on behalf of the IMs/ABs concerned
- Keep the catalogue concerned updated

- Allocation phase: ad-hoc requests (RC) (running timetable process)
  - Collect, check and review all requests for RC including error fixing when possible
  - Create a register of the applications and keep it up-to-date
  - Allocate capacity for RC
  - Monitor the construction of feeder and/or outflow paths by sending these requests without delay to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonised border times), ask for correction
  - Send the responses/offers to the applicants on behalf of the IMs/ABs concerned
  - Keep the RC catalogue updated

4.2.4.1 Path register

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

4.2.5 Tool

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

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

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

4.3 Capacity allocation

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

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

4.3.1 Framework for Capacity Allocation

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Western Balkans – Eastern Mediterranean RFC Framework for Capacity Allocation is available on the following link: Updated Framework for capacity allocation FCA sign.pdf.

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

4.3.2 Applicants

In the context of a Corridor, an applicant means a railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities under Regulation (EC) No. 1370/2007 and shippers, freight forwarders and combined transport operators, with a commercial interest in procuring infrastructure capacity for rail freight.

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

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

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

With the acceptance the applicant declares that it:

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

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor	
An overview of the deadlines of the IMs/AB on the Western Balkans – Eastern Mediterranean RFC from the different Network Statements is listed below.	
IM/AB	**Deadline**
ÖBB-I	30 days before the train run At least with the submitting the request if the time is shorter
SŽ-I	30 days before the train run
HŽI	At the same time when the request is submitted
MÁV	10 days before the train run
RFI SPA	30 days before the train runs
IŽS	At the same time when the request is submitted
NRIC	30 days before the train run

4.3.3 Requirements for requesting capacity

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

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

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

- it must be submitted to a C-OSS by using PCS, including at least one PaP/RC section (for access to PCS, see 1.8.1). Details are explained in the PCS User Manual https://docs.rne.eu/pcs/),
- it must cross at least one border on a corridor,
- it must comprise a train run from origin to destination, including PaP/RC sections on one or more corridors as well as, where applicable, feeder and/or outflow paths, on all of its running days. In certain cases, which are due to technical limitations of PCS, a request may have to be submitted in the form of more than one dossier. These specific cases are the following:

- Different origin and/or destination depending on running day (But using identical PaP/RC capacity for at least one of the IMs for which capacity was requested).
- Transshipment from one train onto different trains (or vice versa) because of infrastructure restrictions.
- The IM/AB specifically asks the applicant to split the request into two or more dossiers.

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
There are no specific requirements for additional cases on Western Balkans – Eastern Mediterranean RFC.

4.3.4 Annual timetable phase

4.3.4.1 PaPs

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

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Western Balkans – Eastern Mediterranean RFC PaP catalogue can be found under the following link: https://www.rfc-awb.eu/offer/.

PaPs are published in PCS at X-11. Between X-11 and X-10.5 the C-OSS is allowed to perform, in PCS, all needed corrections of errors regarding the published PaPs detected by any of the

involved parties. In this phase, the published PaPs have 'read only' status for applicants, who may also provide input to the C-OSS regarding the correction of errors.

4.3.4.2 Schematic corridor map

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

4.3.4.3 Features of PaPs

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

- Sections with fixed times (data cannot be modified in the path request by an applicant).
  - Capacity with fixed origin, intermediate and destination times within one IM/AB.
  - Intermediate Points and Operational Points (as defined in Annex 4.C) with fixed times. Requests for changes to the published PaP have to be examined by the IMs/ABs concerned and can only be accepted if they are feasible and if this does not change the calculation of the priority rule in case of conflicting requests at X-8.
- Sections with flexible times (data may be modified in the path request by an applicant according to individual needs, but without exceeding the given range of standard running times, stopping times and train parameters. Where applicable, the maximum number of stops and total stopping time per section have to be respected).
  - Applicants are free to include their own requirements in their PaP request within the parameters mentioned in the PaP catalogue.
  - Where applicable, the indication of standard journey times for each corridor section has to be respected.
  - Optional: Intermediate Points (as defined in Annex 4.C) without fixed times. Other points on the Corridor may be requested.
  - Optional: Operational Points (as defined in Annex 4.C) without fixed times.

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Western Balkans – Eastern Mediterranean RFC offers Flex PaPs with flexible times on borders. The PaP sections with distances are shown in Annex 4.E.

4.3.4.4 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor. A PaP offer harmonised by different corridors may be published and indicated as such. The applicant may request PaP sections on different corridors within one request. Each C-OSS remains responsible for allocating

its own PaP sections, but the applicant may address its questions to only one of the involved C-OSSs, who will coordinate with the other concerned C-OSSs whenever needed.

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Multiple corridor paths on the Western Balkans – Eastern Mediterranean RFC are displayed on a map in Annex 4C.

4.3.4.5 PaPs on overlapping sections

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor

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

Overlapping section with common offer	**Involved RFCs**	**Responsible C-OSS**
Beograd Ranžirna – Ferencváros	WBEM; RD	C-OSS WBEM RFC; C-OSS RD RFC
Ferencváros – Beograd Ranžirna	WBEM; RD	C-OSS WBEM RFC; C-OSS RD RFC
Zagreb RK – Ljubljana Zalog	WBEM; BA; MED	C-OSS WBEM RFC; C-OSS BA RFC; C-OSS MED RFC
Ljubljana Zalog – Zagreb RK	WBEM; BA; MED	C-OSS WBEM RFC; C-OSS BA RFC; C-OSS MED RFC
Zagreb RK – Koper	WBEM; BA; MED	C-OSS WBEM RFC; C-OSS BA RFC; C-OSS MED RFC
Koper – Zagreb RK	WBEM; BA; MED	C-OSS WBEM RFC; C-OSS BA RFC; C-OSS MED RFC

Sofia – Svilengrad*	WBEM; BBA***	C-OSS WBEM RFC; C-OSS BBA RFC
Svilengrad – Sofia*	WBEM; BBA***	C-OSS WBEM RFC; C-OSS BBA RFC
Sofia – Svilengrad**	WBEM; BBA***	C-OSS WBEM RFC; C-OSS BBA RFC

* Planned 6 PaPs per direction for TT2027

** Planned 1 PaP per direction for TT2027

*** BBA RFC is not operational yet.

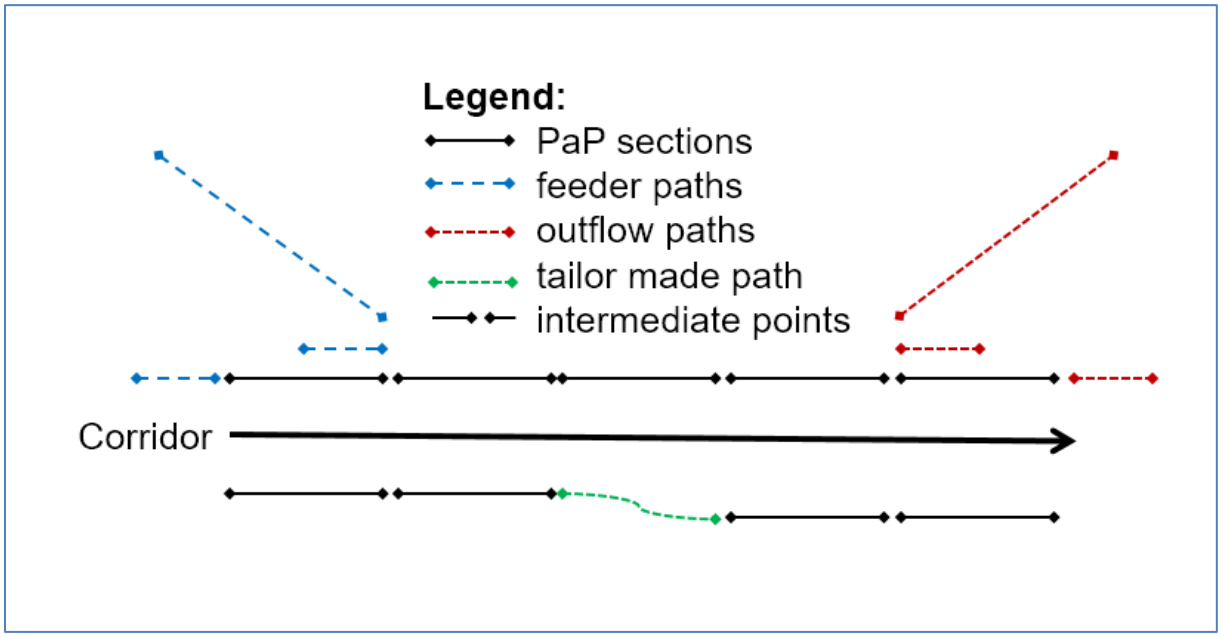
4.3.4.6 Feeder, outflow and tailor-made paths

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

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

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

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



4.3.4.7 Handling of requests

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

4.3.4.8 Leading tool for the handling of capacity requests

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

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

Phase	Application (till X-8)	Withdrawal (X-8)	Pre-booking (X-7.5)	Draft offer (X-5)	Observation (X-5 till X-4)	Final offer (X-3.5)	Acceptance (until X-3.25)	Modification (after X-4)	Path Alteration (after X-4)	Cancellation (after X-4)
Leading tool	PCS	PCS	PCS	PCS	PCS	PCS	PCS	National tool/PCS*	National tool/PCS**	National tool/PCS*
Additional tool			Email (for pre-booking information)							

Western Balkans – Eastern Mediterranean Rail Freight Corridor
The IMs/AB of Western Balkans – Eastern Mediterranean RFC accept requests for modification or cancellation after X-4 only via the national tools. The IMs/AB of Western Balkans – Eastern Mediterranean RFC only use the national tool for path alterations.

4.3.4.9 Check of the applications

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

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

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

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Western Balkans – Eastern Mediterranean RFC C-OSS follows these steps for checking applications.

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

In general: in case a request contains PaPs on several corridors, the C-OSSs concerned check the capacity request in cooperation with the other involved C-OSS(s) to ensure their cooperation in treating multiple corridor requests. This way, the cumulated length of PaPs requested on each corridor is used to calculate the priority value (K value) of possible conflicting requests (see more details in 4.3.4.11). The different corridors can thus be seen as part of one combined network.

4.3.4.10 Pre-booking phase

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

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

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

- consultation may be applied
- alternatives may be offered (if available)

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

4.3.4.11 Priority rules in capacity allocation

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

1. 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.
2. Applying the priority rule as described in Annex 1 of the FCA (see 4.3.1 and Annex 4.A) and in 4.3.4.12

   The Table of Distances in Annex 4.E shows the distances taken into account in the priority calculation.
3. Random selection (see 4.3.4.13).

In the case that more than one PaP is available for the published reference PaP, the C-OSS prebooks 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.

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Western Balkans – Eastern Mediterranean RFC applies the resolution through consultation. Resolution through consultation may be promoted and performed in a first step between applicants and the C-OSS, if conflict is only on a single rail freight corridor and alternative prearranged paths are available. The C-OSS addresses the involved applicants and proposes alternative solutions when available. If these applicants agree to the proposed solution, the consultation process ends. If for any reason the consultation process does not lead to an agreement between all parties at X-7.5 the priority rules described in step 2. and 3. applies.

4.3.4.12 Procedure for priority calculation

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 RFCs included in one request.* The definition of a request can be found in Chapter 4.3.3.

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

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

K = The rate for priority

All lengths are counted in kilometres.

The method of applying this formula is:

- *in a first step the priority value (K) is calculated using only the total requested length of pre-arranged path (L^{PAP}) multiplied by the Number of requested running days (Y^{RD});*
- *if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of the complete paths ($L^{PAP} + L^{F/O}$) 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 4.3.4.13.

4.3.4.13 Random selection

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

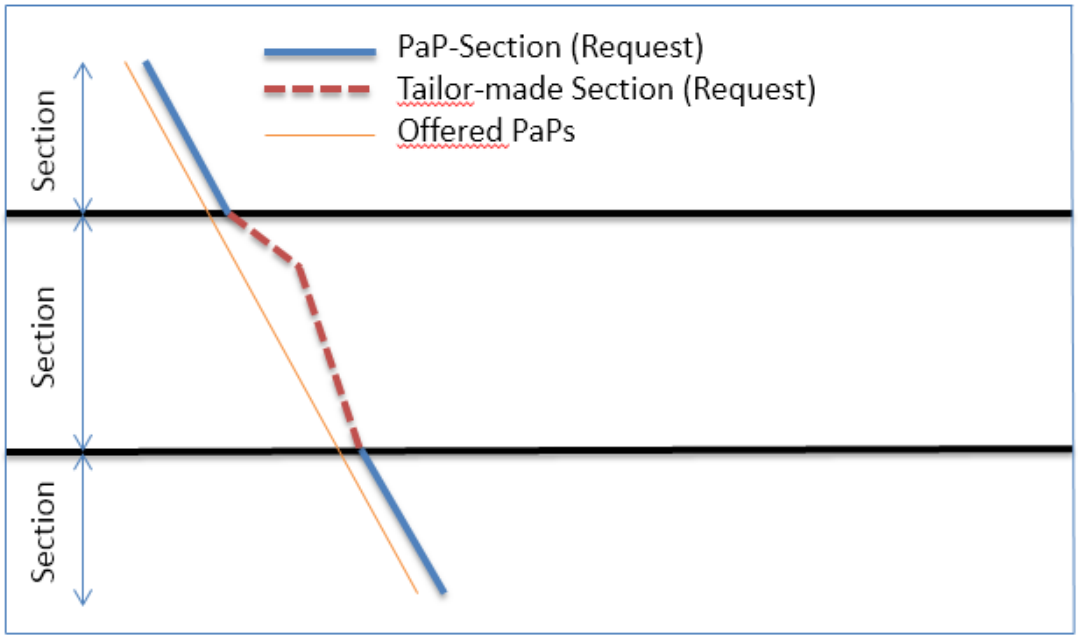
- The respective applicants will be acknowledged of the undecided conflict before X-7.5 and invited to attend a drawing of lots.
- The actual drawing will be prepared and executed by the C-OSS, with complete transparency.
- The result of the drawing will be communicated to all involved parties, present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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Western Balkans – Eastern Mediterranean RFC does not use a different rule for the random selection process.

4.3.4.14 Special cases of requests and their treatment

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

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



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

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

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

4.3.4.15 Result of the pre-booking

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

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

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

In case of conflicting requests with a lower priority value, the C-OSS shall offer an alternative PaP, if available. The applicant concerned has to accept or reject the offered alternative within 5 calendar days. In case the applicant does not answer, or rejects the alternative, or no alternative is available, the C-OSS forwards the original request to the IM/AB concerned. The C-OSS informs the applicants with a lower priority value (K value) by X-7.5 that their path request has been forwarded to the IM/AB concerned for further treatment within the regular process for the annual timetable construction, and that the C-OSS will provide the draft path offer on behalf of the IM/AB concerned at X-5 via PCS. These applications are handled by the IM/AB concerned as on-time applications for the annual timetable and are therefore included in the regular national construction process of the annual timetable.

4.3.4.16 Handling of non-requested PaPs

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Western Balkans – Eastern Mediterranean RFC handles non-requested PaPs according to 1 above.

4.3.4.17 Draft offer

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

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

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

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
After the final offer, no flexibility is available on Western Balkans – Eastern Mediterranean RFC.

4.3.4.18 Observations

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

4.3.4.19 Post-processing

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

4.3.4.20 Final offer

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
On Western Balkans – Eastern Mediterranean RFC there is no flexibility after the final offer.

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

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

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

4.3.5 Late path request phase

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Western Balkans – Eastern Mediterranean RFC offers the possibility to place late path requests.

4.3.5.1 Product

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

1. 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.
2. On the basis of capacity slots. Slots are displayed per corridor section and the standard running time is indicated. To order capacity for late path requests, corridor sections without any time indications are available in PCS. The applicant may indicate his individually required departure and/or arrival times, and feeder and outflow path(s), as well as construction starting point. The indications should respect the indicated standard running times.

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Western Balkans – Eastern Mediterranean RFC offers the possibility to place late path requests by using variant 1.

4.3.5.2 Multiple corridor paths

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

4.3.5.3 Late paths on overlapping sections

See 4.3.4.5.

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Description of common offers on overlapping sections on the Corridor can be found on a map in Annex 4C. Western Balkans – Eastern Mediterranean RFC offers the possibility to place late path requests on overlapping sections in chapter 4.3.4.5.

4.3.5.4 Handling of requests

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

4.3.5.5 Leading tool for late path requests

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

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

Phase	Application (X-7.5 till X-2)	Withdrawal (X-8 till X-2)	Offer (X-1.25)	Acceptance (until X-1)	Modification	Path Alteration	Cancellation
Leading tool	PCS	PCS	PCS	PCS	National tool/PCS*	National tool/PCS**	National tool/PCS*

Western Balkans – Eastern Mediterranean Rail Freight Corridor
The IMs/AB of Western Balkans – Eastern Mediterranean RFC accept requests for modification or cancellation only via the national tools. The IMs/AB of Western Balkans – Eastern Mediterranean RFC only use the national tool for path alterations.

4.3.5.6 Check of the applications

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

4.3.5.7 Pre-booking

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

4.3.5.8 Path elaboration

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

4.3.5.9 Late request offer

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

- Acceptance > leads to allocation
- Ask for adaptations > late offer can be returned to path elaboration with comments; IM/AB will make an alternative proposal; however, if no alternatives are possible, the applicant will have to prepare a new request
- Rejection > leads to withdrawal and closing of the request

- No answer > The C-OSS will actively try to get an answer. In case there is still no answer from the applicants, the C-OSS will end the process (no allocation)

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

4.3.6 Ad-hoc path request phase

4.3.6.1 Reserve capacity (RC)

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

1. 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.
2. In case RC is offered on the basis of capacity slots, slots are displayed per corridor section and the standard running time is indicated. The involved IMs/ABs jointly determine the amount of RC for the next timetable year between X-3 and X-2. The determined slots may not be decreased by the IMs/ABs during the last three months before real time.

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Western Balkans – Eastern Mediterranean RFC offers RC through variant 1.

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
The RC Catalogue for Western Balkans – Eastern Mediterranean RFC can be found under the following link: https://www.rfc-awb.eu/offer/

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

4.3.6.2 Multiple corridor paths

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

4.3.6.3 Reserve capacity on overlapping sections

See 4.3.4.5.

Western Balkans – Eastern Mediterranean Rail Freight Corridor

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

Overlapping section with common offer	Involved RFCs	Responsible C-OSS
Ljubljana Zalog – Dugo Selo	WBEM; BA; MED	C-OSS WBEM RFC; C-OSS BA RFC; C-OSS MED RFC
Dugo Selo – Ljubljana Zalog	WBEM; BA; MED	C-OSS WBEM RFC; C-OSS BA RFC; C-OSS MED RFC
Inđija – Beograd Ranžirna	WBEM; RD	C-OSS WBEM RFC; C-OSS RD RFC
Beograd Ranžirna – Inđija	WBEM; RD	C-OSS WBEM RFC; C-OSS RD RFC
Svilengrad – Sofia	WBEM; BBA*	C-OSS WBEM RFC; C-OSS BBA RFC
Sofia – Svilengrad	WBEM; BBA*	C-OSS WBEM RFC; C-OSS BBA RFC

* BBA RFC is not operational yet.

4.3.6.4 Feeder, outflow and tailor-made paths

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

4.3.6.5 Handling of requests

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

4.3.6.6 Leading tool for ad-hoc requests

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

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

Phase	Application and allocation (X-2 till X+12)	Withdrawal	Offer (10 calendar days before train run)	Answer (within 7 calendar days after offer)	Modification	Path Alteration	Cancellation
Leading tool	PCS	PCS	PCS	PCS	National tool/PCS*	National tool/PCS**	National tool/PCS*

Western Balkans – Eastern Mediterranean Rail Freight Corridor
The IMs/AB of Western Balkans – Eastern Mediterranean RFC accept requests for modification or cancellation only via the national tools. The IMs/AB of Western Balkans – Eastern Mediterranean RFC only use the national tool for path alterations.

4.3.6.7 Check of the applications

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

4.3.6.8 Pre-booking

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

4.3.6.9 Path elaboration

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

4.3.6.10 Ad-hoc request offer

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

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

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

4.3.7 Request for changes by the applicant

4.3.7.1 Modification

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

4.3.7.2 Withdrawal

Withdrawing a request is only possible

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor	
An overview of withdrawal fees and deadlines of the IMs/AB on the Western Balkans – Eastern Mediterranean RFC (extract from the different Network Statements) is listed below	
IM	**Withdrawal fees and deadlines**
ÖBB-I	Free of charge
SŽ-I	Free of charge
HŽI	Free of charge
MÁV	Free of charge
RFI SPA	Withdrawal between X-8 and X- 4 free of charge. Withdrawal after final allocation: - 75% of the charge - net of cost of electricity (for trains on limited infrastructure capacity) - for the first 60 days, - 50% of the charge - net of cost of electricity (for trains on no limited infrastructure capacity) – for the first 60 days. If the paths are reallocated on a later date, the penalty is calculated on 30 days.
IŽS	Free of charge
NRIC	Free of charge

4.3.7.3 Transfer of capacity

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

4.3.7.4 Cancellation

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

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

<table>
<tr><td colspan="2">Western Balkans – Eastern Mediterranean Rail Freight Corridor</td></tr>
<tr><td colspan="2">An overview of cancellation fees and deadlines of the IMs/AB on the Western Balkans – Eastern Mediterranean RFC (extract from the different Network Statements) is listed below</td></tr>
<tr><td>IM</td><td>Cancellation fees and deadlines</td></tr>
<tr><td>ÖBB-I</td><td>Free of charge</td></tr>
<tr><td>SŽ-I</td><td>➢ Cancellation up to six hours before the planned departure of the train from the point of origin – free of charge;
➢ Cancellation less than 6 hours prior to the scheduled time of departure – 50% of user charge for allocated train path;
➢ Cancellation after the planned departure of the train from the point of origin – 100% of user charge for allocated train path;
➢ AD-hoc train path cancellation prior to the scheduled time of departure – 25 € + VAT.</td></tr>
<tr><td>HŽI</td><td>Free of charge</td></tr>
<tr><td>MÁV</td><td>Free of charge</td></tr>
<tr><td>RFI SPA</td><td>➢ Until 5 days before operation trains
- Cancellations of the trains on no limited capacity infrastructure - 0%.
- Cancellations of the trains on limited capacity infrastructure – 30% of the charge - net of cost of electricity – for the first 60 days (if reallocated on 30 days).
➢ By 4 days before operation trains
- Cancellations of the trains on no limited capacity infrastructure – 30% of the charge net of cost of electricity.
- Cancellation trains on limited capacity infrastructure – 70% of the charge net of cost of electricity.</td></tr>
</table>

IŽS	➢ As part of regular changes and amendments of the Timetable - without charge
NRIC	➢ Cancelation of allocated capacity until the 17th day of the month preceding the month of capacity cancellation is free of charge; ➢ Cancelation of allocated capacity after the 17th day of the month preceding the month of capacity cancellation: 0.7940 € per train kilometre (until 31st January 2027), 0.8978 € per train kilometre (from 1st February 2027).

4.3.7.5 Unused paths

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor	
An overview of fees for unused paths for the IMs/AB on the Western Balkans – Eastern Mediterranean RFC (extract from the different Network Statements) is listed below	
IM	**Fees for unused paths**
ÖBB-I	Free of charge Infrastructure capacity applicants must give notification immediately if allocated infrastructure capacity will not be used. If a train path is not used for three months, it may be withdrawn for the entire running timetable period
SŽ-I	➢ The train path has not been cancelled and the train does not run or cancellation has been made after the scheduled time of departure – 100% of user charge for allocated train path; ➢ Ad-hoc train path – 100% of user charge for allocated train path and 25 € + VAT for labour costs incurred by the IM for processing the request for an ad hoc train path not used.
HŽI	When the applicant frequently fails to use the allocated train path, or its part planned in the timetable, HŽ Infrastruktura will charge a fee for non-usage of capacity. HŽ Infrastruktura monitors the implementation of allocated train paths by calculating the degree of train path utilization for all allocated capacities. The degree of utilization is calculated by correlating realized train kilometres of the allocated train path with the planned number of train kilometres, which is expressed as a percentage.

	HŽ Infrastruktura will charge a fee for non-usage of capacity for the allocated train paths, whose utilization degree is lower than the marginal utilization degree. Marginal utilization degree by type of trains is: ➢ Trains with individual wagons, trains with single-type loads, fast, direct, intermodal trains, sectional, pick-up goods trains 35% ➢ Circuit-working trains and industrial trains 20% ➢ Facultative trains in freight transport 20% The utilization degree of the allocated train path is calculated for periods of time from the start of the timetable to the first amendments of the timetable, from one to the other amendments of the timetable, and from the last amendments to the end of timetable validity. As regards allocated train paths, whose utilization degree is lower than the marginal utilization degree, HŽ Infrastruktura will charge a fee for non-usage of the capacity. The fee is charged in the amount of 15% of the entire train path charge for the unrealized train kilometres calculated as a difference between the utilisation degree of a specific train path and the marginal utilisation degree. The calculation of the charge for freight train path (defining of the weight category) is done on the basis of the planned train weight. HŽ Infrastruktura reserves the right to cancel the allocated capacity, whose utilization degree is less than 25% monthly. HŽ Infrastruktura reserves the right to cancel the allocated capacity on congested infrastructure, whose utilization degree is less than 50% monthly, except due to reasons beyond the applicant's control.
MÁV	Free of charge
RFI SPA	100% of the charge, net of cost of electricity, in the event of failure to cancel.
IŽS	For the allocated train paths which have a utilization degree less than the marginal utilization degree, IŽS will charge the non-usage of the capacity. The marginal utilization degree, according to the type of the trains, is given below: - Regular freight trains 40% - Facultative trains 10%

	Facultative train is a train which has set timetable but operates with special announcement (runs when it is needed). In cases when a utilization degree of the train path is below the marginal utilization degree, IŽS will charge the full price of the train path for the used train paths and for the non-used train paths, which represent the difference between the marginal utilization degree and a utilization degree of one train path, IŽS will charge the reservation fee. The charge for the reservation is 20% of the agreed train path price. IŽS reserves the right to cancel the allocated train path if a train path is used less than 25% of the monthly quota and less than 50% of the monthly quota in case of congested infrastructure.
NRIC	0.7940 € per train kilometre (until 31st January 2027), 0.8978 € per train kilometre (from 1st February 2027) of the unused requested and approved with the annual TT capacity in the form of a train path.

4.3.8 Exceptional transport and dangerous goods

4.3.8.1 Exceptional transport

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

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

4.3.8.2 Dangerous goods

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

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

4.3.9 Rail related services

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

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

4.3.10 Contracting and invoicing

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

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor	
An overview of who has to pay the path charge when a non-RU applicant requests the path on the Western Balkans – Eastern Mediterranean RFC per IMs/AB (extract from the different Network Statements or the relevant annex thereof) is listed below	
IM	**Explanations**
ÖBB-I	The RU has to pay the used path whereas the non RU is liable for the payment.
SŽ-I	Path charge will be invoiced to the non RU applicant who signed the contract.
HŽI	Path charge will be invoiced to the non RU applicant who requested the path.
MÁV	Path charge will be invoiced to the RU that signed the contract.
RFI SPA	Path charge will be invoiced to the RU that used the path.
IŽS	Path charge will be invoiced to the non RU applicant who signed the contract.
NRIC	Path charge will be invoiced to the RU who performed the transport.

4.3.11 Appeal procedure

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
The Cooperation Agreement can be found here: https://www.rfc-awb.eu/documents/

4.4 Coordination and Publication of planned Temporary Capacity Restrictions

4.4.1 Goals

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

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

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

4.4.2 Legal background

The legal background to this chapter can be found in:

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

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

4.4.3 Coordination process of corridor-relevant TCRs

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

4.4.3.1 Timeline for coordination

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

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

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

4.4.3.2 Coordination between neighbouring IMs (first level of coordination)

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

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Western Balkans – Eastern Mediterranean RFC applies the coordination process that starts with bilateral or trilateral expert working groups meetings between neighbouring IMs. 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 are 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 and if required, proposes additional actions to find solutions for open issues.

4.4.3.3 Coordination at Corridor level (second level of coordination)

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
The TCR coordinator of Western Balkans – Eastern Mediterranean RFC shall study the outputs of all coordination meetings mentioned in previous paragraph and verify whether additional effects of planned TCRs along the Corridor lines are impacting dangerously corridor traffics and should/could be avoided. In that case, TCR coordinator would ask for the concerned planned TCR to be re-harmonised by the concerned IMs if possible.

4.4.3.4 Conflict resolution process

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Conflict resolution process on Western Balkans – Eastern Mediterranean RFC: Experts with relevant knowledge of planning TCRs and timetables will work on proposals for alternatives to find solutions. The management of the IM(s) where the works take place is responsible for a final decision. The results will be reported to the management of the affected IMs and MB of the involved corridor.

4.4.4 Involvement of applicants

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
1. The results of the coordination of TCRs that are known are published on Western Balkans – Eastern Mediterranean RFC's website. Applicants may send their comments on the planned TCRs to the involved IM(s). The comments of applicants have an advisory and supportive character and shall be taken into consideration as far as possible. 2. Regular meetings of the Railway Undertaking Advisory Group (RAG) and Terminal Advisory Group (TAG) are used to discuss issues related with TCRs. *3.* Additional meetings with applicants, to discuss and resolve open issues, will be treated on a case-by-case basis.

4.4.5 Publication of TCRs

4.4.5.1 Criteria for publication

	Consecutive days	**Impact on traffic** **(estimated traffic cancelled, re-routed or replaced by other modes of transport)**	**First publication deadline according to Annex VII**
Major impact TCR[1]	More than 30 consecutive days	More than 50% of the estimated traffic volume on a railway line per day	X-24
High impact TCR[1]	More than 7 consecutive days	More than 30% of the estimated traffic volume on a railway line per day	
Medium impact TCR[1]	7 consecutive days or less	More than 50% of the estimated traffic volume on a railway line per day	X-12

Minor impact TCR[2]	unspecified[3]	More than 10% of the estimated traffic volume on a railway line per day	X-4
Less than minor impact TCR	unspecified	Maximum of 10% of the estimated traffic volume on a railway line per day	The IMs are recommended to comply with the Path Alteration requirements[4]: ➢ Passenger: T[5]-135 ➢ Freight: T-45

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

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

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

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Western Balkans – Eastern Mediterranean RFC may also publish other relevant TCRs (which have less impact on traffic) on its website.

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

4.4.5.2 Dates of publication

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

	January 2026 (X-11)	**January 2026 (X-23)**	**August 2026 (X-3.5)**	**January 2027 (X-11)**	**January 2027 (X-23)**
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 2027**	**TT 2028**	**TT 2027**	**TT 2028**	**TT 2029**

4.4.5.3 Way of publication

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Western Balkans – Eastern Mediterranean RFC publishes an overview of the TCRs using the RNE template, with maps on which the TCRs are indicated, on its website: https://www.rfc-awb.eu/documents/ and in the CIP: CIP - Customer Information Platform.

4.4.6 Legal disclaimer

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

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

4.5 Traffic management

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

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
There are no additional rules for traffic management adopted by Western Balkans – Eastern Mediterranean RFC.

4.5.1 Cross-border section information

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor		
List of the cross-border sections monitored by the Western Balkans – Eastern Mediterranean RFC		
Cross-border section	**IM 1**	**IM 2**
Rosenbach – Jesenice	ÖBB-I	SŽ-I
Spielfeld-Straß – Šentilj	ÖBB-I	SŽ-I

Villa Opicina – Sežana	RFI	SŽ-I
Dobova – Savski Marof	SŽ-I	HŽI
Slavonski Šamac – Bosanski Šamac	HŽI	ŽRS
Čapljina – Metković	ŽFBiH	HŽI
Tovarnik – Šid	HŽI	IŽS
Kelebia – Subotica	MAV	IŽS
Prijepolje teretna – Bijelo Polje	IŽS	Željeznička infra-struktura Crne Gore AD Podgo-rica
State border RS-XK	IŽS	Infrakos
Preševo – Tabanovci	IŽS	MŽ – Makedonski Železnici Infra-struktura
State border XK-MK	Infrakos	MŽ – Makedonski Železnici Infra-struktura
Dimitrovgrad – Kalotina zapad – Dragoman	IŽS	NRIC
Gevgelija – Idomeni	MŽ – Makedonski Železnici Infra-struktura	OSE SMSA

4.5.1.1 Technical features and operational rules

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
The above-mentioned information for the Western Balkans – Eastern Mediterranean RFC can be found on the RNE website – Traffic Management Information – Border section information sheet within the Excel table (https://rne.eu/traffic-management/other-activities/).

4.5.1.2 Cross-border agreements

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

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
The above-mentioned overview information on the Western Balkans – Eastern Mediterranean RFC can be found on the RNE website – Traffic Management Information – Border agreements Level 1 and Level 2 sheets within the Excel table (https://rne.eu/traffic-management/other-activities/).

4.5.2 Priority rules in traffic management

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
There are no harmonised priority rules on the Western Balkans – Eastern Mediterranean RFC. The prioritisation of freight trains is in the competence of the concerned IM.

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

4.5.3 Traffic management in the event of disturbance

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

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

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

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

To allow the continuation of freight and passenger traffic flows at the highest possible level despite an international disruption and to ensure non-discriminatory treatment of the RUs, transparency of the status of the disruption and its impact on traffic flows for all relevant stakeholders across Europe, the IMs should apply the rules and procedures defined in the 'Handbook for International Contingency Management' (ICM Handbook) approved by the RNE General Assembly.

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
Apart from the mandatory processes defined in the ICM Handbook, the Western Balkans – Eastern Mediterranean RFC-specific decisions on the following matters shall be taken: 1. Need to have a back-up organisation : There is no back-up organisation to take over this responsibility and the RFC team would take up the task during the usual business hours. 2. Need to organise a communication telco during an ICM case in order to coordinate the public communication: The communication telco would be organised under certain condition. The initiating IM may decide on the organisation of a communication telco depending on the incident. According to the needs and situation, the communication telco would be organised under certain condition. 3. Information to Stakeholders No other Stakeholder besides the ones defined as mandatory in the ICM Handbook.

4.5.3.1 Communication procedure

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

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
For the time being no specific procedures have been defined at the level of Western Balkans – Eastern Mediterranean RFC. IMs's operations centres communicate on a daily basis and apply existing procedures defined by bilateral agreements and manuals.

4.5.3.2 Operational scenarios on the Corridor in the event of disturbance

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
The above-mentioned overview information can be found on the following link: https://www.rfc-awb.eu/documents/

4.5.3.3 Allocation rules in the event of disturbance

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
There are no harmonized allocation rules in the event of disturbance on the Western Balkans – Eastern Mediterranean RFC. The national rules apply.

4.5.4 Traffic restrictions

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

Western Balkans – Eastern Mediterranean Rail Freight Corridor
The information about restrictions that are not planned within TCRs, the IMs publish following their internal procedures, described in their Network Statements.

4.5.5 Dangerous goods

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

4.5.6 Exceptional transport

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

4.6 Train Performance Management

The aim of the Corridor Train Performance Management (TPM) is to measure the performance on the Corridor, analyse weak points and recommend corrective measures, thus managing and improving the train performance of international services. RNE has developed guidelines for train performance management on corridors (https://rne.eu/downloads/#downloads_train) as a recommendation for processes and structures. However, the implementation of the TPM is subject to particular Corridor decision.

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

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

Several different reports have been developed by RNE for the needs of the corridors. Interested parties (applicants, terminals and others) are welcome to contact the Corridor TPM WG leader in case of need for further, specific, detailed analyses. The list of Corridor TPM WG leaders can be found on the RNE website: http://www.rne.eu/tm-tpm/tpm-on-rfcs/. In addition, direct access to the reporting tool can be requested by applicants via the RNE Joint Office.

Western Balkans – Eastern Mediterranean Rail Freight Corridor
The management summary of the Western Balkans – Eastern Mediterranean RFC monthly punctuality report is published in the CIP: CIP Public Login (rne.eu) and on the website of the Western Balkans – Eastern Mediterranean RFC: Performance | AWB RFC (rfc-awb.eu). The Western Balkans – Eastern Mediterranean RFC has set up a Train Performance and Operations working group within the framework of its organisational structure that is responsible for the train performance management of the Corridor. In this group, IMs work together in order to make the railway business more attractive and competitive.

Annexes:

Annex 4.A Framework for Capacity Allocation

Mentioned in 4.3.1, 4.2.4, 4.3.4.10 and 4.3.4.11

Decision of the Executive Board of

Rail Freight Corridor Alpine – Western Balkan

adopting the Framework for capacity allocation

on the Rail Freight Corridor

(updated harmonised framework capacity allocation, elaborated by the Network of Executive Boards, version, adopted on 5th June 2024)

Having regard to

- Regulation (EU) No 913/2010 of the European Parliament and of the Council and in particular Article 14 thereof;
- Directive 2012/34/EU of the European Parliament and of the Council and in particular Chapter IV (Section 3) thereof;
- The Treaty establishing the Transport Community, signed on 12th July 2017 in Trieste (Italy);

Whereas:

- Directive 2012/34/EU provides the general conditions and objectives of infrastructure capacity allocation;
- Article 14 of Regulation (EU) No 913/2010 provides the particular conditions applicable in the context of rail freight corridors;
- Article 14(1) of Regulation (EU) No 913/2010 requires the Executive Board to define the framework for the allocation of infrastructure capacity on the rail freight corridor;
- Articles 14(2) to (10) of Regulation (EU) No 913/2010 establish the procedures to be followed by the Management Board, Infrastructure Managers and Allocation Bodies, with reference to the general rules contained in Directive 2012/34/EU;
- The Executive Board of the Alpine – Western Balkan rail freight corridor (Executive Board) invites the Management Board of the Alpine – Western Balkan rail freight corridor (Management Board) to cooperate with the other Management Boards in order to harmonise as far as possible the time limit mentioned in Article 14(5) of Regulation (EU) No 913/2010;
- The Executive Board invites the Management Board to cooperate with the relevant stakeholders in order to harmonise the conditions for capacity allocated but ultimately not used, taking into account Article 14(7) of Regulation (EU) No 913/2010.

Acting in accordance with its internal rules of procedure,

THE EXECUTIVE BOARD OF THE ALPINE – WESTERN BALKAN RAIL FREIGHT CORRIDOR HAS ADOPTED THIS DECISION:

Chapter I

PURPOSE, SCOPE AND CHARACTER OF THE FRAMEWORK

Article 1

This framework for the allocation of infrastructure capacity on the Alpine – Western Balkan rail freight corridor ("Corridor Framework") concerns the allocation of pre-arranged paths as defined according to Article 14(3) of Regulation (EU) No 913/2010 (“the Regulation"), and of reserve capacity as defined according to Article 14(5) of the Regulation, displayed by the Corridor One-Stop-Shop (“C-OSS”) for freight trains crossing at least one border on a rail freight

corridor. It describes the key activities of the C-OSS and Management Board in this respect, and also identifies the responsibilities of the Regulatory Bodies in accordance with Article 20 of the Regulation.

The scope of application of the Corridor Framework is the railway network defined in the rail freight corridor implementation plan where principal, diversionary and connecting lines are designated.

The Executive Board may decide to allow specific rules within this Corridor Framework for networks which are applying the provisions permitted in accordance with Article 2(6) of Directive 2012/34/EU.

In addition, specific rules and terms on capacity allocation may be applicable on parts of the rail freight corridor. These rules and terms are described and defined in Annex 4.

Article 2

The document to be published by the Management Board in accordance with Article 18 of the Regulation - hereinafter referred to as the Corridor Information Document ("CID") - shall reflect the processes in this Corridor Framework.

Chapter II

PRINCIPLES FOR THE OFFER OF PRE-ARRANGED PATHS AND RESERVE CAPACITY

Article 3

1. The offer displayed by the C-OSS contains pre-arranged paths and reserve capacity. The pre-arranged paths and reserve capacity are jointly defined and organised by the IMs in accordance with Article 14 of the Regulation. In addition, they shall take into account as appropriate:
   - recommendations from the C-OSS based on its experience;
   - customer feedback concerning previous years (e.g. received from the Railway Undertaking Advisory Group);
   - customer expectations and forecast (e.g. received from the Railway Undertaking Advisory Group);
   - results from the annual users' satisfaction survey of the rail freight corridor;
   - findings of any investigation conducted by the Regulatory Body in the previous year;
2. The infrastructure managers and allocation bodies (IMs) shall ensure that the pre- arranged path catalogue and reserve capacity are appropriately published. Before publication of the pre-arranged path catalogue and reserve capacity, the Management Board shall inform the Executive Board about the offer and its preparation.
3. Upon request of the Regulatory Bodies and in accordance with Articles 20(3) and 20(6) of the Regulation, IMs/ABs shall provide all relevant information allowing Regulatory Bodies to assess the non-discriminatory designation and offer of pre-arranged paths and reserve capacity and the rules applying to them.

Article 4

The pre-arranged paths shall be handed over to the C-OSS for exclusive management at the latest by X-11[1], and reserve capacity at the latest by X-2. The Management Board is required to decide whether, and if so to what extent, unused pre-arranged paths are to be returned by the C-OSS to the relevant IMs/ABs at X-7.5 or kept by the C-OSS after X-7.5 in order to accept late requests, taking into account the need for sufficient reserve capacity. The Management Board shall publish in the CID the principles on which it will base its decision.

Article 5

The pre-arranged paths managed by the C-OSS for allocation in the annual timetable and the reserve capacity are dedicated solely to the rail freight corridor. Therefore, it is essential that the displayed dedicated capacity is protected between its publication in the pre-arranged path catalogue and the allocation decision by the C-OSS at X-7.5 against unilateral modification by the IMs.

Following the allocation decision by the C-OSS at X-7.5, an IM and an applicant may agree to minor modifications of the allocated capacity that do not impact the results of the allocation decision. In that case, the modified capacity shall have the same level of protection as that applied to the original capacity.

Chapter III

PRINCIPLES OF ALLOCATION OF PRE-ARRANGED PATHS AND RESERVE CAPACITY

Article 6

1. The decision on the allocation of pre-arranged paths and reserve capacity on the rail freight corridor shall be taken by the C-OSS, in accordance with Article 13 of the Regulation. The activities under the timetabling processes concerning pre-arranged paths and reserve capacity are set out in Annex 2.

[1] X indicates the date of the timetable change; figures refer to months. The exact dates of all specific phases and deadlines are issued by the infrastructure managers coordinating jointly within RailNetEurope for each timetable period, taking into account dates/timelines/milestones defined by EU law (e.g. Annex VII to Directive 2012/34, Regulation 913/2010) and the calculation method must be based on Regulation (EEC, Euratom) No. 1182/7 of the Council of 3 June 1971 determining the rules applicable to periods, dates and time limits.

III-A GENERAL PRINCIPLES RELATED TO THE FUNCTIONING OF THE C-OSS

Article 7

1. The CID to be published by the Management Board shall describe at least the competences, the form of organisation, the responsibilities vis-a-vis applicants and the mode of functioning of the C-OSS and its conditions of use.
2. The corridor capacity shall be published and allocated via an international path request coordination system, which is as far as possible harmonised with the other rail freight corridors.

III-B PRINCIPLES OF ALLOCATION

Article 8

1. The C-OSS is responsible for the allocation of pre-arranged paths and reserve capacity on its own rail freight corridor.
2. An applicant requesting pre-arranged paths or reserve capacity covering more than one rail freight corridor may select one C-OSS to act as a single point of contact to co- ordinate its request, but that C-OSS remains responsible for the allocation of capacity on its own rail freight corridor only.
3. Where the same pre-arranged paths are jointly offered by more than one rail freight corridor, the Management Board shall coordinate with the other Management Board(s) concerned to designate the C-OSS responsible for allocating those paths and publish this in the CID.

Article 9

1. After receipt of all path requests for pre-arranged paths at X-8 (standard deadline for submitting path requests for the annual timetable) the C-OSS shall decide on the - allocation of pre-arranged paths by X-7.5 and indicate the allocation in the path register accordingly.
2. Requests for pre-arranged paths that cannot be met pursuant to Article 13(3) of the Regulation and that are forwarded to the competent IMs in accordance with Article 13(4) are to be considered by IMs as having been submitted before the X-8 deadline. The IMs shall take their decision and inform the C-OSS within the timescales set out in Annex VII of Directive 2012/34/EU and described in Annex 2 of this Corridor Framework. The C-OSS shall complete the processing of the request and inform the applicant of the decision as soon as possible after receiving the decision from the competent IMs.
3. The Management Board is invited to decide the deadline for submitting requests for reserve capacity to the C-OSS in a harmonised way at 30 days before the running date.
4. Without prejudice to Article 48(1) of Directive 2012/34/EU, the C-OSS shall endeavour to provide a first response to requests for reserve capacity within five calendar days of receiving the path request.

III-C PRINCIPLES OF FAIRNESS AND INDEPENDENCE

Article 10

1. The C-OSS shall respect the commercial confidentiality of information provided to it.
2. In the context of the rail freight corridor, and consequently from the point of view of international cooperation, C-OSS staff shall, within their mandate, work independently of their IMs in taking allocation decisions for pre-arranged paths and reserve capacity on a rail freight corridor. However, the C-OSS staff should work with the IMs for the purpose of coordinating the allocation of pre-arranged paths and reserve capacity with the allocation of feeder/outflow national paths.

III-D PRIORITIES TO BE APPLIED BY THE C-OSS IN CASE OF CONFLICTING REQUESTS

Article 11

1. In the event of conflicting requests, the C-OSS may seek resolution through consultation as a first step, if the following criteria are met:
   - The conflict is only on a single rail freight corridor;
   - Suitable alternative pre-arranged paths are available.
2. Where consultation is undertaken, the C-OSS shall address the applicants and propose a solution. If the applicants agree to the proposed solution, the consultation process ends.
3. If for any reason the consultation process does not lead to an agreement between all parties by X-7.5 the priority rules described in Annex 1 apply.

Article 12

1. Where consultation under Article 12 is not undertaken, the C-OSS shall apply the priority rules and the process described in Annex 1 immediately.
2. The priority rules concern only pre-arranged paths and are applied only between X-8 and X-7.5 in the event of conflicting applications.
3. Once the allocation decision is made for requests received by X-8, the C-OSS shall propose suitable alternative pre-arranged paths, if available, to the applicant(s) with the lower priority ratings or, in the absence of suitable alternative pre-arranged paths, shall without any delay forward the requests to the competent IMs in accordance with Article 13(4) of the Regulation. These path requests are to be considered by IMs as having been submitted before the X-8 deadline.
4. Experience of the conflict resolution process should be assessed by the Management Board and taken into consideration for the pre-arranged path planning process in following timetable periods, in order to reduce the number of conflicts in following years.

Article 13

With regard to requests placed after X-8, the principle ‘'first come, first served" shall apply.

Chapter IV APPLICANTS

Article 14

1. An applicant may apply directly to the C-OSS for the allocation of pre-arranged paths or reserve capacity.
2. Applicants shall accept the rail freight corridor's general terms and conditions as laid down in the CID in order to place requests for pre-arranged path and reserve capacity. A copy of these general terms and conditions shall be provided free of charge upon request. The applicant shall confirm that:
   - it accepts the conditions relating to the procedures of allocation as described in the CID,
   - it is able to place path requests via the system referred to in Article 8,
   - it is able to provide all data required for the path requests. The conditions shall be non-discriminatory and transparent.
3. The allocation of pre-arranged paths and reserve capacity by the C-OSS to an applicant is without prejudice to the national administrative provisions for the use of capacity.
4. Once the pre-arranged path/reserve capacity is allocated by the C-OSS, the applicant shall appoint the railway undertaking(s) which will use the train path/reserve capacity on its behalf and shall inform the C-OSS and the IMs accordingly. If this appointment is not provided by the applicant by 30 days before the running day at the latest, regardless of whether it is a prearranged path or reserve capacity, the allocated path shall be considered as cancelled.
5. The CID shall describe the rights and obligations of applicants vis-a-vis the C-OSS, in particular where no undertaking has yet been appointed.

Chapter V REGULATORY CONTROL

Article 15

1. The application of this Corridor Framework on the annual allocation of capacity shall be subject to the control of the Regulatory Bodies.
2. Article 20 of the Regulation requires the relevant Regulatory Body in each rail freight corridor to collaborate with other relevant Regulatory Bodies. The Executive Board invites the Regulatory Bodies involved on the corridor to set out the way in which they intend to cooperate on regulatory control of the C-OSS, by developing and publishing a cooperation agreement defining how complaints regarding the allocation process of the C- OSS are to be filed and how decisions following a complaint are to be taken. The Executive Board also invites the Regulatory Bodies to set out the procedures they envisage for co-operation across rail freight corridors.
3. Where a cooperation agreement has been developed and published, the CID should provide a link to it.

Chapter VI FINAL PROVISIONS

Article 16

The Management Board shall inform the Executive Board on an annual basis, using the indicators identified in Annex 3, of the quantitative and qualitative development of pre-arranged paths and reserve capacity, in accordance with Article 9(1)c and 19(2) of the Regulation. On this basis, the Executive Board shall evaluate the functioning of the Corridor Framework annually and exchange the findings with the other rail freight corridors applying this Corridor Framework. The Regulatory Bodies may inform the Executive Board of their own observations on the monitoring of the relevant freight corridor.

Article 17

1. The Executive Board has taken this Decision on the basis of mutual consent of the representatives of the authorities of all its participating States, in accordance with the provisions of Article 14(1) of the Regulation.
2. This Corridor Framework replaces any previous Corridor Framework. It shall come into force on 2024 for the timetable period 2026.
3. Changes to this Corridor Framework can be made but only after consultation with the Management Board and with all rail freight corridors' Executive Boards and Regulatory Bodies.

Article 18

1. The priority rule and the process described in Annex 1, which are based on frequency and distance criteria, shall be evaluated by the rail freight corridor at the latest in the second half of 2024. This evaluation shall be based on a general assessment undertaken by the rail freight corridor taking into account its experience in terms of allocation. The evaluation shall also take into account the experiences from the specific rules and terms as referred to in Article 1(4).
2. In accordance with the results of the evaluation of the priority rule, as described above, any potential modification would take effect for the timetable period 2026 and onwards.

Article 19

A reference to this Corridor Framework will be included in the CID and in the network statements of the IMs.

Article 20

This Decision is addressed to the IMs and the Management Board of the Alpine – Western Balkan rail freight corridor.

Approved by the Executive Board of Rail Freight Corridor Alpine – Western Balkan with mutual consent in written procedure, decision entering into force July 2024.

ANNEXES

1. Description of the priority rule at X-8 in the event of conflicting requests for pre-arranged paths
2. Activities within the timetabling processes concerning pre-arranged paths and reserve capacity
3. Evaluation of the allocation process
4. Specific rules and terms on capacity allocation applicable on parts of the rail freight corridor according to Art. 1(4)

ANNEX 1

Description of the priority rule at X-8 in the event of conflicting requests for pre-arranged paths.

For the purpose of this Annex, a request comprises a train run from origin to destination, including sections on one or more rail freight 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 the IT system used, a request may have to be submitted in the form of more than one dossier. These cases must be described in the CID.

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 RFCs included in one request.

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

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

K = The rate for priority

All lengths are counted in kilometers.

The method of applying this formula is:

in a first step the priority value (K) is calculated using only the total requested length of pre-arranged path (L^{PAP}) multiplied by the Number of requested running days (Y^{RD}):

- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of the complete paths ($L^{PAP} + L^{F/O}$) multiplied by the number of requested running days (Y^{RD}) 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 shall be defined in the CID.

ANNEX 2

Activities under the timetabling processes concerning pre-arranged paths and reserve capacity.

Date/period	Activity
X-19 – X-16	Preparation phase
X-16 – X-12	Construction phase
X-12 – X-11	Approval and publication
X-11	Publication of pre-arranged paths provided by the IMs/ABs and identification among them of the designated Network PaPs
X-11 – X-8	Application for the Annual Timetable
X-8	Deadline for submitting path requests
X-8 – X-7.5	Pre-booking phase
X-7.5	Forwarding requests with “flexible approaches” (e.g. Feeder/Outflow) “special treatments” and requests where the applicant has neither received the requested pre-arranged path nor accepted - if applicable - an appropriate alternative pre- arranged path to IMs
X-7.5	Possible return of some remaining (unused) pre-arranged paths to the competent IMs - based on the decision of the rail freight corridor Management Board - for use during the elaboration of the annual timetable by the IMs
X-7.5 – X-5.5	Path construction phase for the “flexible approaches”
X-5.5	Finalisation of path construction for requested “flexible approaches” by the IMs and delivering of the results to C-OSS for information and development of the draft timetable
X-5	Publication of the draft timetable for pre-arranged paths – including sections provided by the IMs for requested “flexible approaches” by the C-OSS - and for tailor-made alternatives in case the applicant has neither received the requested pre-arranged path nor accepted – if applicable – an appropriate alternative pre-arranged path
X-5 – X-4	Observations from applicants
X-4 – X-3.5	Post-processing and final allocation
X-7,5 – X-2	Late path request application phase
X-4 – X-l	Late path request allocation phase

X-4 – X-2	Planning (production) reserve capacity for ad-hoc traffic
X-2	Publication reserve capacity for ad-hoc traffic
X-2 – X+12	Application and allocation phase for ad hoc path requests
X+12 – X+15	Evaluation phase

ANNEX 3

Evaluation of the allocation process

The process of capacity allocation on the rail freight corridor shall be evaluated throughout the allocation process, with a focus on continuous improvement of the working of the C-OSS. The evaluation shall take place after the major deadlines:

X – 11: Publication of PaPs

X – 8: Deadline for submitting path requests in the annual timetabling process

X – 7.5: Deadline for treatment of PaP requests for the annual timetable by the C-OSS

X – 2: Publication of reserve capacity for ad-hoc traffic

The evaluation shall be undertaken by the Management Board. Furthermore, the Management Board shall compile an annual evaluation report which includes recommendations for improvements of the capacity allocation process. The Annual report shall be addressed to the Executive Board.

The results of the monitoring shall be published by the Management Board, and to be included in the reporting as referred to in Article 19 of the Regulation.

The following basic indicators shall at least be evaluated using the methodology outlined below:

Indicator	Calculation formula	Timing
Volume of offered capacity (PaPs)	Km*days offered	At X-11
Volume of requested capacity (PaPs)	Km*days requested	At X-8
Number of requests (PaPs)	Number of requests	At X-8
Volume of pre-booked capacity (PaPs)	Km*days (pre-booking phase)	At X-7.5
Ratio of pre-booked capacity (PaPs)	Ratio of the volume of pre-booked capacity on the volume of offered capacity	At X-7.5

	(PaPs)	
Number of conflicts (PaPs)	Number of requests submitted to the C-OSS which are in conflict with at least one other request	At X-8
Volume of offered capacity (RC)	Km*days offered	At X-2
Volume of requested capacity (RC)	Km*days requested	At X+12
Number of requests (RC)	Number of requests	At X+12

ANNEX 4

Specific rules and terms on capacity allocation applicable on parts of the rail freight corridor according to Art. 1(4)

This Annex will apply on the following parts of the rail freight corridor:

- Munich-Verona, on the RFC “Scandinavian-Mediterranean"

For identification of the routes on the Alpine – Western Balkan rail freight corridor on which this Annex shall apply, the Management Board shall make a proposal to the Executive Board for approval.

The decision shall be published by the Management Board in accordance with Article 18 of the Regulation.

The timeline of Annex 2 shall be adapted as follows for the reserve capacity provided in accordance to Article 1(4):

- [X-4 – X-2: Planning (production) reserve capacity for ad-hoc traffic] shall be replaced by [Until X-11: Planning (production) reserve capacity]
- [X-2: Publication reserve capacity for ad-hoc traffic" shall be replaced by [X-11: Publication of reserve capacity]
- [X-2 – X+12: Application and allocation phase for ad hoc path requests] shall be replaced by [M-4 – M-l: Application for reserve capacity and start of allocation phase]

In its request, the applicant has to indicate the timetable period of the request. If one or several operation days (following the first day of operation) are part of subsequent timetable periods, the applicant may announce this in its request. The request may not exceed a period of 36 months.

The C-OSS must consider the request in all timetable periods concerned:

- For the first timetable period, the C-OSS has to allocate a path, if available;
- For subsequent timetable periods, the concerned IMs may conclude a framework agreement in compliance with Article 42 of Directive 2012/34/EU and Commission Implementing Regulation (EU) 2016/545 where possible.

GLOSSARY OF ABBREVIATIONS

IM: Infrastructure Manager

C-OSS: Corridor One Stop Shop

PaP: Pre-arranged path

RC: reserve capacity

X: Starting date of a timetable

F/O: Feeder/ Outflow

RD: Running days

RFC: Rail Freight Corridor

CID: Corridor Information Document

TCRs: Planned Temporary Capacity Restrictions

M-x: x Months prior to first day of operation

Annex 4.B Table of deadlines

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

19 October 2026	X-2	Publication of RC
13 December 2026	X	Timetable change
20 October 2026 – 11 December 2027	X-2 - X+12	Application and allocation phase for RC

Annex 4.C Map of the Corridor

Mentioned in 4.3.4.2, 4.3.4.4, 4.3.4.5.



Symbols in schematic corridor map:

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

- Handover Point

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

  On the maps, this is shown as:

   Handover Point

- Intermediate Point

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

  On the maps, this is shown as:

   Intermediate Point

   Intermediate Point combined with Handover Point

- Operational Point

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

  On the maps, this is shown as:

   Operational Point

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

Mentioned in 4.3.4.3

All PaPs on Western Balkans – Eastern Mediterranean RFC sections are published as Flex PaPs. Flexibility will be offered via optional stops where possible, and/or by giving the applicant the possibility to request minor changes to the published PaP timetable, for which the feasibility will be studied by the IM.

Border times are flexible, bandwidth request is possible on the border sections and inland.

Annex 4.E Table of distances (PaP sections)

Mentioned in 4.3.4.11.

IM	PaP section		Number of km
	From	To	
ÖBB- I	Salzburg	Salzburg Gnigl	2,55
	Salzburg Gnigl	Schwarzach St.Veit	63,63
	Schwarzach St.Veit	Villach Westbf	115,31
	Villach Westbf	Rosenbach	35,6
	Wels Hbf	Bruck an der Mur	202,3
	Bruck an der Mur	Spielfeld-Straß	97,9
SŽ-I	Rosenbach	Jesenice	12,81
	Jesenice	Ljubljana Moste	67,21
	Jesenice	Ljubljana Zalog	72,4
	Ljubljana Zalog	Dobova	104,5
	Spielfeld-Strass	Šentilj	4,55
	Šentilj	Maribor Tezno	17,2
	Maribor Tezno	Celje tovorna	67,2
	Celje tovorna	Zidani Most	26,9
	Zidani Most	Dobova	48,8
	Sežana (st. border)	Divača	13,0
	Divača	Ljubljana	104,0
	Koper Tovorna	Prešnica	29,0
	Prešnica	Divača	16,5
HŽI	Dobova	Savski Marof	7,187
	Savski Marof	Zagreb RK PS	27,790
	Savski Marof	Zagreb RK OS	30,379
	Zagreb RK OS	Vinkovci	257,492
	Vinkovci	Tovarnik	32,375
	Tovarnik	Šid	7,117

	Zagreb RK OS	Savski Marof	30,240
	Strizivojna Vrpolje	Slavonski Šamac DG	23,298
	Metković DG	Ploče	22,740
	Zagreb Klara	Delta rsp.	3,575
	Zagreb Glavni kolodvor	Rijeka	227,871
Hellenic Railways SMSA	Idomeni	Thessaloniki	77,30
	Thessaloniki	Plati	36,744
	Plati	Larisa	137,16
	Larisa	Domokos	57,50
	Palaiofarsalos	Kalambaka	80,44
	Domokos	Inoi	199
	Inoi	SKA	53,34
	SKA	Athens	7,76
	Athens	Piraeus	10,29
	SKA	Kiato	105,015
	Kiato	Aigio	65,49
	Aigio	Rododafni	5,55
MÁV	Kelebia (IŽS)	Kiskunhalas	31,8
	Kiskunhalas	Budapest-Ferencváros	127,3
RFI SPA	Trieste Campo Marzio	Villa Opicina	18,77
IŽS	Šid	Ruma	51,510
	Ruma	Stara Pazova	29,910
	Stara Pazova	Batajnica	14,240
	Batajnica	Beograd ranžirna	22,360
	Beograd ranžirna	Velika Plana	99,930
	Velika Plana	Lapovo	19,170
	Lapovo	Niš	133,983
	Niš	Dimitrovgrad (IŽS)	97,180
	Subotica	Stara Pazova	149,184
	Resnik	Požega	140,362
	Požega	Prijepolje teretna	146,651
	Požega	Kraljevo	64,486
	Kraljevo	RS/XK administrative line in km 164+400	79,656
	Niš Ranžirna	Preševo	154,081

NRIC	Dimitrovgrad (IŽS)	Dragoman	20,620
	Dragoman	Voluyak	34,500
	Voluyak	Todor Kableshkov	154,700
	Todor Kableshkov	Dimitrovgrad (NRIC)	85,200
	Dimitrovgrad (NRIC)	Simeonovgrad	23,900
	Simeonovgrad	Svilengrad	40,500
	Sofia	Zaharna fabrika [4]	2,521
	Zaharna fabrika	Vladaya	15,587
	Vladaya	Pernik	14,359
	Pernik	Batanovtsi	7,593
	Batanovtsi	Radomir	7,662
	Radomir	DP Aleksandar Dimitrov	9,891
	DP Aleksandar Dimitrov	st Kalishta	6,586
	st Kalishta	Zemen	9,641
	Zemen	Rajdavitsa	15,18
	Rajdavitsa	DP Kopilovtsi	6,025
	DP Kopilovtsi	Kustendil	7,176
	Kustendil	Gueshevo	34,145
	Gueshevo	BG/MK st. border	1,038