Corridor Information Document (CID)
RFC Rhine-Alpine

2025 timetable year

Version control

Version	Chapter changed	Changes compared to the previously published version	X marks which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
08.01.2024	New version			
08.05.2024	4.3	4.3.7.2 Withdrawal 4.3.7.4 Cancellation 4.3.7.5 Unused paths 4.3.10 Contracting and invoicing Updated information from DB InfraGo		x
13.01.2025	1.4	1.4 Corridor Organisation		x
	4.3	4.3.4.8 Leading tool for the handling of capacity requests 4.3.5.5 Leading tool for late path requests 4.3.6.6 Leading tool for ad-hoc requests 4.3.7.4 Cancellation		x
	4.5.3	Changes due to new ICM HB	x	x

Glossary

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

https://rne.eu/wp-content/uploads/NS_CID_Glossary_2023-Working-file_clean-version.xlsx

1 General Information

1.1 Introduction

Rail Freight Corridors were established according to the Regulation (EU) 913/2010 of 22 September 2010 concerning a European rail network for competitive freight (hereinafter: Regulation), which entered into force on 9 November 2010. 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, investment planning, capacity allocation, traffic management and quality of service and introduces the concept of Corridor One-Stop-Shops.

In total, eleven corridors are now implemented and subsequent Commission Decisions determined several corridor extensions. The map of the corridors is displayed in the Customer Information Platform (CIP).

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

1.2 Purpose of the CID

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

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

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

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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.

According to the Regulation, the Corridor shall also publish an Implementation Plan, which covers the following topics:

- Description of the characteristics of the Corridor,

- Essential elements of the Transport Market Study (TMS),
- Objectives and performance of the Corridor,
- Indicative investment plan,
- Measures to implement Articles 12 to 19 of the Regulation.

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.

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The Implementation Plan of the Corridor can be found under the following link:
https://www.corridor-rhine-alpine.eu/downloads.html

1.3 Corridor Description

The railway lines of the Corridor are divided into:

➢ **Principal lines:** on which PaPs are offered,

➢ **Diversionary lines:** on which PaPs may be considered temporarily in case of disturbances, e.g. long-lasting major construction works on the principal lines,

➢ **Connecting lines:** lines connecting the corridor lines to a terminal (on which PaPs may be offered but without an obligation to do so),

➢ **Expected lines:** any of above-mentioned which are either planned for the future or under construction but not yet completely in service. An expected line can also be an existing line which shall be part of the RFC in the future.

For further details on the geographical alignment of the Corridor please refer to the CIP under: https://cip-online.rne.eu/.

1.4 Corridor Organisation

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

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

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Following the amendment of Regulation (EU) 913/2010 by Regulation (EU) 2024/1679 (revised TEN-T Regulation), the new RFC North Sea – Rhine – Mediterranean will be established by the 18th of January 2026 at the latest. The members of this RFC will be the ones of the RFC Rhine-Alpine and RFC North Sea -Med. The Executive Board of this new RFC is established on 01/01/2025, and replaces the Executive Boards of RFC Rhine-Alpine and RFC North Sea-Med.

The members of the ExBo are as follows:

Belgium: [Federal Public Service Mobility and Transport](#)

France: [Ministry of Ecological Transition and Territorial Cohesion](#)

Germany: [Federal Ministry for Digital and Transport](#)

Italy: [Ministry of Infrastructures and Transport](#)

Luxembourg: [Ministry of Mobility and Public Works](#)

Switzerland: [Federal Office of Transport](#)

The Netherlands: [Ministry of Infrastructure and Water Management](#)

The Republic of Ireland participates as an observer in the ExBo.

Ireland: [Department of Transport](#)

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

Member State	Infrastructure Manager	
	Members of the MB of the Corridor are as follows:	
NL	ProRail	ProRail
BE	Infrabel	INFRABEL
DE	DB InfraGo	DB InfraGO
CH	SBB Infrastruktur	SBB CFF FFS
CH	BLS Netz	bls
CH	Schweizerische Trassenvergabestelle	TVS SAS SAT
IT	Rete Ferroviaria Italiana RFI	RFI RETE FERROVIARIA ITALIANA GRUPPO FERROVIE DELLO STATO ITALIANE

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

Any interested RU and non-RU applicants are kindly invited to participate in the RAG meetings. Please contact the Office to be included in the member list (see Chapter 1.5).

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

The organigram of the Corridor can be found below.

https://www.corridor-rhine-alpine.eu/files/downloads/others/Structure.jpg

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

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

Details about the Corridor organisation can be found on the website:

https://www.corridor-rhine-alpine.eu/organisation.html

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:

C-OSS RFC Rhine-Alpine

Stephanie Bscheid
Adam-Riese-Strasse 11-13
D-60327 Frankfurt am Main
Phone: +49 69 265 267 71
Mobile: +49 160 974 675 34
e-mail: coss@corridor-rhine-alpine.eu

EEIG Corridor Rhine-Alpine EWIV

Legal address
Adam-Riese-Strasse 11-13
D-60327 Frankfurt am Main
Phone: + 49 69 265 48654
e-mail: rfc-rhine-alpine@deutschebahn.com

Further contacts are published on the website under the following link:

https://www.corridor-rhine-alpine.eu/contact.html

1.6 Legal status

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 2025 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) portal 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 in 4.2.5 of this CID and via http://pcs.rne.eu.

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.

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All IMs on the Corridor participate in TIS.

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

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

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 http://cis.rne.eu or contact the RNE CIS Support: support.cis@rne.eu.

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All IMs on the Corridor participate in CIS.

1.8.4 Customer Information Platform (CIP)

CIP is an interactive, internet-based information tool.

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

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

http://info-cip.rne.eu/

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

1.8.5 Network and Corridor Information (NCI) portal

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

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

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.

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The Corridor has no additional official languages.

The language used in operations is determined by national law.