

Rail Freight Corridor 5 Baltic - Adriatic Corridor



ANNEX 4G of CID Book4 timetable 2026 year:

ICM PaPs priority Pilot

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1 Background

This document describes the terms and conditions of a new premium feature of PaPs allocated by the C-OSS of the Baltic Adriatic RFC (RFC BA) under the framework of the pilot.

The feature consists in the fact that in case of an international disruption the scheduled trains whose paths has been allocated by the RFC BA C-OSS are granted a priority to be rerouted.

The terms international disruption and others used in the document are according to the definitions provided by the latest version of the RNE Handbook for International Contingency Management that can be downloaded here: <https://rne.eu/wp-content/uploads/RNE-International-Contingency-Management-handbook-v-2.0.pdf>.

The background information to this document are the RNE Handbook for International Contingency Management and all its annexes. Regarding annex 2, the rerouting scenarios document is published by RFC BA and information is also displayed in the RNE CIP.

International disruption is an unplanned disruption defined by its duration (based on the recovery forecast) and its impact on international train operations:

» Duration: current and expected disruptions with a forecasted impact on the affected section of more than three calendar days.

» Impact: disruptions with a high impact on international traffic. The impact of an incident is assessed by using business know-how (e.g. knowledge about passenger / freight flows) and by considering available re-routing options (see re-routing scenario). Additionally, a high impact can be assumed, as a rule of thumb, if 50% of the trains on the affected section need an operational treatment. This can also be caused by a combination of several small incidents adding up to a high impact on railway operations.

2 Scope

The pilot regards these IMs of RFC BA: SZC, ZSR, KTI, SZ-I, HZ-I.

This means that trains that are scheduled to run on a path, that was allocated by RFC BA C-OSS (PaPs trains from now on) and have to be rescheduled/rerouted in ICM case involving RFC BA, are given a reschedule/rerouting priority in case of insufficient capacity only by these two IMs.

In case the rerouting line involves other IMs, the IMs part of the pilot (*the pilot IMs* from now on) will try to give priority to PaPs trains in agreement with the other neighbouring IMs, but without any guarantees.

In order to identify the PaPs trains, by the start of timetable 2026 the members of RFC BA WG TT/CAP will draft a list of train numbers which have been allocated by the RFC BA C-OSS. The list should provide information also about the name of RU/Applicant. The WG members engage to make this list internally available within their IMs to the staff dealing with path alteration and operational staff dealing with re-scheduling/re-routing of trains during ICM cases. In case of PaPs alteration/cancellation during the TT year, it is task of the WG TT/CAP members to update the list and communicate accordingly to the reference colleagues.

3 Procedure

In the case an ICM case is declared and involves the RFC BA (in accordance with the Handbook, this decision is taken by the initiating IM) the process described in Chapter 6.1.3 of RNE ICM Handbook is applied with some specificities applicable to *the pilot IMs*.

Therefore chapter 6.1.3 of the handbook is modified as follows with regards to *the pilot IMs* and only in the case that ICM case involves RFC BA and the pilot IMs.

The infrastructure manager(s) concerned will trigger the path alteration process in accordance with the RNE Procedures for Alteration of Allocated Paths (https://rne.eu/wp-content/uploads/1.4_HB_Path_Alteration_Management_V1.0_2019-12-04-1.pdf) and provide alternative offers to all applicants concerned.

The following principles/procedures should be applied:

- Any alternative offer shall be internationally harmonised and offered only once.
- Regardless of the amount of capacity available on rerouting line, it may not always be possible to offer solutions for exceptional transports. this is also true for trains requiring specific infrastructure parameters (e.g. P400, 740m trains);
- If necessary and possible for the IM and allocation bodies, the complete paths from origin to destination of a train will be altered and not only the re-routed section.
- If feasible, to allow the smooth operation on the rerouting lines and operational procedures in the bottleneck, it can be beneficial to construct the timetables and parking capacities in bottlenecks with a time buffer.
- Any allocation decision will be documented by IM / allocation bodies as a basis for potential inquiries of regulators.

Making optimum efficient use of the available capacity on the networks and enabling IMs to quickly reattribute capacity according to applicants' needs requires strong commitment and willingness of all involved partners.

The intensive and interactive cooperation between the IMs and applicants have to be done in order to:

- find the consensual solutions
- consider the RU-RU cooperation and sharing of the pooling resources
- optimise the usage of the remaining capacity

IM and allocation bodies shall offer a frequent (preferably daily) telephone conferences with RUs for operational and allocation related questions.

To ensure the fair and non-discriminatory treatment, the remaining capacity should be distributed with priority to PaPs trains and then based on the shares of applicants on the affected line and taking into account also the already allocated paths on the rerouting lines. IMs and applicants should try to find a best operational concept to distribute the remaining capacity.

Nevertheless, in case of the shortage of time and or disagreement of applicants, IMs apply quick, simple and transparent allocation rules which do not take into account wider area.

The IMs are not bound to apply the allocation rules described below if a better and acceptable results can be reached without them. The allocation rules should be only the distribution-key of last resort.

- **The pilot IMs check if among the trains affected by ICM there are any PaPs trains according to the list provided from RFC BA WG TT/CAP. In case there are some, these trains have priority to be rerouted, unless the referent RU/Applicant decides differently and informs the IM accordingly.**
- The share of every applicant in last 30 days prior to the disruption on the affected route is calculated by initiating IM at the location where the closure starts and/or ends as the basis for determining the number of paths to be offered.
 - If there is a limited amount of ad-hoc traffic on the network, these shares can also be calculated in advance for the whole timetable period.
- Applicants who do not operate on the line during disruption or expressed no further interest to have a path are excluded from the list and shares are recalculated.
- If the calculated shares applied to the reduced capacity of a re-routing line do not allow for allocating of daily paths to every applicant, distribution rule will be applied:
 - Each applicant will receive 1 path per 2 weeks per direction. (The days of operation will be coordinated with the individual applicants.)
 - Paths which remain available after this distribution rule, **are distributed as a matter of priority to applicants of PaPs trains taking into account every PaPs train (unless the latter refuse)** and the remaining paths are distributed to applicants based on their shares. The values are rounded down (if a result for an applicant is 4.35 path, it is rounded to 4 paths – 2 per direction).
- If there is still a path(s) available and the allocation cannot be done according to the applicant share, the remaining path(s) should be given to the applicants with the higher market shares.

4 Duration

The pilot is valid for timetable 2026. Potential extension to another IM of RFC BA and to the next TT period is subject to RFC BA decision and in the case will be communicated in due time to stakeholders.