



Support to the Implementation of the SEETO  
Strategic Work programme (2015-2017)

Provide Technical Assistance to SEETO structure in the areas of railway and road safety

Specific contract number 11 – CRIS 2016/374791

REFERENCE CODE: EuropeAid/132633/C/SER/multi

---

## APPENDIX 2

### Measures

---

## Preliminary IMPLEMENTATION PLAN

*December 2017*



This Project is Funded by  
the European Union



A Project Implemented by  
SUEZ Consulting





## 7 Measures

### 7.1 Coordination of works

#### 7.1.1 Introduction

Based on the European Regulation 913/2010, the Guidelines for coordination/publications of possessions provide recommendations for the process of coordinating and publishing activities reducing the available capacity on a Rail Freight Corridor. The aim is to use a common tool for gathering and publishing necessary information about capacity restrictions.

In this Guideline the term „possession“ will be used instead of „works“, because the term better describes the need of the IMs to use their infrastructure for any activities reducing the infrastructure capacity (e. g. maintenance, repair, renewal, enhancement, construction works).

All works on the infrastructure and its equipment that would restrict the available capacity on the corridor shall also be coordinated at the level of the freight corridor and be the subject of updated publication.

RFC6 will use the RNE guidelines for coordination / publication of possessions for declining the work of the corridor on this matter.

#### 7.1.2 Main elements of this document

- ✓ Coordination
- ✓ Publishing
- ✓ Procedure in accordance with the RNE Guideline
- ✓ Characteristics of process

### 7.1.3 Coordination

*Aim of coordination:* minimize the restriction on the capacity of International passengers and freight trains and optimize the potentiality al long the corridor.

*Principles of coordination:*

- ✓ The planning of works should have the minimum negative impact on the capacity;
- ✓ Works should be planned through a corridor approach.

Both IMs and RUs have long realized to need for better coordination of rehabilitation works and possessions along the corridor in order to:

- ✓ Reduce the overall impact on traffic;
- ✓ Harmonize the communication from IMs of rehabilitation works affecting corridor traffic
- ✓ Coordinate the processes and timelines at IMs for long and short term planning of timetables and train consequences;

### 7.1.4 Publishing

IMs shall publish an overview of construction works that are expected to impact freight traffic at border cross points. We consider it is not necessary to set a concrete value from which it is necessary to publish the information regarding the construction works. It may be enough to communicate the works which have a significative impact on the international freight traffic.

A mechanism for interconnecting the IMs and get the RUs quickly informed will be set up. Information will be published on the corridor's website and have monthly update (if there any changes).

A common unified Excel-table and with a map about the line section will be used. The table will specify:

- ✓ Place;
- ✓ Start time;
- ✓ End time;



- ✓ Short description of works;
- ✓ Consequences for traffic on the pre-arranged paths of the corridor (or reserved capacity);
- ✓ The extent of international coordination among IMs.

### 1.5 Procedure in accordance with the RNE Guidelines

- ✓ X-24 Initial publication (e. g. for the TT year 2015/2016 planning should start in 2013 October - November at the latest);
- ✓ X-17 prior to constructing pre-arranged paths;
- ✓ X-12 prior to publications of pre-arranged paths at X-11;
- ✓ X-9 prior to deadline for path request at X-8;
- ✓ X-4 prior to final allocation;

These deadlines define the long term planned possessions that shall be published in the Corridor Information Document.

### 1.6 Characteristics of the process

- ✓ Regular international meetings, normally 2 per year, (i.e. November and May) or at any time for urgent needs;
- ✓ Meeting of November (year X): sharing information about main works expected;
- ✓ Meeting of May (year X+1): updating of information exchanged in previous meeting and communication about works planned for the second semester of the current year;

*Contents of information to be shared:*

- ✓ Details about schedule of maintenance;
- ✓ Details about works bringing about interruptions which affect the planning of timetable;
- ✓ Analysis of the planning and of the consequences of the works on the transport service, check of any incompatibility;

*Page 221 / 280*



*Results of the process*

- ✓ Decisions shared between the Infra Managers concerned on the periods of works;
- ✓ Decisions about the best way to coordinate works taking into consideration the consequences on the commercial offer;
- ✓ Agreement on schedule needed to ensure the process of communications addressed to RUs and the adaptation of the timetable;
- ✓ Agreement on the formal procedure to be adopted for the common planning of capacity program;
- ✓ Every IM designate a main contact person to coordinate the communication between IMs;
- ✓ The IM responsible for the construction work will prepare a notice of the international freight trains related consequences for the rehabilitation works up to and including the border crossing points.



## 7.2 One Stop Shop

### 7.2.1 Glossary/abbreviations

AB	<p>Allocation Body</p> <p>In this document, only the term Infrastructure Manager (IM) is applied. It refers to IMs and also – if applicable – to Allocation Bodies (ABs).</p>
Allocation	<p>Means the allocation of railway infrastructure capacity by an Infrastructure Manager or Allocation Body. When the C-OSS takes the allocation decision as specified in Art. 13(3) of 913/2010, the allocation itself is done by the C-OSS on behalf of the concerned IMs, which conclude individual national contracts for the use of infrastructure based on national network access conditions.</p>
Applicant/Applicants	<p>Definition in Directive 2012/34/EU: 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 public-service or commercial interest in procuring infrastructure capacity.</p>
Connecting point	<p>A point in the network where a Corridor cross another Corridor and it is possible to shift the services applied for from one Corridor to the other.</p>
Corridor OSS (C-OSS)	<p>A joint body designated or set up by the RFC organizations for Applicants to request and to receive answers, in a single place and in a single operation, regarding infrastructure capacity for freight trains crossing at least one border along the freight Corridor (EU Regulation No 913/2010, Art. 13). The Corridor One-Stop Shop.</p>
Corridor Information Document (CID)	<p>Document giving a detailed description of the corridor</p>
Dedicated capacity	<p>Capacity which has to be foreseen by the Corridor Organizations to fulfill the requirements of Regulation 913/2010. It refers to pre-arranged paths and reserve capacity.</p>
Feeder and outflow path	<p>Any path/path section prior to reaching an operation point on RFC (feeder path) or any path/path section after leaving the RFC at an operation point (outflow path). The feeder and/or outflow path may also cross a border section which is not a part of a defined RFC.</p>

Page 223 / 280



Flexible approach	When an Applicant requests adjustments to a pre-arranged path, as e.g. different station for change of drivers or shunting, that is not indicated in the path publication. Also if the Applicant requests feeder and/or outflow paths connected to the pre-arranged path and/or a connecting path between different RFCs, these requests will be handled with a flexible approach. When there is a case of "force majeure" : an unforeseeable exterior factor as well as the need for safety critical work the flexible approach justified
Handover point	Point where the responsibility changes from one IM/AB to another.
IM	Infrastructure Manager  In this document, only the term Infrastructure Manager (IM) is applied. It refers to IMs and also – if applicable – to Allocation Bodies (ABs).
Interchange point	Location where the transfer of responsibility for the wagons, engine(s) and the load of a train goes from one RU to another RU. Regarding a train running, the train is taken over from one RU by the other RU, which owns the path for the next journey section.
MB	Management Board
Overlapping section	National infrastructure sections where two or more Corridors share the same infrastructure.
PCS	Path Coordination System, formerly known as Pathfinder, developed by RailNetEurope (RNE). Main working tool for Corridor path requests management.
Pre-arranged path (PaP)	A pre-constructed path on a Rail Freight Corridor according to the Regulation 913/2010. A PaP may be offered either on a whole RFC or on sections of the RFC forming an international path request crossing one or more international borders.
RB	Regulatory Body
Reserve capacity (RC)	Capacity – e.g. Pre-arranged paths still available or additional paths created during the running timetable period for ad-hoc market needs (Art. 14 (5) Regulation 913/2010).
RFC	Rail Freight corridor. A Corridor organized and set up in accordance with Regulation 913/2010. A "List of initial freight corridors" is provided in the Annex of the Regulation.
RFC-Handbook (DG MOVE working document)	Handbook on Regulation concerning a European rail network for competitive freight.
RU	Railway Undertaking
TMS	Transport Market Study





WG	Working Group organized with members addressing corridor topics (e.g., capacity, performance, infrastructure, etc).
X-8 (months)	Deadline for requesting paths for the annual timetable (Annex VII, Directive 2012/34/EU).
X-11 (months)	Deadline for publication of pre-arranged paths (Annex VII, Directive 2012/34/EU).

## 7.2.2 Background

The railway Infrastructure Managers (IMs) and Allocation Bodies (ABs) of Spain, France, Italy, Slovenia and Hungary established the Management Board (MB) of Rail Freight Corridor 6 (RFC 6) – Mediterranean Corridor by signature of a Memorandum of Understanding in April 2012.

According to the decision of the RFC 6 MB, the parties agreed that the C-OSS of RFC 6 will take its role in the Permanent Management Office (PMO) in Milan as a Dedicated OSS, which means a joint body set up or designated by a Corridor organization supported by a coordinating IT-tool. Corridor OSS related tasks/liability is detailed in the Internal Rules of RFC 6.

The working language of the C-OSS is English, prepared documents and possible meetings are held in English in the framework of C-OSS activity.

## 7.2.3 Requirements

### 7.2.3.1 *Defined by Regulation 913/2010*

According to Art. 13 of the Regulation 913/2010, the requirements for the Corridor OSS's role are defined as follows:

- ✓ Contact point for Applicants to request and receive answers regarding infrastructure capacity for freight trains crossing at least one border along a Corridor;
- ✓ As a coordination tool provide basic information concerning the allocation of the infrastructure capacity. It shall display the infrastructure capacity available at the time of request and its characteristics in accordance to pre-defined parameters for trains running in the freight Corridor;
- ✓ Shall take a decision regarding applications for pre-arranged paths and reserve capacity;



- ✓ Forwarding any request/application for infrastructure capacity which cannot be met by the Corridor OSS to the competent IM(s) and communicating their decision to the Applicant;
- ✓ Keeping a path request register available to all interested parties.

The Corridor OSS shall provide the information referred in article 18, included in the Corridor Information Document drawn up, regularly updated and published by the RFC MB:

- ✓ Information contained in the Network Statements regarding railway lines designated as a Rail Freight Corridor
- ✓ A list and characteristics of terminals, in particular information concerning the conditions and methods of accessing the terminal

Information about procedures for:

- ✓ Set up of the Corridor OSS;
- ✓ Allocation of Pre-Arranged Paths and Reserve Capacity;
- ✓ Applicants;
- ✓ Coordination of Traffic management along the freight corridor and between freight corridors;
- ✓ Information regarding the Implementation Plan with all connected documents.

#### 7.2.3.2 *Described in the Handbook to Regulation 913/2010*

In addition to the Regulation, the European Commission published a Handbook in which a number of recommendations regarding the tasks to be carried out by the Corridor OSS are made.

Although the Handbook is not legally binding (it has only an advisory and supportive character), there is no reason to not refer to it at all. RFC 6 will of course fulfill the binding requirements of the Regulation but, if applicable, will also refer to proposals/concepts described in the Handbook.

## 7.2.4 Documentation related to the C-OSS

Documents, which could contribute to the C-OSS operation, are as follows:

- ✓ EU Regulation 913/2010 (including the Handbook to the Regulation): spells out the overall framework for setting up the Corridor OSSs;

*Page 226 / 280*



- ✓ EU Directive 2012/34 Establishing a single European railway area;
- ✓ RNE Framework for setting up a freight corridor traffic management system;
- ✓ RNE Process Handbook for International Path allocation (For Infrastructure Managers);
- ✓ RNE Guidelines for Pre-Arranged Paths;
- ✓ RNE Guidelines for the Coordination and Publication of Works on the European Rail Freight Corridors;
- ✓ RNE Guidelines for Punctuality Targets;
- ✓ RNE Guidelines for the Coordination/Publication of Possessions;
- ✓ RNE PCS Process Guidelines ;
- ✓ RNE Guidelines for C-OSS;

### 7.2.5 Applicants

Article 3 Definitions of the directive 2012/34/UE of the EP and of the Council of 21 November 2012 establishing a single European railway area defines an applicant as: *"Applicants : a railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities under Regulation (EC) n°1370/2007 and shippers, freight forwarders and combined transport operators, with a public-service or commercial interest in procuring infrastructure capacity."*

Article 15 of the regulation 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight is stating *"Notwithstanding Article 16(1) of Directive 2001/14/EC, applicants other than undertakings or the international groupings that they make up, such as shippers, freight forwarders and combined transport operators, may request international pre-arranged train paths specified in Article 14(3) and the reserve capacity specified in Article 14(5). In order to use such a train path for freight transport on the freight corridor, these applicants shall appoint a railway undertaking to conclude an agreement with the infrastructure manager in accordance with Article 10() of Directive 91/440/EEC."*

The Management Board of the corridor is in the process of defining a common understanding on how to facilitate the management of applicant in line with the regulation.

The C-OSS will nevertheless act according to the above mentioned regulation in cooperation with the concerned IMs in order to assess the commercial Interest of the Applicant.

*Page 227 / 280*



## 7.2.6 Tasks of the C-OSS

### 7.2.6.1 *Based on Article 12 of Regulation 913/2010*

As the Corridor OSS shall display infrastructure available at the time of request (Art. 13.2), it would be practical if the Corridor OSS was involved at an early stage in this process and could communicate the impact on the available capacity on Corridor sections as an input for MB decisions regarding the number of pre-arranged paths (PaPs) to be published.

### 7.2.6.2 *Based on Article 13 of Regulation 913/2010*

According to Article 13 the tasks of the Corridor OSS are to:

- ✓ Give information regarding access to the Corridor infrastructure;
- ✓ Give information regarding conditions and methods of accessing terminals attached to the Corridor;
- ✓ Give information regarding procedures for the allocation of dedicated capacity on the Corridor;
- ✓ Give information regarding infrastructure charges on the Corridor sections ;
- ✓ Give information on all that is relevant for the Corridor in the national network statements and extracted for the Corridor Information Document;
- ✓ Allocate the Corridor pre-arranged paths, as described in Art. 14(3), and the reserve capacity, as described in Art. 14(5) and communicate with the IM of the Corridor regarding the allocation (please see Section 7 for further description);
- ✓ Keep a register of the contents described in Art. 13(5);
- ✓ Establish and maintain communication processes between Corridor OSS and IM, Corridor OSS and Terminals attached to the Corridor, as well as between Corridor OSSs;
- ✓ Report to the MB regarding the applications, allocation and use of the pre-arranged paths, as input for the report by the MB, referred to in Art. 19(3);

### 7.2.6.3 *Based on Article 16 of Regulation 913/2010*

The Corridor OSS shall be able to provide information regarding traffic management procedures on the Corridor; this information will be based on the RNE Guidelines "Framework for setting up freight corridor traffic Management System.



#### 7.2.6.4 *Based on Article 17 of Regulation 913/2010*

The Corridor OSS shall be able to provide information regarding traffic management procedures in the event of disturbances on the Corridor; this information will be based on the RNE Guidelines "Framework for setting up freight corridor traffic Management System.

#### 7.2.6.5 *Based on Article 18 of Regulation 913/2010*

Mandatory tasks for the Corridor OSS based on Art. 18 are to:

- ✓ Give information regarding access to the Corridor infrastructure;
- ✓ Give information regarding conditions and methods of accessing terminals attached to the Corridor;
- ✓ Give information regarding procedures for allocation of dedicated capacity on the Corridor;
- ✓ Give information regarding infrastructure charges;
- ✓ Give information on all that is relevant for the Corridor in the national network statements and extracted for the Corridor Information Document;
- ✓ Give information concerning procedures referred to in Articles 13,14,15,16 and 17 of Regulation 913/2010;

#### 7.2.6.6 *Based on Article 19 of Regulation 913/2010*

The Article lays down the requirements that the MB shall monitor the performance of rail freight services on the Corridor (Art. 19(2)) and shall perform a customer survey (Art. 19(3)). The results shall be published once a year.

#### 7.2.6.7 *Customer Confidentiality*

The Corridor OSS is carrying out his assigned working task on behalf of the Management Board consistent of cooperating IM in a RFC. The task shall be carried out in a non discriminatory way and under customer confidentiality keeping in mind that the applicants are competing in many cases for the same capacity and transports. The functionality of the Corridor OSS is based on trust between all involved stakeholders.

### 7.2.7 **Allocation of pre-arranged paths (hereinafter PaPs) on RFC 6**

The basic requirements regarding PaPs are laid down in Article 14 of Regulation 913/2010.

*Page 229 / 280*



Also the RNE Guidelines for Pre-Arranged Paths establish rules for the setup and allocation of PaPs and the related responsibilities..

The life cycle can be broken down into the following 6 phases:

1. Preparation phase X-19 – X-16;
2. Coordination/Construction phase X-16 – X-12;
3. Delivery and publication phase X-12 – X-11;
4. PaP application phase X-11 – X-8 for the annual timetable;
5. Allocation phase X-8 – X+12 (with sub phases below):
  - ✓ Pre-booking phase by C-OSS X-8 – X-7,5;
  - ✓ C-OSS gives back non-requested PaPs to IMs based on MB decision X-7,5;
  - ✓ Constructing tailor made solution X-7,5 – X-5,5;
  - ✓ Publication deadline of draft offer to the Applicants X-5;
  - ✓ IMs forward non-used PaPs to C-OSS to be used for late path requests X-5;
  - ✓ Observations from Applicants X-5 – X-4;
  - ✓ Post processing and final allocation for annual timetable X-4 – X-3,5;
  - ✓ Allocation phase for late path request X-4 – X-2;
  - ✓ Publication reserve capacity for ad-hoc traffic X-2;
  - ✓ Allocation phase for ad hoc path requests X-2 – X+12;
6. Evaluation phase X+12 – X+15 ;



Date/period	Main Activities	C-OSS	IM	Applicant
X-19 – X-16	Preparation phase (based on TMS results involving Advisory Groups, and other information as previous years PaP requests, etc.) PMO is coordinating this phase in order to check the consistency of the overall corridor Paps offer.	X	X	X
X-17	IMs provide the C-OSS the volumes and main parameters of PaPs.		X	
X-17	After agreement within IMs, MB makes a preliminary decision as far as volumes are concerned.	X		
X-18, 16	PaPs proposal is presented to RAG.	X		X
X-16 – X-12	Coordination/Construction phase among IMs.	X	X	
X-12 – X-11	Delivery from IMs to the C-OSS for the preparation of the publication.	X	X	
X-11	Validation and publication of PaPs in PCS.	X		

#### 7.2.7.1 Preparation phase X-19 – X-16

Inputs for this phase include:

- ✓ the outcome of the Transport Market Study (TMS);
- ✓ the available capacity, both in respect of overall capacity as well as capacity restrictions due to IMs' own requirements – as defined in the RNE Guidelines for the Coordination / Publication of Works;

An IM with agreed framework agreements should take the requirements of these agreements into consideration when planning and publishing the PaPs in accordance with Art. 14 (2) of the Regulation.

The evaluation of previously timetable-operated traffic, if it is not covered by the Transport Market Study, such as e.g. passenger traffic, effects on the number of PaPs can also serve as an input for the preparation of the paths – especially because the Regulation establishes that also other modes of traffic shall be respected.

This forms the basis for the MB decision on the number of PaPs to be produced on the Corridor sections.

Page 231 / 280



The Corridor OSS could, depending on decisions of the MB, be responsible for preparing the decision paper for the MB and communicating the decision to IMs in the Corridor.

#### 7.2.7.2 *Construction and coordination phase X-16 – X-12*

The input for this phase is the decision taken by the MB regarding the number of Corridor PaPs to be constructed.

Here, the Corridor OSS role depends on the decisions of the MB. The IM(s) are responsible for the production and the border coordination of Corridor PaPs. But if the MB decides so, the Corridor OSS could serve as a support and monitoring of the production and report to the MB regarding the progress of the work. The IM is responsible for the actual production of PaPs, but the responsibility for that there is PaPs produced rests on the MB. The Corridor OSS could in that perspective support the MB in their responsibility.

The Corridor OSS could also be given the task of monitoring the paths due to PCS import requirements and verifying if the paths are in line with MB decisions and if they are harmonized at the border points. The C-OSS is monitoring this phase in cooperating with the IM(s) in order to facilitate the timetable harmonization of the PaP catalogue.

#### 7.2.7.3 *Delivery and publication phase X-12 – X-11*

Before publication, a formal approval by the MB has to be made, which states that the IMs have produced PaPs that meet the MB decisions regarding the number of paths, and that they meet the requirements of the Corridor. After this endorsement, the PaPs should be published.

The publication of PaPs is a mandatory task for C-OSS via PCS.

The publication task includes making PaPs ready to be imported into PCS as long as production is not entirely done within the tool itself.

#### 7.2.7.4 *PaPs application phase X-11 – X-8*

From X-11 the PaPs shall be published and available so that Applicants can submit applications for the annual timetable. PaPs can only be requested through the PCS tool. (In exceptional cases like a PCS break down, RNE form for international path ordering may be used)

Corridor OSS tasks in this phase will be to:

- ✓ Keep a register in PCS accordance with Art. 13(5);
- ✓ Display PaPs made available for the Corridor by the IMs;
- ✓ Receive and collect the applications for PaPs;
- ✓ Be responsible for the verification of the right to place a path request, based on information presented by the IM in a general form accessible for the Corridor OSS;

*Page 232 / 280*





### **Check the quality of the content in the path request and inform Applicants if updating is needed**

#### *7.2.7.5 Allocation phase X-8 – X+12 (with sub-phases)*

##### 7.2.7.5.1 Pre-booking phase by C-OSS X-8 – X-7,5

This is the allocation phase concerning requests for PaPS for the annual timetable. The tasks of the Corridor OSS in this phase are described below:

- ✓ The Corridor OSS shall keep a register, based on Article 13 (5), of all activities performed by the Corridor OSS concerning the allocation of infrastructure capacity, and keep it available for Regulatory Bodies, ministries and Applicants;
- ✓ The Corridor OSS shall ensure the ongoing update of the register and manage access to it for the above-mentioned parties. The content of the register will only be communicated to these interested parties on request;

#### **Allocation of PaPs to Applicants by the Corridor OSS**

This task contains elements of allocation, communication and interaction between Corridor OSSs, IMs and Applicants. The Corridor OSS shall decide on the allocation of PaPs requests and communicate the result to the Applicant through PCS following the timeline for allocation agreed by all IMs within RNE International Timetable Calendar.

In case of conflicting PaPs requests, the Corridor OSS shall base its decisions:

- ✓ according to Articles 45 and 46 of Directive 2012/34/EU and;
- ✓ applying the Corridors common priority rules (as stated in RFC6 Corridor information document) and forward the application to the competent IMs if this Applicant does not accept the alternative PaPs or no other PaPs fit the customer request;

The Corridor OSS shall communicate with Terminals regarding the allocation of Corridor PaPs – if the Terminal is acting in the function of an IM and the PaP starts or ends within the terminal area – and forward the application to the IM if the Terminal is not a part of the PaP.

If the Corridor OSS is unable to meet any application for PaPs submitted to the Corridor OSS for the annual timetable between X-8 and X-7,5, the Corridor OSS forwards the application to the competent IMs, then these IMs must consider the application as sent on time (as before the X-8 deadline), these IMs should handle the application and then communicate the related offer to the Corridor OSS via PCS.

If not all published PaPs have been requested at X-8, the Management Board will decide which of the non-requested PaPs will be returned to the IMs at X-7.5.

Each year between X-8 and X-7,5, the MB has to make a decision about which PaPs to be kept at X-7,5. The MB should decide at that time, if it hands on decision power to the C-OSS



(in the following procedure this is the case). The decision of which PaP to keep and which to return to the IMs, will depend on the after "booking situation".

The IM may then use the capacity for other requests received at X-8 or in the late path request phase, thereby ensuring the availability of sufficient reserve capacity at X-2.

#### 7.2.7.5.2 Construction phase X-7,5 – X-5,5

During this phase the Corridor OSS will prepare answers to paths requests, other Corridor OSSs and Applicants regarding path requests placed on time (X-8), including both feeder and outflow paths as well as sections of PaPs.

The Corridor OSS will ensure and facilitate the cooperation process between IMs concerning requests containing feeder and outflow paths placed by X-8.

Before X- 5,5 the concerned IMs delivers their results concerning feeder / outflow path construction to the Corridor OSS, so that the Corridor OSS can communicate the draft offer to the Applicants.

The IMs are responsible for the construction and allocation of the connecting paths. In any case the COSS is responsible for giving the full answer to the applicants.

#### 7.2.7.5.3 Publication deadline of draft offer to the Applicants X-5

Publication of draft timetable:

- ✓ PaPs ;
- ✓ sections provided by the IMs (feeder/outflow);

The C-OSS is responsible for providing the draft offer to the Applicant, based on the information given by IMs.

#### 7.2.7.5.4 Observations from Applicants X-5 – X-4

Applicant checks the draft offer, and makes its remarks in PCS. This process follow up the process for international train path management: "Observation phase Final allocation for annual timetable X-4 – X-3,5".

The Corridor OSS is responsible for bringing the final offer of PaP to the Applicant, based on the information given by IMs:

- ✓ Fulfill the management of the request;
- ✓ Different offer agreed with customer;
- ✓ No offer;
- ✓ Information on access to terminals;

In case of complaints regarding the allocation of PaPs (e.g. due to a decision based on the priority rules for allocation),

*Page 234 / 280*



Contacts can be found on the following link or under Annex 2 Book 1 of corridor information document. [http://ec.europa.eu/transport/modes/rail/market/regulatory\\_bodies\\_en.htm](http://ec.europa.eu/transport/modes/rail/market/regulatory_bodies_en.htm)

The regulatory bodies along the corridor have signed an agreement in order to nominate a central point of contact:

- ✓ U.R.S.F. – Ufficio per la Regolazione dei Servizi Ferroviari  
Viale dell'Arte 16 – 00144 ROMA – Italia  
e-mail regarding Rail Freight Corridor: [rfc.ursf@mit.gov.it](mailto:rfc.ursf@mit.gov.it).  
e-mails for info are:
  - ✓ [ursf@mit.gov.it](mailto:ursf@mit.gov.it)
  - ✓ PEC: [dq.ursf@pec.mit.gov.it](mailto:dq.ursf@pec.mit.gov.it)

The cooperation agreement can be found at:  
<http://www.mit.gov.it/mit/site.php?p=cm&o=vd&id=2856>

The Corridor OSS will also communicate with other Corridor OSSs regarding allocation involving several Corridors and IMs for connecting points.

#### 7.2.7.5.5 Allocation phase for late path request X-8 – X-2 and ad hoc path request X-2 – X+12

The C-OSS is responsible for updating the PaP catalogue in PCS, according to actions made at X-7,5 and to the MB decision.

Based on MB decision the Corridor OSS may also receive late path requests referring to the PaPs kept by the C-OSS at X-7,5. These requests may be placed after X-8.

The C-OSS is responsible for their allocation based on the process for late path requests following the principle "first come - first served"

If the late path request cannot be met by the C-OSS and there is no other/suitable alternative PaP or if a flexible approach is needed, the Corridor OSS forwards the application to the competent IMs. The concerned IMs deliver their results to the Corridor OSS, so that the Corridor OSS can communicate the final offer to the Applicants.

The C-OSS is responsible for the continuous updating of the PaP catalogue in PCS.

According to Article 14.5 of the Regulation, the IMs jointly define this reserve capacity for international freight trains on the Corridor.

*Page 235 / 280*



At X-4 – X-2 Planning (production) reserve capacity for ad hoc traffic.  
At X-2.5 the MB should be informed by the IMs about the outline of the reserve capacity.

Reserve capacity may consist in non-requested PaPs, or a PaP constructed out of remaining capacity by the IMs after the draft network timetable development or other defined capacity on the RFC 6. The reserve capacity should be displayed at X-2 in PCS and protected from any modification by the IMs.

The MB shall define the time limit by which the reserve capacity has to be locked in national working timetables. RFC6 has decided to fix it to 30 days if it is displayed in national systems as well; the concerned national IM has to ensure consistency with PCS.

The Corridor OSS will not treat applications for reserve capacity with a shorter time limit to the first day of operation day is earlier than the time limit defined( 30 days) Requests with shorter time limit should be addressed to the national IMs directly through PCS.

Applications for reserve capacity referring to PaP(s) shall be placed to the Corridor OSS through PCS only. Neither national systems nor any other communication channels to the Corridor OSS will be allowed. (Except exceptional conditions when PCS is not available)

The Corridor OSS takes the allocation decision for reserve capacity requests according to the rule first come – first served (X-2 – X+12). In addition to automatically updating in PCS, the Corridor OSS has to supervise the use of the reserve capacity

In case of applications including feeder/outflow paths and/or Terminal slots, the Corridor OSS will forward the request to the concerned national IMs and ensure a consistent path construction between the feeder and the Corridor-related path section.

Applications requiring modifications to the displayed reserve capacity on the Corridor section (e.g. differing parameters, additional stops etc.) cannot be handled by the Corridor OSS. Therefore they should be forwarded to the national IMs directly. The concerned IMs deliver their results to the Corridor OSS, so that the Corridor OSS can communicate the final offer to the Applicants.

Applicants will be informed about the result of the path allocation immediately through PCS.

The Corridor OSS will also forward applications to the concerned IMs in case no more reserve capacity is available on the Corridor (offer 'sold out').

#### 7.2.7.6 Evaluation phase X+12 – X+15

Based on MB decisions and on the RNE Draft Guidelines for Punctuality Targets, the Corridor OSS could provide with input for evaluating the Corridor's performance regarding the use of PaPs and their allocation. This may serve as an input for the revision of the pre-arranged path offer for the next available annual timetable. This can also serve as an input for the report to be published in accordance with Art. 19 (2) in Regulation 913/2010.



Also depending on decisions taken in the MB, the Corridor OSS could be given the task to organize a satisfaction survey of the users of the Corridor and send the results of the survey to the MB, to be published in accordance with Art. 19 (3) in Regulation 913/2010.

### 7.2.8 Tools for the Corridor OSS

The main working tools for the Corridor OSS are the three RNE IT tools: Path Coordination System PCS, Train Information System TIS and Charging Information System CIS. In order to enjoy the full benefits of these tools, it is in the interest of all involved stakeholders that their national systems are connected to them. The use of these tools is not only related to day-to-day business, but also to additional functions such as reports.

### 7.2.9 Priority criteria for the allocation of pre-arranged paths

In the event of conflicting requests for PaPs placed until X-8 months, the priority rules to apply are the following:

- ✓ LPAP = Total requested length of pre-arranged paths;
- ✓ LTP = Total requested length of complete path;
- ✓ YRD = Number of requested running days for the timetable;
- ✓ K = The rate for priority

All lengths are counted in kilometers.

The priority is calculated according to this formula:

$$(LPAP + LTP) \times YRD = K$$

This formula must be used so that in a first step the priority value (K) is calculated using only total requested length of pre-arranged path (LPAP) multiplied by the Number of requested running days (YRD).

If the requests cannot be separated in this way, the total requested length of the complete path including feeder/outflow (LTP) will also be included in the calculation in order to separate the requests.

For the calculation of LPAP, the total requested lengths of all requested PaP sections – irrelevant if just on one or even several corridors – will be taken into account.

In the event that a corridor refuses to use this extended priority rule, a harmonization meeting between concerning C-OSSs will be held between X-8 and X-7.5.

In cases, where there will be exactly the same request by two or more applicants; the following steps will be applied

- ✓ Coordination by the C-OSS in order to find out if the requests are referring to the same tender offer. In this case the application will stay open and be allocated to the applicant which will win the tender;
- ✓ A consultation phase between all applicants and the C-OSS.

### 7.2.10 Availability of the Corridor OSS

It shall be mandatory for all Applicants to use PCS when they request pre-arranged paths. Other questions can be submitted via e-mail or telephone and be answered accordingly.

As the Corridor OSS will not be active less than 30 days before the day of operation, there is no need for a facility staffed 24 hours a day, 7 days a week. Regular office hours would be sufficient from the point of view of availability.

## 7.3 Capacity allocation framework

The capacity allocation framework is under approval at Executive Board level.

This document is expected to provide an overview on the principles of:

- ✓ The supply of PaPs by the national IMs and Abs;
- ✓ The allocation of PaPs and RC by the C-OSS;
- ✓ Regulatory control;
- ✓ Authorized applicants (see chapter 6.4);
- ✓ Priority rules are already explained in Chapter 6.2 (OSS);

## 7.4 Authorized applicants

Here following, a brief description of the rules in place for the IM operating in RFC6 is given.

### 7.4.1 Who can be an authorized applicant in each country

*ADIF*

RU with a License or an international RU group. There may also be Public Authority Applicants with transport service powers who may be interested in supplying certain railway transport services, as well as other corporations, which without having the condition of RU are interested in operating the service, such as transport agents, carriers and combined transport operators.

*Page 238 / 280*



*RFI*

A licensed Railway Undertaking and/or an international grouping of railway undertakings, each one holding a license, and other individuals and/or corporations with a public service or commercial interest in acquiring infrastructure capacity, for the purpose of providing transport services by rail, concluding a specific "Framework Agreement" with the IM, and which does not carry out a brokerage business in respect of the capacity acquired under the framework agreement; Applicants also include the regions and autonomous provinces, limitedly to the provision of the services for which they are responsible.

*RFF*

The article L.2122-12 of National Code of transportation indicates that « Other people than RUs may be authorized to ask for paths in order to make these paths used by one RU ».

The Art 19 of the decree 2003-194 concerning the use of the French network rail makes an overall description of the bodies that can use paths. Thus, in addition to RU, international grouping of RUs, IMs, Allocation Bodies the following entities can ask for paths

- ✓ Combined transport Operators;
- ✓ Public entities that organize a freight service of transportation on the national network, included:
- ✓ Port authorities managing railways:
  - Public bodies and grouping for a contract including a service of transport for their needs ;
  - From 14 December 2008, public bodies organizing a public service of passengers transportations and the STIF (organizing public passenger transportation of the Capital Region).

RFF May ask applicants to provide information demonstrating their financial robustness before any contract may be signed.

*SZ+AZP*

Regarding answer on this question we must give you short term description because in our legislation we don't have direct explanation »authorized applicant«:

*a. National Railway act – term »applicant« (meaning: railway undertaking or any other legal subject, who from public interest (state, local community, provider of public service obligation) or commercial interest (railway undertaking, forwarding agent, or transporter in combine traffic) needed the train path);*



b. *National Order about capacity allocation and the levying of charges for the use of public rail infrastructure – term »any other interested parties« (meaning: subjects from which live and business, the rail service activities from rail transporters, have the influence, e.g. local community, industrial undertakings etc.).*

*In this meaning in our national legislation instead of the term »authorized applicant« we use the term »any other interested parties«.*

#### *MÁV+VPE*

The definition 'Authorized Applicant' does not exist anymore, as we consider now the relevant Directive 2012/34/EU instead of Directive

2001/14/EC, the definition for 'Applicant'. For their identification and management we think that a solution would be preferable on a higher level. This is a crucial point; every country has different explanation on the definition of Applicant.

Hungary by economic organizations as set out by point c of section 685 of act IV of 1959 on the civil code of Hungary, namely state-owned companies, other state-owned economic agencies, cooperatives, business associations, professional associations, European company, grouping, European economic grouping, European grouping of territorial cooperation, companies of certain legal entities, subsidiaries, water management organizations, forest management associations, private entrepreneurs, state and local governments, budgetary agencies, associations, public bodies and foundations in connection with their economic activities; apart from railway undertakings or the international groupings that they make up, as set out in Article 15 of the Regulation.

## 7.4.2 Legal basis of the procedure

### *RFI*

D.Lgs. 188/03

### *ADIF*

- ✓ Law 39/2003, of 17th November, the railway Industry. (Art. 43);
- ✓ Royal Decree 2387/2004 of 30th December, approving the Railway Industry Regulation (Article 79)

### *RFF*

The network statement of RFF indicates in chapter 4 the procedure

#### *4.1.3. Contracts for the allocation of train paths on the national rail network*

Railway undertakings can use contracts for use of the infrastructure of the national rail network which ensure that they can be allocated train paths.





Before train paths on the national rail network can be allocated to a beneficiary other than a railway undertaking that wishes to place them at the disposal of one or several railway undertakings to provide the transport services that it organizes, a contract will first have to be signed between Réseau Ferré de France and the said beneficiary regarding train path allocation on the national rail network. The general conditions applicable to such contracts on the date of publication of this document are given in Appendix 3.1 and a specimen of the corresponding special conditions in Appendix 3.2.2.

Such contracts must be signed before the beneficiary informs Réseau Ferré de France of the name(s) of the railway undertaking(s) that will provide the transport service.

Réseau Ferré de France may have to ask applicants to provide: information demonstrating their financial robustness before any contract may be signed;

#### *SZ+AZP*

The legal basis for the procedure is the Regulation (EU) No 913/2010 which is binding and entered into force directly by all member states (of course also national Railway act and other related legal acts).

#### *MÁV+VPE*

2005. CLXXXIII. Law on RailwayTransport  
Network Statement.

### 7.4.3 Responsibilities of applicants

Applicants prepare train path applications on their own responsibility.

Each request consists of information about the applicant and the requested route, the originating station, any intermediate stops, the destination station and the requested convoy for calculation purposes.

Applicants are also responsible, whether a railway undertaking or an authorized applicant, for indicating if the particular details of capacity requests may have an effect on the construction of a train path or on the network's conditions of use, stated particularly in §§ **4.7.1** to **4.7.3** below.

Note that prior to submitting a capacity request applicants must also verify, under the conditions of § **2.7.2** above, that the rolling stock used is compatible with the infrastructure of the lines used, with the versions of the Technical Information in force and the local operating instructions (supplemented if necessary by compatibility certificates drawn up by Réseau Ferré France while waiting for these to be updated).

Prior to submitting a capacity request, applicants are also requested to verify the availability of the infrastructure elements made available to them, so that the request may be made in full knowledge of the facts (any extra opening of lines, stations and signal boxes, windows and track possessions, temporary speed limits, etc.).

Specific responsibilities of authorized applicants



Authorized applicants must ensure that they have sufficient resources (human, technical and financial) to manage the organization required (particularly in terms of access to information) for dealing with capacity requests.

In contractual terms authorized applicants shall guarantee that the railway undertakings selected are capable of meeting the traffic timetable they have been sent as regards capacity allocation, other than in exceptional cases for which provision is made in the regulations. To this end the authorized applicant shall pass on the information he possesses to the railway undertaking enabling the latter to deploy trains compatible with the characteristics of the train path allotted and, in particular, to ensure that his train(s) pass the designated landmarks on this train path at the appointed time in each case.

Specific responsibilities of railway undertakings

Regardless of the nature of the applicant, the railway undertaking that will use the train path shall be responsible for only deploying trains compatible with the characteristics of the train path allocated (traction, weight, length, dangerous goods, exceptional consignments, etc.) and, in particular, ensuring that his train(s) pass the designated landmarks on this train path at the appointed time in each case.

If the train path does not have the appropriate characteristics, the applicant, whether railway undertaking or authorized applicant, will have to request that the train path allocated be changed to account for the actual restrictions of the train.

In addition, railway undertakings are responsible for meeting the obligations to provide information prior to running that are laid down in the documents "Provisions concerning traffic management on the national rail network", appended to this document.

*SZ+AZP*

The legal basis for the procedure is the Regulation (EU) No 913/2010 which is binding and entered into force directly by all member states (of course also national Railway act and other related legal acts).

*MÁV+VPE*

2005. CLXXXIII. Law on RailwayTransport  
Network Statement

#### 7.4.4 What conditions shall be satisfied to be an authorized applicant

*RFI*

The conditions are clearly specified in the above mentioned definition (according to the D.Lgs 188/03).

*ADIF*

Article 62.- Royal Decree 2387/2004.



General qualifications for RU.

1. The granting of the license as a railway undertaking to provide any of the services mentioned in the previous article, requires, in any case, that the applicant demonstrates, as provided in the Law 39/2003 and these Regulations (Royal Decree 2387/2004), compliance with the following requirements:

a. Take the form of a corporation, in accordance with Spanish law and without prejudice to the already established, regarding the public company RENFE-Operator, in the third additional measures of the Law 39/2003. In any case, the company must have been established for an indefinite period, their shares shall be nominative and their main goal shall be the provision of railway services.

b. Have the financial capacity to meet its present and future obligations. The requirement for financial capacity will be fulfilled when the entity applying for the license of RU counts on economic resources to cope with the obligations referred to in Article 46 of the Law 39/2003

c. Ensuring the professional competence of its managerial and technical staff and the safety on the services that wants to provide.

d. Must have covered the civil liabilities that may be required.

2. The entities where there are some of the cases referred to in Article 45.3 of the Law 39/2003 shall not be licensed railway undertakings

Article 82. Requirements for obtaining the authorization.

To obtain the authorizations referred to in the preceding article must meet the following requirements:

a. Take the form of a corporation, in accordance with Spanish law, for an indefinite period, and with nominative shares;

b. Not be subject to any of the causes of incapability to have a license RU, set down in Article 45.3 of the Law 39/2003;

c. Make a statement of activity, indicating the type of service and the annual traffic foreseen by applying for capacity;

d. Ensuring the request of capacity for a minimum annual traffic, (trains x Km) and it must be based on traffic level of its statement of activity. It may not, in any case, be less than 50,000 trains x Km;

e. Having, at the time of the beginning of its activities, operational communication systems. Those systems must be capable of delivering information with appropriate conditions of speed and reliability both to the Directorate General of Railways and to the rail infrastructure manager;

g. Sufficient resources to meet the fixed and operational costs, resulting from the operations of its business;

h. Must have covered the civil liabilities that may be required;

*Page 243 / 280*



*RFF*

But the article 4.1.4 here above, no other conditions contrary to the Railway undertakings that should have a license and a safety certificate.

*SZ+AZP*

The condition: the subject shouldn't be / isn't railway undertaking and don't provide the rail transport services. For using the train path on freight corridor this applicant shall appoint the railway undertaking.

*MÁV+VPE*

The conditions are specified in the above mentioned points.

#### 7.4.5 Which organization is responsible for it

*RFI*

The Infrastructure Manager (RFI) and, in case of disagreement, the Regulatory Body.

*ADIF*

Ministry of Public Works

*RFF*

RFF is responsible for it

*SZ+AZP*

Ministry of Infrastructure and Spatial Planning of the Republic of Slovenia and Public Agency of the Republic of Slovenia for Railway Transport.

*MÁV+VPE*

Infrastructure Manager



### 7.4.6 Any other information about this topic

#### *RFI*

In accordance with the national law, the Authorized Applicant is allowed to submit applications only for long-term infrastructure capacity, for the purpose of entering into a Framework Agreement.

#### *ADIF*

- ✓ Law 39/2003, of 17 November, the railway Industry;
- ✓ Royal Decree 2387/2004, of 30 December, the Railway Industry Regulation;
- ✓ Network Statement;

#### *RFF*

No.

#### *SZ+AZP*

In Slovenia the term "authorized applicant" shall be implemented in the national legislation (Regulation (EU) No 913/2010 - with one from the next legal acts changes).

#### *MÁV+VPE*

Network Statement Appendix

## 7.5 Traffic management

### 7.5.1 Introduction

The present document's aim is to set up an overall framework of standard procedures in the traffic management along the freight corridors. These procedures represent the fulfillment of the requirements contained in the EU Regulation (EU Reg. 913/2010), the so-called Freight Regulation in articles 16, 17 and 19. :

*Page 245 / 280*



All IMs and ABs on the RFC6 are members of the association RailNetEurope.

The document "Framework for setting up a freight corridor traffic management system" doesn't suggest exact thresholds and conditions that make the coordination procedures for traffic management necessary; therefore they should be determined by the IMs or ABs on the corridor. The exact knowledge of the state of the traffic is the basis to take correct decisions for the traffic management, both for RUs and IMs, and to possibly estimate the development of the situation in case of disturbances.

The main focus is given to the standardization of communication and coordination of procedures. In addition, the basics to set up a harmonized procedure for traffic management in case of disturbance are described. This RNE Guideline is suitable for the common use on the RFC6, but they must be adjusted and in fact RNE is currently managing an update.

The main issues of the traffic management:

- ✓ Corridor train definition and priority rules;
- ✓ Coordination of traffic management along the corridor and with Terminals;
- ✓ Traffic management in the event of disturbance;
- ✓ Traffic management- in case of deviations from timetable;
- ✓ Punctuality targets and performance objectives;

The following sections describe the way the RFC6 intends to manage the above listed items. The procedures and principles described in this Implementation Plan are a preliminary framework that will be further developed on the basis of a deeper analysis of the RNE offered services and information basis (already delivered Guidelines and other documents, like the "Overview of Priority rules in operations" as well as newly delivered documents and tools, as outcomes of the currently managed RNE projects). RNE recommendations will be applied in so far they are fitting with RFC6 strategy and needs.

### 7.5.2 Pre-arranged train paths for trains running on the corridor

The infrastructure managers of the freight corridors shall jointly define and organize international pre-arranged train paths for freight trains.

The C-OSS defines pre-arranged paths and these paths are offered to freight trains crossing at least one border (Art. 14(4)).

Trains running on these international paths are high priority international freight trains.



### 7.5.3 Priority rules in operations

Legal frame:

- ✓ PaP trains on time have to be kept on time (art 17.3);
- ✓ A common quality standard has to be decided, taking into account the priority rules really applied. (art 17.1);

There is no legal need to apply the same priority rules in the different networks along the corridor, only the target has to be common

General principles of prioritization on RFC6

Commercial target:

The objective of the corridor is, in order not to downgrade the punctuality standard achieved by the RU when declaring their trains "ready for departure", to contract with the different IM control centres the following managing operative modes (Propositions to be tuned and completed by the members at a later stage):

- ✓ Trains starting or running in time (< 6 mn deviation) under PaP label will be kept on time against any other train;
- ✓ Trains running under PaP label with more than 5 mn deviation will be prioritized against any other train having same or smaller maximum speed;
- ✓ Trains running under PaP label with less than 16 mn deviation keep right to run before line closure for a track possession starting shortly after their planned passage;

An interim situation could be accepted, for 2014 only, that, starting from initial national rules in some IM, that "already delayed" passenger trains could have priority on "on time" Corridor PaP trains

The following order of priority of train types will be considered on RFC6:

- a. Emergency trains (breakdown, rescue, fire-fighting trains);
- b. Passenger trains;
- c. Fast freight trains (Speed over 100 km/h);

*Page 247 / 280*



- d. Corridor trains;
- e. Other freight trains;
- f. Service trains;

Along the corridor, every IM has a different legal basis in connection with the priority rules – in some States these rules regulated by the Ministry, but some States it is in the internal rules - so it is hardly possible at this stage to create common priority rules on the corridor.

#### 7.5.4 Coordination of traffic management along the corridor and with terminals

Among the IMs and between the IM and Terminal to coordinate and monitor the traffic, the following RNE IT will be used as a basis:

- ✓ Train Information System (TIS): a web-based application monitoring international traffic on real time and providing historical information through its reporting function; not all involved parties are currently using such a tool, but a roll-out to other partners is foreseen;
- ✓ Traffic Control Centres Communication (TCCCom): the TCCComtool that allows a better communication between cross border dispatching centres;
- ✓ The presented tools and procedures shall be applied for all cross border traffic;

The main strategy is to improve already the existing means in order to ensure that all communication needs are fulfilled and that the used tools are integrated and user-friendly at the maximum possible extent.

- ✓ TIS – Train Information System: as an RNE tool can be useful for the IMs;
- ✓ If all of the members will use TIS, each IM can follow the trains along the corridor;
- ✓ Till the full implementation of the TIS on the whole corridor line, members could use TCCCOM between dispatching centres and „TIS Light“ to inform each other;
- ✓ TIS Light – manual data entry;

Since the Infrastructure Managers are working together, there are existing bilateral agreements. These procedures are in place among Spain – France, France – Italy, Italy – Slovenia, Slovenia – Hungary. Bilateral agreements can be obtained **on demand at C-OSS**.

*Page 248 / 280*





### 7.5.5 Traffic management in the event of disturbance

At first the IM should inform the neighboring IMs and the concerned RU in their own country. These activities are part of the bilateral agreements. However, RFC6 considers that a communication procedure should be in place for informing the COSS in case of:

- ✓ Closure of the line for more than 6 hours;
- ✓ Capacity reduction is more than 50%;
- ✓ Specific major event which is having an impact on the normal flow of traffic on the corridor such as (Tunnel closure, extreme weather conditions, severe accident....);

As soon as the concerned IM will be aware of the existing of a disruption (defined according to the previous cases) affecting a corridor PAP it will immediately inform the PMO who will ensure the corrected communication to the IMs concerned. At this stage we could consider that PMO mail box is inserted in the incident messages sent by IM's.

According to the gravity of the incident (Evaluation of the consequences to the daily business of the applicant) The PMO will communicate with involved applicants and IM's in order to inform and also to find international solutions if needed, when needed.

The communication procedures among IMs, RUs, Terminals and OSS need to be described when the corridor organization will be completely set up if there is a further need comparing to bilateral agreements and procedures.

### 7.5.6 Traffic management- in case of deviations from timetable

New path request in the event of disturbance:

- ✓ In the event of disturbance, when an RU wants to deviate from the pre-arranged path, RU should request a new path and thereby renounce the quality requirements (delay, alternative routes);
- ✓ IM suggests the new path, if the RU accepts, automatically accepts the quality requirements of the new path allocation in operation;
- ✓ In the case of emergency, IM informs the RUs about the circumstances on the way mentioned above;

