



TM P2 2014
Standard information for Traffic Management
Overview & Common Structure template
DRAFT

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Abbreviation and glossary

ADIF	<i>Administrador de Infraestructuras Ferroviarias - Spain</i>
BDK	<i>Banedanmark – Denmark</i>
BLS	<i>BLS AG - Switzerland</i>
CFL	<i>Société Nationale des Chemins de Fer Luxembourgeois - Luxembourg</i>
CFR	<i>Compania Națională de Căi Ferate CFR-SA - Romania</i>
CID	<i>Corridor Information Document</i>
CIP	<i>Corridor Information Platform</i>
DB Netz	<i>DB Netz AG – Germany</i>
EC	<i>European Commission</i>
GYSEV	<i>GySEV / Raabbahn Raab-Oedenburg-Ebenfurter Eisenbahn AG – Austria/Hungary</i>
HŽ	<i>Hrvatske Željeznice Infrastruktura d.o.o - Croatia</i>
IM	<i>Infrastructure Manager</i>
Infrabel	<i>INFRABEL s.a. de droit public - Belgium</i>
JBV	<i>Jernbaneverket - Norway</i>
MAV	<i>MÁV Magyar Államvasutak Zrt. - (MÁV Hungarian State Railways Co.) - Hungary</i>
MŽ	<i>Makedonski Železnici</i>
Network Rail	<i>Network Rail – Great Britain</i>
NRIC	<i>National Railway Infrastructure Company of Bulgaria - Bulgaria</i>
ÖBB	<i>ÖBB Infrastruktur AG - Austria</i>
PKP PLK	<i>PKP PLK - Polskie Linie Kolejowe S.A - Poland</i>
ProRail	<i>ProRail B.V. - Netherlands</i>
IP (REFER)	<i>Infraestruturas de Portugal, S.A. - Portugal</i>
RFC	<i>Rail Freight Corridor</i>
RFI	<i>Rete Ferroviaria Italiana S.p.A. – Italy</i>
RID	<i>Convention concerning International Carriage by Rail</i>
RNE	<i>Rail Net Europe</i>
RU	<i>Railway undertaking</i>
SBB	<i>SBB – Infrastructure – Switzerland</i>
SNCF Réseau	<i>SNCF Réseau – France</i>
SŽ	<i>Slovenske železnice d.o.o. – Slovenia</i>
SŽDC	<i>Správa železniční dopravní cesty, s.o. – Czech republic</i>
TCC	<i>Traffic control center</i>
TM WG	<i>Traffic Management Working Group - RNE</i>
Trafikverket	<i>Trafikverket Swedish Transport Administration – Sweden</i>
UIC	<i>International union of railways</i>
ŽFBH	<i>ŽFBH - Željeznice Federacije Bosne i Hercegovine - Bosnia and Herzegovina</i>
ŽRS	<i>ŽRS - Željeznice Republike Srpske - Bosnia and Herzegovina</i>
ŽS	<i>ŽS - Železnica Srbije – Serbia</i>
ŽSR	<i>Železnice Slovenskej Republiky - Slovakia</i>

Change history

VERSION	AUTHOR	DATE	CHANGES
Final Draft	RNE	28.9.2015	

Foreword

On one side, the RFCs and the IMs are requested to provide the same kind of information to the same recipients: sometimes they have to do it more than once and in different ways; on the other side RNE has already experienced activities where a common structure by which different content should be given has been agreed upon (for example the Network Statement structure) and/or where a common, user-friendly tool to provide this information is made available (for example RNE priority rules in operation webpage).

RNE has started a project with the goal to analyse the situation in the area of traffic management information. The project team, consisting of the representatives from IMs and also RFCs, develops the common structure for providing the traffic management information in a harmonised way in different documents (e.g. CIDs), collected the relevant traffic management information and made proposal for their usage and publication.

In the Part 1 Project Report, the project history and the results made by the project team are described.

The Part 2 Overview is providing the detailed overview about the traffic management information content and structure and the annexes are providing the concrete traffic management information for the RFCs.

The common structure for the traffic management information (as part of RFC CIDs) is defined in the Part 3 Common Structure.

PART 1 – PROJECT REPORT

1 Relevant requirements from the EU Regulation 913/2010

1.1 Article 17 Traffic management in the event of disturbance

1. The management board shall adopt common targets for punctuality and/or guidelines for traffic management in the event of disturbance to train movements on the freight corridor.
2. Each infrastructure manager concerned shall draw up priority rules for the management between the different types of traffic in the part of the freight corridors within the responsibility of that infrastructure manager in accordance with the common targets and/or guidelines referred to in paragraph 1 of this Article. Those priority rules shall be published in the network statement referred to in Article 3 of Directive 2001/14/EC.
3. The principles for establishing the priority rules shall at least provide that the train path referred to in Article 14(3) and (4) allocated to freight trains which comply with their scheduled time in the working timetable shall not be modified, as far as possible. The principles for establishing the priority rules shall aim at minimising the overall network recovery time with regard to the needs of all types of transport. For this purpose, infrastructure managers may coordinate the management between the different types of traffic along several freight corridors.

1.2 Article 18 Information on the conditions of use of the freight corridor

The management board shall draw up, regularly update and publish a document containing:

- (a) all the information contained in the network statement for national networks regarding the freight corridor, drawn up in accordance with the procedure set out in Article 3 of Directive 2001/14/EC;
- (b) the list and characteristics of terminals, in particular information concerning the conditions and methods of accessing the terminals;
- (c) the information concerning the procedures referred to in Articles 13 to 17 of this Regulation; and
- (d) the implementation plan.

2 List of relevant topics

The group has discussed the several topics related to Traffic Management. In the table below, the list of relevant topics and their usage are described.

Table 1 List of relevant topics

Topic	Content	Availability
Border section information	<i>General information about border section</i>	
Border crossing	<i>Infrastructure features and operational rules relevant for the border sections along the corridor</i>	<i>See Part 2 Overview section 2.1 and Annex 9.1.1</i>
Traffic management	<i>Existing bi or multilateral agreements (including safety issues)</i>	<i>See Part 2 Overview section 2.2 and Annex 9.1.2</i>
Priority rules in traffic management	<i>Common priority rules or principle at corridor level (if existing) and/or national priority rules</i>	<i>See RFC or RNE website</i>
Traffic management in event of disturbance	<i>General information about traffic management in case of disturbance</i>	
Communication	<i>Agreed procedures for communication between TCCs in case of disturbance</i>	<i>See RFC or RNE website (Guidelines under construction)</i>
Operational scenarios on border in case of disturbances	<i>Operational scenarios in case of disturbance (including alternative routes)</i>	<i>See Part 2 Overview section 3.2 and annex 9.1.3</i>
Traffic restrictions	<i>Where to find or whom to ask for information about traffic restrictions</i>	<i>See RFC or IM website</i>
Dangerous goods	<i>Usage of RID regulation or description of rules</i>	<i>See Part 2 Overview section 5 and annex 9.2.1</i>
Exceptional transport	<i>Usage of the UIC Leaflet 502-1 regulation or description of rules; national contacts</i>	<i>See Part 2 Overview section 6 and annex 9.2.2</i>
Contacts	<i>Name, phone contact, email, working time (OSS contact person)</i>	<i>See Part 2 Overview section 7</i>
IT tools	<i>List of relevant IT tools</i>	<i>See RFC or RNE website</i>

In the first step, these information are provided only for the border sections directly linked to the RFCs.

Table 2 List of RFC related border sections

RFC	Border station	IM 1	IM 2
1 Rhine - Alpine	Basel Bad Bf - Basel SBB PB	DBNetz	SBB
1 Rhine - Alpine	Brig-Domodossola	BLS/SBB	RFI
1 Rhine - Alpine	Chiasso	SBB	RFI
1 Rhine - Alpine	Domo II	BLS/SBB	RFI
1 Rhine - Alpine	Kaldenkirchen-Velno	Prorail	DBNetz
1 Rhine - Alpine	Luino	SBB	RFI
1 Rhine - Alpine	Hergenrath-Aachen Sud	Infrabel	DBNetz
1 Rhine - Alpine	Montzen-Aachen West	Infrabel	DBNetz
1 Rhine - Alpine	Zevenaer Ost-Emmerich	Prorail	DBNetz
2 NorthSea - Med	Aubange -Mont-Saint-Martin	Infrabel	SNCF Réseau
2 NorthSea - Med	Aulnoye-Quévy	Infrabel	SNCF Réseau
2 NorthSea - Med	Autelbas-Kleinbettingen	Infrabel	CFL
2 NorthSea - Med	Baisieux-Froyennes	Infrabel	SNCF Réseau
2 NorthSea - Med	Bettembourg -Zoufftgen	SNCF Réseau	CFL
2 NorthSea - Med	Erquelinnes – Jeumont	Infrabel	SNCF Réseau
2 NorthSea - Med	Essen Grens-Roosendaal	Prorail	Infrabel
2 NorthSea - Med	Moeskroen Grens - Tourcoing	Infrabel	SNCF Réseau
2 NorthSea - Med	Pétange-Longwy	SNCF Réseau	CFL
2 NorthSea - Med	Rodange-Aubange	Infrabel	CFL
2 NorthSea - Med	St.Louis Frontière-Basel St.Johann	SNCF Réseau	SBB
2 NorthSea - Med	Thionville	SNCF Réseau	CFL
3 Scan-Med	Brenner	ÖBB	RFI
3 Scan-Med	Copenhagen - Malmö	Trafikverket	BDK
3 Scan-Med	Kieferfelden-Kufstein	DBNetz	ÖBB
3 Scan-Med	Manschen	BDK	DB Netz
3 Scan-Med	Padborg-Flensburg	BDK	DBNetz

RFC	Border station	IM 1	IM 2
3 Scan-Med	Thörl-Maglern - Tarvisio-Boscoverde	ÖBB	RFI
4 Atlantic	Badajoz-Elvas	ADIF	REFER
4 Atlantic	Fuentes de Oñoro - Vilar Formoso	ADIF	REFER
4 Atlantic	Hendaye-Irún	SNCF Réseau	ADIF
5 Baltic - Atlantic	Thörl-Maglern - Tarvisio-Boscoverde	ÖBB	RFI
5 Baltic - Atlantic	Chałupki - Bohumín	PKP PLK	SŽDC
5 Baltic - Atlantic	Jesenice - Rosenbach	ÖBB	SŽ
5 Baltic - Atlantic	Jesenice (station)	ÖBB	SŽ
5 Baltic - Atlantic	Międzylesie - Lichkov	PKP PLK	SŽDC
5 Baltic - Atlantic	Sentilj - Spielfeld-Straß	ÖBB	SŽ
5 Baltic - Atlantic	Skalité – Zwardoń	PKP PLK	ŽSR
5 Baltic - Atlantic	Zebrzydowice- Petrovice u Karviné	PKP PLK	SŽDC
5 Baltic - Atlantic	Villa Opicina-Sezana	SŽ	RFI
5 Baltic - Atlantic	Bernhardsthal - Břeclav	SŽDC	ÖBB
5 Baltic - Atlantic	Devínska Nová Ves – Marchegg	ÖBB	ŽSR
5 Baltic - Atlantic	Kittsee - Bratislava Petralka	ÖBB	ŽSR
5 Baltic - Atlantic	Čadca - Mosty u Jablunkova	SŽDC	ŽSR
6 - Mediterranean	Villa Opicina-Sezana	SŽ	RFI
6 - Mediterranean	Figueres-Perpignan (TP Ferro)	SNCF Réseau	ADIF
6 - Mediterranean	Hodos-Oriszentpéter	MÁV	SŽ
6 - Mediterranean	Modane	RFI	SNCF Réseau
6 - Mediterranean	Portbou-Cerbère	SNCF Réseau	ADIF
6 - Mediterranean	Ventimiglia	RFI	SNCF Réseau
7 Orient - East/Med	Bernhardsthal - Břeclav	SŽDC	ÖBB
7 Orient - East/Med	Devínska Nová Ves – Marchegg	ÖBB	ŽSR
7 Orient - East/Med	Kittsee - Bratislava Petralka	ÖBB	ŽSR
7 Orient - East/Med	Biharkeresztes-Episcopia Bihor	MÁV	CFR
7 Orient - East/Med	Giurgiu-Giurgiu Border	CFR	NRIC
7 Orient - East/Med	Goleşti /-Vidin	CFR	NRIC

RFC	Border station	IM 1	IM 2
7 Orient - East/Med	<i>Hegyeshalom - Nickelsdorf</i>	<i>MÁV</i>	<i>ÖBB</i>
7 Orient - East/Med	<i>Komarno-Komárom</i>	<i>ŽSR</i>	<i>MÁV</i>
7 Orient - East/Med	<i>Kulata-Promachonas</i>	<i>NRIC</i>	<i>OSE</i>
7 Orient - East/Med	<i>Kúty – Lanžhot</i>	<i>SŽDC</i>	<i>ŽSR</i>
7 Orient - East/Med	<i>Lőkösháza-Curtici</i>	<i>MÁV</i>	<i>CFR</i>
7 Orient - East/Med	<i>Rusovce-Rajka</i>	<i>ŽSR</i>	<i>Gysev</i>
7 Orient - East/Med	<i>Schattendorf-Sopron</i>	<i>ÖBB</i>	<i>Gysev</i>
7 Orient - East/Med	<i>Štúrovo – Szob</i>	<i>ŽSR</i>	<i>MÁV</i>
7 Orient - East/Med	<i>Svilengrad - Ormenio</i>	<i>NRIC</i>	<i>OSE</i>
7 Orient - East/Med	<i>Wolkaprodersdorf-Sopron</i>	<i>ÖBB</i>	<i>Gysev</i>
8 NorthSea - Baltic	<i>Hergenrath-Aachen Sud</i>	<i>Infrabel</i>	<i>DBNetz</i>
8 NorthSea - Baltic	<i>Montzen-Aachen West</i>	<i>Infrabel</i>	<i>DBNetz</i>
8 NorthSea - Baltic	<i>Zevenaar Ost-Emmerich</i>	<i>Prorail</i>	<i>DBNetz</i>
8 NorthSea - Baltic	<i>Bad Bentheim-Oldenzaal</i>	<i>Prorail</i>	<i>DBNetz</i>
8 NorthSea - Baltic	<i>Bad Schandau - Děčín</i>	<i>DBNetz</i>	<i>SŽDC</i>
8 NorthSea - Baltic	<i>Horka Gbf - Węgliniec</i>	<i>PKP PLK</i>	<i>DBNetz</i>
8 NorthSea - Baltic	<i>Rzepin-Frankfurt(Oder)</i>	<i>PKP PLK</i>	<i>DBNetz</i>
8 NorthSea - Baltic	<i>Schöna - Dolní Žleb</i>	<i>DBNetz</i>	<i>SŽDC</i>
8 NorthSea - Baltic	<i>Trakiszki – Mockava</i>	<i>PKP PLK</i>	<i>LitRail</i>
9 Czech - Slovak	<i>Čadca - Mosty u Jablunkova</i>	<i>SŽDC</i>	<i>ŽSR</i>
9 Czech - Slovak	<i>Lúky pod Makytou – Horní Lideč</i>	<i>SŽDC</i>	<i>ŽSR</i>

3 Deliverables

The main deliverables of this project are:

- » **Project report** – Part 1 of this document
 - Providing the information about project goals, conclusions and recommendation of the project group concerning the usage, updating and publication of project results,
- » **Overview general operational information on RFCs** – Part 2 of this document
 - Providing the overview about collected information (structure, parameters, completeness),
- » **Detailed operational information on RFCs** – Part 2 Annexes of this document
 - Providing all detailed information for each border section relevant for RFCs,
- » **Common structure** – Part 3 of this document
 - Describing the Common structure for publishing the traffic management information within RFCs related documents (e.g. CID).

4 Conclusion & recommendations

On one side, the RFCs and the IMs are requested to provide the same kind of information to the same recipients: sometimes they have to do it more than once and in different ways; on the other side RNE has already experienced activities where a common structure by which different content should be given has been agreed upon (for example the Network Statement structure) and/or where a common, user-friendly tool to provide this information is made available (for example RNE priority rules in operation webpage).

Therefore, RNE has started the project Traffic Management Information, which purpose was to define:

- » the topics to be published in a standardise way
- » the way how to publish these topics
- » the target groups

Topics and target groups

Part 2 of the deliverable contains the actual information (as described in the Table 1 of this document) and should be published in RNE website for IMs and RUs.

In order to avoid the double work, group has agreed, that if the information listed in this document are already available in some other document or platform (e.g. CID or CIP), direct link to this document/platform should be done. This will also facilitate the updating of the data.

Part 3 of the document defines a common structure and will be delivered to the RFCs which they have to follow in their CID (corridor information document) and/or any other document/tool used to provide their traffic management information.

Publishing

The approach how the overview (structured document containing the data collected – Part 2) should be published was discussed and the following decisions were taken:

- A short summary document will be provided and made available in RNE web site (Part 2 Overview – Sections 1 - 9)
- In the same web site the detailed data will be made available (Part 2 Annexes – xls documents)

It was decided that the publication of information should follow a two steps:

- By 2016 - the overview will be published in the RNE website as described above; the RFCs will use the new structure for TM information in their CIDs for the year 2018 and they can also display a link to RNE's overview
- From 2016 – two alternatives were discussed:
 - MEDIUM TERM: RNE Website / RFC websites

It was discussed if a creation of a database with search function is possible and advisable (as for the priority rules in operation: in a first moment only the document in pdf was published in RNE website and after a database with search function was created).

- LONG TERM: CIP

It was discussed, that the above structure can be integrated into CIP and until this is developed RNE webpage and/or use of CID might remain available.

- As it is intended, that all the RFCs will join the CIP and CIP development has already started, group has decided, that no medium term solution is needed. For corridors not joining CIP, RNE website and CID will still be an option.

The information from Part 2, including annexes, will be after approval by RNE GA published on RNE website and regularly updated, until the CIP will not be available.

Updating

The Part 2 Overview also contains the update procedure (Part 2 section 8). This update procedure is drawn up on the basis of the existing update procedure of the priority rules web page, with the following differences:

- Update will be done corridor-wise (list of RFCs responsible persons – Part 2 Section 7)
- The deadline for the yearly update depends on the RFCs existing procedure to update the TM information. Survey to check these procedures was done and based on the survey, it was agreed, that updated information will be published on the same day, as deadline for publishing the CIDs, which is second Monday of January.

5 Contacts

Persons listed in the table below were the members of the project team, which has defined the structure and content of this document (excluding Part 2 Annexes). In case, the revision or changes to this document (especially Part 3) are needed, they can be contacted and project team will be reestablished.

Table 3 Members of the project team

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PART 2 – OVERVIEW

1 Introduction

On one side, the RFCs and the IMs are requested to provide the same kind of information to the same recipients: sometimes they have to do it more than once and in different ways; on the other side RNE has already experienced activities where a common structure by which different content should be given has been agreed upon (for example the Network Statement structure) and/or where a common, user-friendly tool to provide this information is made available (for example RNE priority rules in operation webpage).

This document is providing the detailed overview about the traffic management information content and structure and the annexes are providing the concrete traffic management information for the RFCs related border sections.

Table 4 List of traffic management information

Topic	Content	Availability
Border crossing	<i>Infrastructure features and operational rules relevant for the border sections along the corridor</i>	<i>See Part 2 Overview section 2.1 Border Section and Annex 9.1.1</i>
Traffic management	<i>Existing bi or multilateral agreements (including safety issues)</i>	<i>See Part 2 Overview section 2.2 Border Agreements and Annex 9.1.2</i>
Operational scenarios on border in case of disturbances	<i>Operational scenarios in case of disturbance (including alternative routes)</i>	<i>See Part 2 Overview section 3.2 Operational scenarios and annex 9.1.3</i>
Dangerous goods	<i>Usage of RID regulation or description of rules</i>	<i>See Part 2 Overview section 5 Dangerous goods and annex 9.2.1</i>
Exceptional transport	<i>Usage of the UIC Leaflet 502-1 regulation or description of rules; national contacts</i>	<i>See Part 2 Overview section 6 Exceptional transport and annex 9.2.2</i>
Contacts	<i>Name, phone contact, email, working time (OSS contact person)</i>	<i>See Part 2 Overview section 7 Contacts</i>

2 General information – summaries

In the tables below, the overview of the availability, completeness and reliability of provided information within this document are listed.

Explanation of the colors used in the table:

Green color – the data are provided, up to date and complete

Yellow color – the data are partially provided (some information may be missing, or may not be up to date)

Red color – no information are provided

Table 5 Status of Corridor related information

RFC (s)	Border section	IM 1	IM 2	Border agreements level 1	Border agreements level 2	Border section info	Operational scenarios
1 - Rhine-Alpine	Basel Bad Bf - Basel SBB PB	DBNetz	SBB	Complete	Complete	Complete	Complete
1 - Rhine-Alpine	Brig-Domodossola	BLS/SBB	RFI	Complete	Complete	Complete	Complete
1 - Rhine-Alpine	Chiasso	SBB	RFI	Complete	Complete	Complete	Complete
1 - Rhine-Alpine	Domo II	BLS/SBB	RFI	Complete	Complete	Complete	Complete
1 - Rhine-Alpine	Kaldenkirchen-Velno	Prorail	DBNetz	Complete	Complete	Complete	Complete
1 - Rhine-Alpine	Luino	SBB	RFI	Complete	Complete	Complete	Complete
1 - Rhine-Alpine	Hergenrath-Aachen Sud	Infrabel	DBNetz	Complete	Complete	Complete	Complete
1 - Rhine-Alpine	Montzen-Aachen West	Infrabel	DBNetz	Complete	Complete	Complete	Complete
1 - Rhine-Alpine	Zevenaar Ost-Emmerich	Prorail	DBNetz	Complete	Complete	Complete	Complete
2 - North Sea-Med	Aubange -Mont-Saint-Martin	Infrabel	SNCF Réseau	Complete	Complete	Complete	Complete
2 - North Sea-Med	Aulnoye-Quévy	Infrabel	SNCF Réseau	Complete	Complete	Complete	Complete
2 - North Sea-Med	Autelbas-Kleinbettingen	Infrabel	CFL	Complete	Complete	Complete	Complete
2 - North Sea-Med	Baisieux-Froyennes	Infrabel	SNCF Réseau	Complete	Complete	Complete	Complete
2 - North Sea-Med	Bettembourg -Zoufftgen	SNCF Réseau	CFL	Complete	Complete	Complete	Complete
2 - North Sea-Med	Erquennes - Jeumont	Infrabel	SNCF Réseau	Complete	Complete	Complete	Complete
2 - North Sea-Med	Essen Grens-Roosendaal	Prorail	Infrabel	Complete	Complete	Complete	Complete
2 - North Sea-Med	Mouscron - Tourcoing	Infrabel	SNCF Réseau	Complete	Complete	Complete	Complete
2 - North Sea-Med	Pétange-Longwy	SNCF Réseau	CFL	Complete	Complete	Under construction	Complete
2 - North Sea-Med	Rodange-Aubange	Infrabel	CFL	Complete	Complete	Complete	Complete
2 - North Sea-Med	St.Louis Frontière-Basel St.Johann	SNCF Réseau	SBB	Complete	Complete	Complete	Complete
3 Scan-Med	Brenner	ÖBB	RFI	Complete	Complete	Complete	Complete
3 Scan-Med	Copenhagen - Malmö	Trafikverket	BDK	Under construction	Under construction	Complete	Complete
3 Scan-Med	Kieferfelden-Kufstein	DBNetz	ÖBB	Complete	Complete	Complete	Complete
3 Scan-Med	Tønder - Niebüll	BDK	DB Netz	Complete	Complete	Complete	Complete

RFC (s)	Border section	IM 1	IM 2	Border agreements level 1	Border agreements level 2	Border section info	Operational scenarios
3 Scan-Med	Padborg-Flensburg	BDK	DBNetz	Complete	Complete	Complete	Complete
3 Scan-Med	Thörl-Maglam - Tarvisio-Boscoverde	ÖBB	RFI	Complete	Complete	Complete	Complete
4 - Atlantic	Badajoz-Elvas	ADIF	REFER	Under construction	Under construction	Under construction	Under construction
4 - Atlantic	Fuentes de Oñoro - Vilar Formoso	ADIF	REFER	Under construction	Under construction	Under construction	Under construction
4 - Atlantic	Hendaye-Irún	SNCF Réseau	ADIF	Complete	Complete	Complete	Complete
5 -Baltic-Atlantic	Thörl-Maglam - Tarvisio-Boscoverde	ÖBB	RFI	Complete	Complete	Complete	Complete
5 -Baltic-Atlantic	Chałupki - Bohumín	PKP PLK	SZDC	Complete	Complete	Complete	Complete
5 -Baltic-Atlantic	Jesenice - Rosenbach	ÖBB	SZ	Complete	Complete	Complete	Under construction
5 -Baltic-Atlantic	Międzylesie -Lichkov	PKP PLK	SZDC	Complete	Complete	Complete	Complete
5 -Baltic-Atlantic	Sentilj - Spielfeld-Straß	ÖBB	SZ	Complete	Complete	Complete	Complete
5 -Baltic-Atlantic	Skalité – Zwardoń	PKP PLK	ZSR	Complete	Complete	Complete	Complete
5 -Baltic-Atlantic	Zebrzydowice- Petrovice u Karviné	PKP PLK	SZDC	Complete	Complete	Complete	Complete
5 -Baltic-Atlantic	Villa Opicina-Sezana	SZ	RFI	Complete	Complete	Complete	Complete
5 -Baltic-Atlantic	Bernhardsthal - Břeclav	SZDC	ÖBB	Complete	Complete	Complete	Complete
5 -Baltic-Atlantic	Devínska Nová Ves – Marchegg	ÖBB	ZSR	Complete	Complete	Complete	Complete
5 -Baltic-Atlantic	Kittsee - Bratislava Petržalka	ÖBB	ZSR	Complete	Complete	Complete	Complete
5 -Baltic-Atlantic	Čadca - Mosty u Jablunkova	SZDC	ZSR	Complete	Complete	Complete	Complete
6 – Mediterranean	Villa Opicina-Sezana	SZ	RFI	Complete	Complete	Complete	Complete
6 –Mediterranean	Figueres-Perpignan (TP Ferro)	SNCF Réseau	ADIF	Complete	Under construction	Under construction	Under construction
6 – Mediterranean	Hodos-Oriszentpéter	MÁV	SZ	Complete	Complete	Complete	Under construction
6 – Mediterranean	Modane	RFI	SNCF Réseau	Complete	Under construction	Complete	Complete
6 – Mediterranean	Portbou-Cerbère	SNCF Réseau	ADIF	Complete	Under construction	Under construction	Under construction
6 – Mediterranean	Ventimiglia	RFI	SNCF Réseau	Complete	Under construction	Complete	Complete
7 - Orient-East/Med	Bernhardsthal - Břeclav	SZDC	ÖBB	Complete	Complete	Complete	Complete
7 - Orient-East/Med	Devínska Nová Ves – Marchegg	ÖBB	ZSR	Complete	Complete	Complete	Complete
7 - Orient-East/Med	Kittsee - Bratislava Petržalka	ÖBB	ZSR	Complete	Complete	Complete	Complete
7 - Orient-East/Med	Biharkeresztes-Episcopia Bihor	MÁV	CFR	Under construction	Under construction	Under construction	Under construction
7 - Orient-East/Med	Giurgiu-Giurgiu Border	CFR	NRIC	Under construction	Under construction	Under construction	Under construction
7 - Orient-East/Med	Golenți /-Vidin	CFR	NRIC	Under construction	Under construction	Under construction	Under construction
7 - Orient-East/Med	Hegyeshalom - Nickelsdorf	MÁV	ÖBB	Not applicable	Complete	Complete	Complete
7 - Orient-East/Med	Komarno-Komárom	ZSR	MÁV	Complete	Complete	Complete	Complete
7 - Orient-East/Med	Kulata-Promachonas	NRIC	OSE	Under construction	Under construction	Under construction	Complete
7 - Orient-East/Med	Kúty - Lanžhot	SZDC	ZSR	Complete	Complete	Complete	Complete

RFC (s)	Border section	IM 1	IM 2	Border agreements level 1	Border agreements level 2	Border section info	Operational scenarios
7 - Orient-East/Med	Lőkösháza-Curtici	MÁV	CFR	Not applicable	Complete	Complete	Complete
7 - Orient-East/Med	Rusovce-Rajka	ŽSR	Gysev	Under construction	Under construction	Under construction	Complete
7 - Orient-East/Med	Štúrovo - Szob	ŽSR	MÁV	Complete	Complete	Complete	Complete
7 - Orient-East/Med	Svilengrad - Ormenio	NRIC	OSE	Under construction	Under construction	Under construction	Under construction
8 - NorthSea-Baltic	Hergenrath-Aachen Sud	Infrabel	DBNetz	Complete	Complete	Complete	Complete
8 - NorthSea-Baltic	Montzen-Aachen West	Infrabel	DBNetz	Complete	Complete	Complete	Complete
8 - NorthSea-Baltic	Zevenaar Ost-Emmerich	Prorail	DBNetz	Complete	Complete	Complete	Complete
8 - NorthSea-Baltic	Bad Bentheim-Oldenzaal	Prorail	DBNetz	Complete	Complete	Complete	Complete
8 - NorthSea-Baltic	Bad Schandau - Děčín	DBNetz	SŽDC	Complete	Complete	Complete	Complete
8 - NorthSea-Baltic	Horka Gbf - Węgliniec	PKP PLK	DBNetz	Complete	Complete	Complete	Complete
8 - NorthSea-Baltic	Rzepin-Frankfurt(Oder)	PKP PLK	DBNetz	Complete	Complete	Complete	Complete
8 - NorthSea-Baltic	Trakiszki – Mockava	PKP PLK	LitRail	Complete	Complete	Complete	Under construction
9-Czech-Slovak	Čadca - Mosty u Jablunkova	SŽDC	ŽSR	Complete	Complete	Complete	Complete
9-Czech-Slovak	Lúky pod Makytou – Horní Lideč	SŽDC	ŽSR	Complete	Complete	Complete	Complete

Table 6 Status of IM related information

IM	Exceptional transport information	Dangerous goods information
ADIF	Under construction	Under construction
BDK	Complete	Complete
BLS	Complete	Complete
CFL	Complete	Complete
CFR	Under construction	Under construction
DB Netz	Complete	Complete
HŽ	Complete	Complete
Infrabel	Complete	Complete
JBV	Under construction	Under construction
MAV	Complete	Complete
MŽ	Under construction	Under construction
Network Rail	Under construction	Under construction
NRIC	Under construction	Under construction
ÖBB	Complete	Complete
PKP PLK	Complete	Complete
ProRail	Complete	Complete
REFER	Under construction	Under construction
RFI	Complete	Complete
SBB	Complete	Complete
SNCF	Under construction	Complete
SŽ	Complete	Complete
SŽDC	Complete	Complete
Trafikverket	Under construction	Under construction
ŽFBH	Under construction	Under construction
ŽRS	Under construction	Under construction
ŽS	Under construction	Under construction
ŽSR	Complete	Complete

2.1 Border information

For each RFCs related border section, the following information are provided:

- Border Section – line to/via when relevant
- Parameters on lines
 - Train weight (in tons)
 - Total train length - limit (in meters)
 - Type of engine (E= electric; D= diesel; B= both)
 - Number of tracks
 - Profile
 - Loading gauge
 - Vehicle gauge
 - Speed km/h
 - Axle load
 - Other
- Relevant rules for border station
- Language
 - Language 1
 - Language 2
- Possibilities running through the border
 - Administrative
 - Technical
- Break down of the system
 - Communication failures
 - Safety system failure
- Remarks

The actual information for all RFCs related border sections can be found in Annex 9.1.1

2.2 Border agreements

The 2 levels of border agreements were identified:

- » Level 1 – border agreements on the state (ministerial) and/or IM level
- » Level 2 – border agreements related to the single border section

For both border agreements level 1 and level 2, the following information are provided:

- » Title of the border agreement
- » Description
- » Validity from
- » Language
 - Language 1
 - Language 2
 - Language 3
- » Contact persons
 - IM1 (Name and Address)
 - IM2 (Name and Address)

The actual information about border agreements can be found in Annex 9.1.2.

3 Traffic Management in case of disturbance

3.1 Communication (ref. Guidelines under construction)

Communication procedures in case of disturbances are not covered within this document. They can be found on RNE website, in the document Guidelines for Communication and cooperation between traffic control centers (currently under development – link will be provided as soon as available).

3.2 Operational scenarios

For each RFCs related border section, the following information are collected:

- Line to/ via/ direction/ sub-section when relevant
- Timeframe to inform the RUs in minutes
- Expected time of restriction
- Re-routing via pre-defined lines (indication of the new route)
 - Parameters on lines
 - Train weight (in tons)
 - Total train length - limit (in meters)
 - Type of engine (E= electric; D= diesel; B= both)
 - Number of tracks
 - Profile
 - Loading gauge
 - Vehicle gauge
 - Speed km/h
 - Axle load
 - Train Control system
 - Other

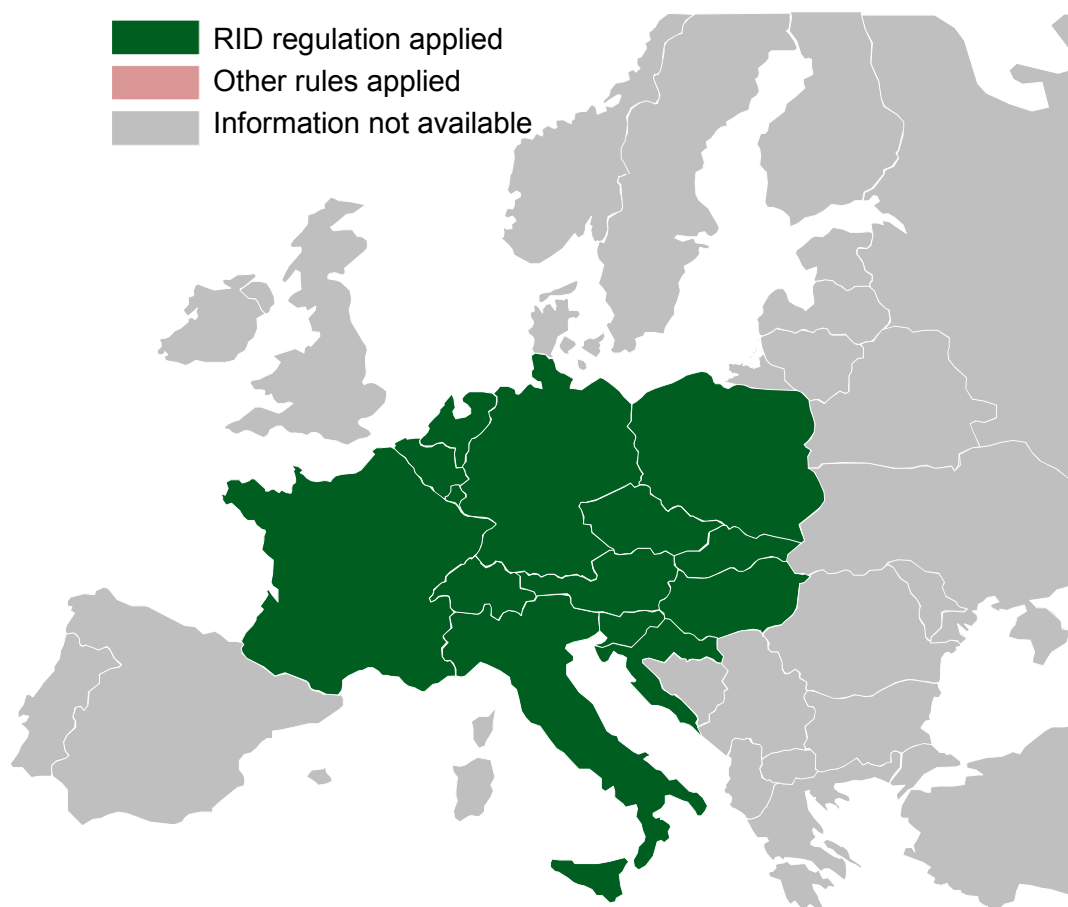
The actual information about operational scenarios for all RFCs related border sections can be found in Annex 9.1.3

4 Traffic restrictions

Information about actual restrictions can be found on the IMs and/or RFCs website.

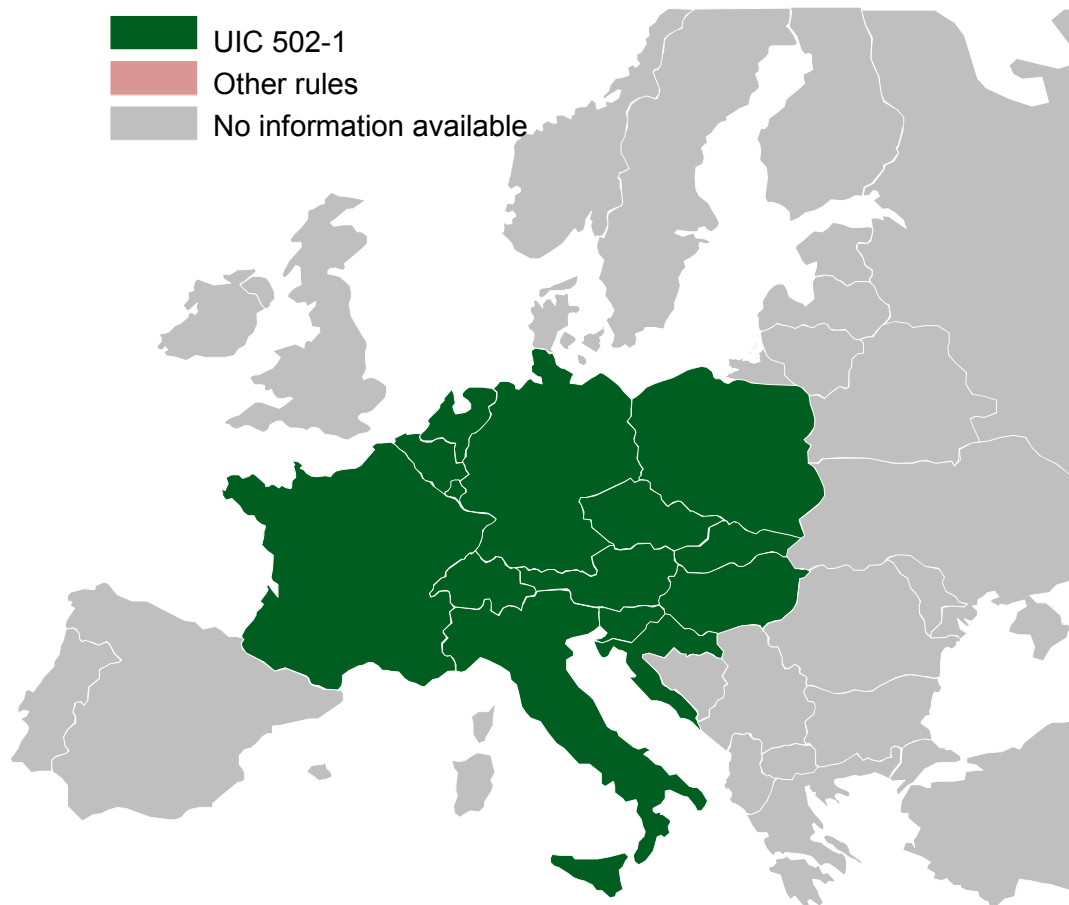
5 Dangerous goods

On the map below, the overview about rules applied by each single IM for dangerous goods transport is provided. The detailed information concerning the dangerous goods transport per each IM can be found in Annex 9.2.1.



6 Exceptional transport

On the map below, the overview about rules and definition of exceptional transport within each single IM company is provided. The detailed information concerning the exceptional transport per each IM can be found in Annex 9.2.2.



7 Contacts

The following representatives of RFCs are responsible for the updates of the traffic management information provided in the annexes of this document.

RFC	Contact person	Email
RFC 1	<i>Karl Guntern</i>	karl.guntern@sbb.ch
RFC 2	<i>Eric Guenther</i>	eric.guenther@reseau.sncf.fr
RFC 3		
RFC 4		
RFC 5	<i>Not yet fixed</i>	
RFC 6	<i>Istvan Pakozdi</i>	i.pakozdi@railfreightcorridor6.eu
RFC 7	<i>Laszlo Molnar</i>	molnar.laszlo6@mav.hu
RFC 8	<i>Ann Verstraelen</i>	ann.verstraelen@infrabel.be
RFC 9		

8 Update procedure

The aim of this procedure is to avoid the delivery of different updates chronologically too close to each other while ensuring correctness of the displayed information.

The change in nationally and internationally applied to rules relevant to traffic management, to infrastructural features or technological equipment happens rather seldom, therefore the it is sufficient to allow the modification of the Overview **once a year only**.

Modifications not communicated in due time or occurring after the decided deadline (see below) will be reflected in the following yearly update.

8.1 Actors involved and responsibilities

The actors involved in this procedure are:

- » RNE responsible person (afterwards “RNE”)
- » IM responsible persons (afterwards “IMs”), appointed by each IM – listed in section 7
- » RFCs responsible persons (afterwards “RFCs”), appointed by each IM – listed in section 7

RFCs are generally responsible of communicating to RNE every modification relevant for the information contained in the Overview. IMs support the RFCs representatives. This approach was chosen because most RFCs already have in place procedures to update Traffic Management-related information pertinent to the RFC itself.

In case of border section belonging to more than one RFCs, both RFCs can provide the relevant data. RNE will check the coherency of the received information and take the necessary actions to grant it.

If the modifications exclusively concern the RFCs own information, they are automatically accepted by RNE. The same is valid for minor modifications which do not change the meaning of the document (layout, grammar, editing ...).

Should an IM or RFC require a major modification of the document, this modification shall be done according to the RNE general rules for document update and modification and the procedure described here is no more applicable.

RNE is responsible to apply the required modifications on all materials (Overview, web-page ...) and to take care of the technical maintenance of the web-page according to defined service levels.

8.2 Phases of the procedure

This procedure consists of 5 steps:

1. RNE shall send a reminder to the RFCs 10 weeks before the deadline for delivering the yearly update
2. The RFCs who realize that a change in the document is needed or that its priority rules in operations have been changed must communicate this change to RNE within 4 weeks. For delivering the yearly update the form (Annex 10) should be sent to the following e-mail address: ivana.tomekova@rne.eu

3. During the next 4 weeks RNE will apply the required modifications (asking for clarifications and/or explanations to RFCs if needed)
4. RNE delivers the updated overview to IMs and RFCs who should check it within 2 weeks
5. Delivering of the new version and update of the web-page on the fixed date

8.3 Deadlines

The deadline for the update described in this document corresponds to the deadline for publishing of CIDs, which is 2nd Monday of January.

For 2017-2018, the calendar will be:

- » Reminder: 31.10.2016
- » Deadline for change request: 28.11.2016
- » Update publication: 9.1.2017

9 Annexes – detailed tables (xlsx)

The data displayed in these annexes are only examples. All detailed traffic management information on concrete border section can be found in the separate excel file.

It is not advisable, to print the Annexes in this format. But if printing, be aware, that following pages are formatted for A3 paper size.

9.1 Corridor-related

9.1.1 Border section information

RFC (s)	Border section	IM 1	IM 2	line to/ via when relevant	Train weight ⁵ (in tons)	Total train length - limit	Parameters on lines								Relevant rules for border station	Language		Possibilities running through the border		Break down of the system		Remarks
							Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Other		Language 1	Language 2	administrative	technical	Communication failure	Safety system failure	
1 - Rhine-Alpine	Basel Bad Bf - Basel SBB PB	DBNetz	SBB		2000	600	B	4	P/C 80/405	Loading gauge of Swiss railways	G1 (Multina t. Gauge)	70 km/h	D 4 (22,5 t)		Radio switching point: GSM-R (D) and GSM-R (CH) at the track (signposted locally)	German	-					
1 - Rhine-Alpine	Brig-Domodoss ola	BLS/SBB	RFI	To Gallarate via Arona	1600	600	Electric: 15kV, 16 2/3 Hz on SBB/BLS side and 3000V AC on RFI side	2	P/C 50/341	Loading gauge of Swiss railways	Upon request	110 / 120	22,5t D4L - 8t/m			-	-					
				To Novara via Borgoman ero	1600	575	Electric: 15kV, 16 2/3 Hz on SBB/BLS side and 3000V AC on RFI side	2	P/C 80/405	Loading gauge of Swiss railways	Upon request	111 / 120	22,5t D4L - 8t/m			-	-					
1 - Rhine-Alpine	Chiasso	SBB	RFI	Chiasso-Seregno via Monte Olimpino	1600	600	Electric: 15kV, 16 2/3 Hz on SBB side and 3000V AC on RFI side	2	P/C 60/390	G1 (Multinat. Gauge)	Upon request	120 / 125 / 135 / 155	22,5t D4 - 8t/m			-	-					
1 - Rhine-Alpine	Domo II	BLS/SBB	RFI	To Gallarate via Arona	1600	600	Electric: 15kV, 16 2/3 Hz on SBB/BLS side and 3000V AC on RFI side	2	P/C 50/341	Loading gauge of Swiss railways	Upon request	110 / 120	22,5t D4L - 8t/m			-	-					
				To Novara via Borgoman ero	1600	575	Electric: 15kV, 16 2/3 Hz on SBB/BLS side and 3000V AC on RFI side	2	P/C 80/405	Loading gauge of Swiss railways	Upon request	111 / 120	22,5t D4L - 8t/m			-	-					
1 - Rhine-Alpine	Kaldenkirc hen-Velno	Prorail	DBNetz		RU responsi bility	600	Electric: NL 1500 DC-400m no catenary-DE 15000 AC	7	P/C 80/410		Upon request	100	22,5t D4L - 8t/m		No speed limit but 5 minutes obligatory stopping time (1500 DC to 15000 AC and vv)	Dutch	German		No speed limit but 5 minutes obligatory stopping time (1500 DC to 15000 AC and vv)			
1 - Rhine-Alpine	Luino	SBB	RFI		1600	600	Electric: 15kV, 16 2/3 Hz on SBB side and 3000V AC on RFI side	1	P/C 50/364	Loading gauge of Swiss railways	G1 (Multina t. gauge until Pino/Ra nzo confine border), RFI: upon request	100 / 105	22,5t D4L - 8t/m			-	-					

RFC (s)	Border section	IM 1	IM 2	line to/ via when relevant	Train weight ⁵ (in tons)	Total train length - limit	Type of engine (E= electric; D= diesel; B= both)	Parameters on lines							Relevant rules for border station	Language		Possibilities running through the border		Break down of the system		Remarks
								Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Other		Language 1	Language 2	administrative	technical	Communication failure	Safety system failure	
1 - Rhine-Alpine	Hergenrath-Aachen Sud	Infrabel	DBNetz		RU responsibility	750	B	2	P/C 70-390	GB/GC		160	22,5			French	German			In case of a communication failure the traffic is forbidden until both signal boxes communicate with each other by using a cell phone. The drivers will be contacted if it's still possible	RU's must comply with dispositions given by the Traffic Control centres or signal boxes who are managing the train circulation in close coordination with each other or with the cooperation of the RU. Depending on the situation, following rules must be applied: verbal instruction or driving instruction for engine drivers.	Train weight - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)
1 - Rhine-Alpine	Montzen-Aachen West	Infrabel	DBNetz		RU responsibility	750	B	2	P/C 70-390	GB/GC		90	D 4 (22,5 t)		Radio switching point: GSM-R (D) and GSM-R (B) at the track (signposted locally)	French	German			In case of a communication failure the traffic is forbidden until both signal boxes communicate with each other by using a cell phone. The drivers will be contacted if it's still possible	RU's must comply with dispositions given by the Traffic Control centres or signal boxes who are managing the train circulation in close coordination with each other or with the cooperation of the RU. Depending on the situation, following rules must be applied: verbal instruction or driving instruction for engine drivers.	Train weight - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)
1 - Rhine-Alpine	Zevenaar Ost-Emmerich	Prorail	DBNetz		RU responsibility	690	NL 25000 AC-DE 15000 AC	2	Kombinierter Ladungsverkehr: P/C 410 (P/C 80). 2	Lademaß nach RIV, Anlage II, Band I, Tafel 12, 13, 14. Kombinierter Ladungsverkehr: P/C 410 (P/C 80). 2	Upon request	140P/100F	D 4 (22,5 t)1		Radio switching point: GSM-R (D) and GSM-R (NL) at the track (signposted locally)	Dutch	German	Yes	Yes	no traffic	Breakdown ETCS: no traffic	
2 - North Sea-Med	Aubange - Mont-Saint-Martin	Infrabel	SNCF Réseau		RU responsibility	750	B	2	P/C 45-359/364	GB	G2	90	22,5			French	-			In a normal service, there is no traffic forbidden. The schedule of the train service has to be respected based on the block system	RU's must comply with dispositions given by the Traffic Control centres or signal boxes who are managing the train circulation in close coordination with each other or with the cooperation of the RU. Depending on the situation, following rules must be applied: verbal instruction or driving instruction for engine drivers.	Train weight - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)
2 - North Sea-Med	Aulnoye-Quévy	Infrabel	SNCF Réseau		RU responsibility	750	B	2	P/C 45-359/364	GB	G2	140	22,5			French	-		When an incident or accident happens and one of the tracks is blocked or out of use, all trains have to be detoured to other border crossings	In a normal service, there is no traffic forbidden. The schedule of the train service has to be respected based on the block system	RU's must comply with dispositions given by the Traffic Control centres or signal boxes who are managing the train circulation in close coordination with each other or with the cooperation of the RU. Depending on the situation, following rules must be applied: verbal instruction or driving instruction for engine drivers.	Train weight - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)

RFC (s)	Border section	IM 1	IM 2	line to/ via when relevant	Train weight ⁵ (in tons)	Total train lenght - limit	Parameters on lines								Relevant rules for border station	Language		Possibilities running through the border		Break down of the system		Remaks
							Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Other		Langua ge 1	Langua ge 2	administrative	technical	Communication failure	Safety system failure	
2 - North Sea-Med	Autelbas-Kleinbetti ngen	Infrabel	CFL		RU responsi bility	750	B	2	P/C 70-390	GB	G2	130	22,5			French	-			In a normal service, there is no traffic forbidden. The schedule of the train service has to be respected based on the block system	RU's must comply with dispositions given by the Traffic Control centres or signal boxes who are managing the traincirculation in close coordination with each other or with the cooperation of the RU. Depending on the situation, following rules must be applied: verbal instruction or driving instruction for engine drivers.	Train weight - needed information for the RU's to find in the Infrabel application Limit- in (link in the Network Statement)
2 - North Sea-Med	Baisieux-Froyennes	Infrabel	SNCF Réseau		RU responsi bility	750	B	2	P/C 45-359/364	GB/GC	G2	140	22,5			French	-		When an incident or accident happens and one of the tracks is blocked or out of use, all trains have to be detoured to other border crossings	In a normal service, there is no traffic forbidden. The schedule of the train service has to be respected based on the block system	RU's must comply with dispositions given by the Traffic Control centres or signal boxes who are managing the traincirculation in close coordination with each other or with the cooperation of the RU. Depending on the situation, following rules must be applied: verbal instruction or driving instruction for engine drivers.	Train weight - needed information for the RU's to find in the Infrabel application Limit- in (link in the Network Statement)
2 - North Sea-Med	Bettembourg - Zoufftgen	SNCF Réseau	CFL		RU responsi bility	750 m	B	2	P/C 70-390	GA/GB		140 km/h	22,5			-	-					
2 - North Sea-Med	Erquelinnes - Jeumont	Infrabel	SNCF Réseau		RU responsi bility	750	B	2	P/C 45-359/364	GB/GC	G2	100	22,5			French	-		When an incident or accident happens and one of the tracks is blocked or out of use, all trains have to be detoured to other border crossings	In a normal service, there is no traffic forbidden. The schedule of the train service has to be respected based on the block system	RU's must comply with dispositions given by the Traffic Control centres or signal boxes who are managing the traincirculation in close coordination with each other or with the cooperation of the RU. Depending on the situation, following rules must be applied: verbal instruction or driving instruction for engine drivers.	Train weight - needed information for the RU's to find in the Infrabel application Limit- in (link in the Network Statement)
2 - North Sea-Med	Essen Grens-Roosendaal	Prorail	Infrabel		RU responsi bility	750	NL 1500 DC-BE 1800 AC	2	P/C 70-390	GB	Upon request	130	22,5			Dutch	-	Yes	Yes	The traffic is forbidden	RU's must comply with dispositions given by the Traffic Control centres or signal boxes who are managing the traincirculation in close coordination with each other or with the cooperation of the RU. Depending on the situation, following rules must be applied: verbal instruction or driving instruction for engine drivers.	Train weight - needed information for the RU's to find in the Infrabel application Limit- in (link in the Network Statement)

RFC (s)	Border section	IM 1	IM 2	line to/ via when relevant	Train weight ⁵ (in tons)	Total train lenght - limit	Parameters on lines								Relevant rules for border station	Language		Possibilities running through the border		Break down of the system		Remaks
							Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Other		Langua ge 1	Langua ge 2	administrative	technical	Communication failure	Safety system failure	
2 - North Sea-Med	Mouscron - Tourcoing	Infrabel	SNCF Réseau		RU responsibility	750	B	2	P/C 45-359/364	GB/GC	G2	160	22,5			French	-		When an incident or accident happens and one of the tracks is blocked or out of use, all trains have to be detoured to other border crossings	In a normal service, there is no traffic forbidden. The schedule of the train service has to be respected based on the block system	RU's must comply with dispositions given by the Traffic Control centres or signal boxes who are managing the traincirculation in close coordination with each other or with the cooperation of the RU. Depending on the situation, following rules must be applied: verbal instruction or driving instruction for engine drivers.	Train weight - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)
2 - North Sea-Med	Pétange-Longwy	SNCF Réseau	CFL																			
2 - North Sea-Med	Rodange-Aubange	Infrabel	CFL		RU responsibility	750	B	1	P/C 50-375	GB	G2	70	22,5			French	-			In a normal service, there is no traffic forbidden. The schedule of the train service has to be respected based on the block system	RU's must comply with dispositions given by the Traffic Control centres or signal boxes who are managing the traincirculation in close coordination with each other or with the cooperation of the RU. Depending on the situation, following rules must be applied: verbal instruction or driving instruction for engine drivers.	Train weight - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)
2 - North Sea-Med	St.Louis Frontière-Basel St.Johann	SNCF Réseau	SBB		1600	750 m	B	2		GB/C45	upon request	100 km/h	22,5			-	-					
3 Scan-Med	Brenner	ÖBB	RFI		1600	600	Electric: 15kV, 16 2/3 Hz on ÖBB side and 3000V AC on RFI side	2	P/C 80/410	Loading gauge of Swiss railways		120 / 125 / 130	22,5 D4L - 8t/m	In Brennero station, all RFI rules have to be applied, in German language the relevant rules are collected in „DB 603.04 Grenzverkehr ÖBB-FS“. On the border section the state border is at the entrance signal of Brennero (on Austrian side) , all IM rules have to be applied on the relevant IM network	German	Italian	Passing Brennero station without stop is not allowed	Passing Brennero station without stop is not allowed	Communication failure: according ÖBB DV V3 reduce speed, run on sight to the next opportunity for communication (line-telephone etc.)	Safety system failure: verbal instruction or driving instruction for engine drivers. German language driving instructions on ÖBB type document (A-Befehl, V-Befehl) for trains coming from or going to Austria.	During extended office times, IMs and RUs are supported by “Brenner Service Unit/Brenner Servicestelle” in both languages for all needs linked to traffic operation, extra trains, loco-dispatching etc.	
3 Scan-Med	Copenhagen - Malmö	Trafikverket	BDK		2500	750 m	B	2	P/C 80/410 Out of gauge (UT)	Banedanmark/Trafikverket		120	22,5 ton		Danish /Swedish Rules	Danish	Swedish	Yes	Yes			
3 Scan-Med	Kieferfeldenkufstein	DBNetz	ÖBB		2500	650	B	2	P/C 80/410	Loading gauge of Austrian railways	G2	130	D4	Austrian rules Radio switching point: GSM-R (D) and GSM-R (A) in Kiefersfelden	German	-	run through possible	run through possible	Austrian rules	Austrian rules		
3 Scan-Med	Tønder - Niebüll	BDK	DB Netz		2500	420 m	D	1	P/C 80/410 Out of gauge (UT)	Banedanmark /NEG		60 kmh (Danish)	22,5	German / Danish rules	Danish	German	Yes	Yes		Safety system failure: verbal instruction or written driving instruction for engine drivers.		
3 Scan-Med	Padborg-Flensburg	BDK	DBNetz		2500 tons	835 m	B	1. North of Padborg. 2 south of Padborg.	P/C 80/410 Out of gauge (UT)	Banedanmark		Station where you have to stop.	22,5 ton	German / Danish rules	Danish at Padborg station	German on the border line	Passing Padborg station without stop is not allowed.	Passing Padborg station without stop is not allowed.		Safety system failure: verbal instruction or written driving instruction for engine drivers.		

RFC (s)	Border section	IM 1	IM 2	line to/ via when relevant	Train weight ⁵ (in tons)	Total train lenght - limit	Type of engine (E= electric; D= diesel; B= both)	Parameters on lines							Relevant rules for border station	Language		Possibilities running through the border		Break down of the system		Remaks
								Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Other		Langua ge 1	Langua ge 2	administrative	technical	Communication failure	Safety system failure	
3 Scan-Med	Thörl-Maglarn - Tarvisio-Boscoverde	ÖBB	RFI		1600	625 till P.M.VAT	Electric: 15kV, 16 2/3 Hz on ÖBB side and 3000V AC on RFI side	2	P/C 80/410	Loading gauge of the Austrian railways	G2	140 / 160 / 180	22,5 D4 - 8t/m		In Tarvisio Boscoverde, all RFI Rules have to be applied, in German language the relevant rules are collected in „DB 603.04 Grenzverkehr ÖBB-FS“. On the border line section between the state border and the entrance signal of Tarvisio Boscoverde trains circulation is regulated and managed by the Austrian Infrastructure Manager; Until the Tarvisio B. entrance signal (on Austrian side), the relevant IM network regulations apply.	German	-	Passing through Tarvisio Boscoverde station without stop is not allowed, both for regulations and station equipment constraints.		Rail Undertakings must comply with dispositions given by the IMs' TCCs which manage the trains circulation in close cooperation-coordination. Particularly, depending on the specific situation, rules must be applied as follows: Communication failure: according to ÖBB DV V3. German language driving instructions on ÖBB type document (A-Befehl, V-Befehl and Sammelbefehl) for trains coming from or going to Austria.	Rail Undertakings must comply with dispositions given by the IMs' TCCs which manage the trains circulation in close cooperation-coordination. Particularly, depending on the specific situation, rules must be applied as follows: Safety system failure: verbal instruction or driving instruction for engine drivers. German language driving instructions on ÖBB type document (A-Befehl and Sammelbefehl) for trains coming from or going to Austria.	Aiming to optimize the station capacity utilization, from April 2014, from Monday to Friday, during extended office times, the IMs TCCs and RUs are supported in both languages by a RFI-ÖBB shared Service Unit/ Servicestelle (called Tarvisio Programmazione Treni) in charge of producing and spreading the agreed circulation programs for trains via Tarvisio Boscoverde. It also plays a supporting function for RFI and ÖBB TCCs in case of traffic disturbance.
4 - Atlantic	Badajoz-Elvas	ADIF	REFER																			
4 - Atlantic	Fuentes de Oñoro - Vilar Formoso	ADIF	REFER																			
4 - Atlantic	Saarbücken - Forbach	SNCF Réseau	DB Netz		4175/34 10	740	B	double	P/C 400 (P/C 70)	GC	G2	110	D 4 (22,5 t)		Radio switching point: GSM-R (D) and GSM-R (F) at the track	French	German					
4 - Atlantic	Hendaye-Irún	SNCF Réseau	ADIF			750	B	1 UIC and 1 ADIF		GB		30	22,5 t		GSM-R	French	-	RU must have a part B certificate for the boarder section according to the "Arrêté du 6 avril 2010 relatif aux sections frontalières du réseau ferré national"				
5 - Baltic-Atlantic	Thörl-Maglarn - Tarvisio-Boscoverde	ÖBB	RFI		1600	625 till P.M.VAT	Electric: 15kV, 16 2/3 Hz on ÖBB side and 3000V AC on RFI side	2	P/C 80/410	Loading gauge of the Austrian railways	G2	140 / 160 / 180	22,5 D4 - 8t/m		In Tarvisio Boscoverde, all RFI Rules have to be applied, in German language the relevant rules are collected in „DB 603.04 Grenzverkehr ÖBB-FS“. On the border line section between the state border and the entrance signal of Tarvisio Boscoverde trains circulation is regulated and managed by the Austrian Infrastructure Manager; Until the Tarvisio B. entrance signal (on Austrian side), the relevant IM network regulations apply.	German	-	Passing through Tarvisio Boscoverde station without stop is not allowed, both for regulations and station equipment constraints.		Rail Undertakings must comply with dispositions given by the IMs' TCCs which manage the trains circulation in close cooperation-coordination. Particularly, depending on the specific situation, rules must be applied as follows: Communication failure: according to ÖBB DV V3. German language driving instructions on ÖBB type document (A-Befehl, V-Befehl and Sammelbefehl) for trains coming from or going to Austria.	Rail Undertakings must comply with dispositions given by the IMs' TCCs which manage the trains circulation in close cooperation-coordination. Particularly, depending on the specific situation, rules must be applied as follows: Safety system failure: verbal instruction or driving instruction for engine drivers. German language driving instructions on ÖBB type document (A-Befehl and Sammelbefehl) for trains coming from or going to Austria.	Aiming to optimize the station capacity utilization, from April 2014, from Monday to Friday, during extended office times, the IMs TCCs and RUs are supported in both languages by a RFI-ÖBB shared Service Unit/ Servicestelle (called Tarvisio Programmazione Treni) in charge of producing and spreading the agreed circulation programs for trains via Tarvisio Boscoverde. It also plays a supporting function for RFI and ÖBB TCCs in case of traffic disturbance.

RFC (s)	Border section	IM 1	IM 2	line to/ via when relevant	Train weight ⁵ (in tons)	Total train lenght - limit	Parameters on lines								Relevant rules for border station	Language		Possibilities running through the border		Break down of the system		Remarks
							Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Other		Language 1	Language 2	administrative	technical	Communication failure	Safety system failure	
5 - Baltic-Atlantic	Chalupki - Bohumín	PKP PLK	SŽDC		not applicable	600	B	1	P/C 80/410	Z-GC / Loading gauge in operation on PKP PLK Network	G2	90	22,5 t		Místní pohraniční ujednání o spolupráci provozovatelů drah v přeshraničním provozu na úsecích přeshraničního provozu Bohumín os. n. (ČR) – Chalupki (PR) a Bohumín Vrbice (ČR) – Chalupki (PR) / Miejscowe porozumienie graniczne o współpracy zarządców infrastruktury kolejowej na odcinkach ruchu transgranicznego Bohumín os. n. (ČR)- Chalupki (RP) i Bohumín Vrbice (ČR) – Chalupki (RP)	Czech	Polish	No special administrative and technical rules but the engine and the staff have to be previously permitted by National Safety Agency; only short stop for delivery of documentation (traffic restrictions,...) to the engine staff in Bohumín Vrbice / Bohumín os.n. is necessary. From the operational and technical point of view running through the border stations without stop is possible. Permission from NSA for traction and the personnel and required licence is mandatory for RUs; trains stop at station are caused by technical and commercial actions of RUs (services number change, staff changes, traction/waggons manipulations, delivery of documentations). In case of restriction on border section PKP PLK required stops for delivery of documentation.	Possible	Communication failure: the traffic is forbidden;	Safety system failure: verbal instruction or driving instruction for engine drivers	Both separately
5 - Baltic-Atlantic	Jesenice - Rosenbach	ÖBB	SŽ		1670	600	Electric: 3000V AC on SŽ side 15kV, 16 2/3 Hz on ÖBB side	1	P/C 75/400	G2		75 / 70 / 70	D3 22,5 7,2t/m		Only in Slovenian and German languages. In Jesenice and on border section between Jesenice - Rosenbach, ÖBB rules have to be applied, the relevant rules are collected in „Príročník o prometnih predpisih za mejno progo Jesenice - Rosenbach - Dienstbehelf über die betrieblichen Normen für die Grenzstrecke Jesenice - Rosenbach“.	German	-	Passing Jesenice station without stop is not allowed. Passing through Rosenbach station without stop is allowed.	Passing Jesenice station without stop is not allowed. Passing through Rosenbach station without stop is allowed.	Communication failure: according ÖBB DV V3 reduce speed, run on sight to the next opportunity for communication (line-telephone etc.)	Safety system failure: verbal instruction or driving instruction for engine drivers. German language driving instructions on ÖBB type document (A-Befehl, V-Befehl) for trains coming from or going to Austria.	
5 - Baltic-Atlantic	Międzyzlesie - Lichkov	PKP PLK	SŽDC		not applicable	600	B	1	78/402	GB	GB	100	CZ: D4 22,5 t		Miejscowe Porozumienie Graniczne (MPG) o współpracy zarządców infrastruktury kolejowej na odcinku ruchu transgranicznego Międzyzlesie (RP) – Lichkov (RČ) /Místní pohraniční ujednání o spolupráci provozovatelů drah v přeshraničním provozu na úseku přeshraničního provozu Lichkov (ČR) - Międzyzlesie (PR)/	-	-	Necessary condition to operate a freight train on the cross-border section is to inform both PL and CZ traffic controller with exact analysis of the train, ie: the number of wagons - train length - train weight - train composition - locomotive type. RU is responsible for informing the traffic controllers. Permission from NSA for traction and the personnel and required licence is mandatory for RUs; trains stop at station are caused by technical and commercial actions of RUs (services number change, staff changes, traction/waggons manipulations, delivery of documentations). In case of restriction on border section PKP PLK required stops for delivery of documentation.	Possible	Communication failure: the traffic is forbidden;	Safety system failure: verbal instruction or driving instruction for engine drivers	Both separately
5 - Baltic-Atlantic	Sentilj - Spielfeld-Straß	ÖBB	SŽ		2600	660	B	1	P/C 80/410	Loading gauge of Austrian railways	G2	100	D4		Austrian rules	German	-	Not allowed by state contract	run through possible	Austrian rules	Austrian rules	

RFC (s)	Border section	IM 1	IM 2	line to/ via when relevant	Train weight ⁵ (in tons)	Total train lenght - limit	Parameters on lines								Relevant rules for border station	Language		Possibilities running through the border		Break down of the system		Remarks
							Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Other		Language 1	Language 2	administrative	technical	Communication failure	Safety system failure	
					1530	550	Electric:3000 V AC on SŽ side15kV, 16 2/3 Hz on ÖBB side	1	P/C 80/400	G2		70	C3207,2 t/m		Only in Slovenian and German languages.In Šentilj and on border section between Šentilj - Spielfeld-Straß, SŽ rules have to be applied, the relevant rules are collected in „Priročnik o prometnih predpisih za mejno progo Šentilj - Spielfeld-Straß - Dienstbehelf über die betrieblichen Normen für die Grenzstrecke Šentilj - Spielfeld-Straß “.	Slovenian		Passing through Spielfeld-Straß station without stop is not allowed, both for regulations and station equipment constraints.Passing through Šentilj station without stop is allowed.	Passing through Spielfeld-Straß station without stop is not allowed, both for regulations and station equipment constraints.Passing through Šentilj station without stop is allowed.	Communication failure: the traffic is forbidden	Safety system failure: verbal instruction or written driving instruction for engine drivers.	
5 - Baltic-Atlantic	Skalité – Zwardoń	PKP PLK	ŽSR		not applicable	360	both	1	P/C 80/410	Z-GC / Loading gauge in operation on PKP PLK Network	UIC-GC, OSŽD – 1-VM, PN 69K 02057	70	22,5 t		Only in Polish and Slovak languages Miejscowe Porozumienie Graniczne (MPG) regulujące zarządzanie infrastrukturą dla prowadzenia i organizowania ruchu kolejowego na odcinku granicznym i stacjach granicznych. Zwardoń (RP) – Skalité (SR); Miestna zmluva (MZ) pre riadenie prevádzky a organizovanie dopravy na dráhe na pohraničnej trati a v pohraničných staniách Skalité (SR) – Zwardoń (PR)	Polish	Slovak	From the operational and technical point of view running through the border stations without stop is possible. Permission from NSA for traction and the personnel and required licence is mandatory for RUs; trains stop at station are caused by technical and commercial actions of RUs (services number change, staff changes, traction/waggons manipulations, delivery of documentations). In case of restriction on border section PKP PLK required stops for delivery of documentation.		Communication failure: the traffic is forbidden;	Safety system failure: verbal instruction or driving instruction for engine drivers	Both separatly
5 - Baltic-Atlantic	Zebrzydowice- Petrovice u Karviné	PKP PLK	SŽDC		not applicable	650	B	2	P/C 80/410	Z-GC / Loading gauge in operation on PKP PLK Network	G2	120	CZ: D4 22,5 t		Místní pohraniční ujednání pro řízení provozu a organizování drážní dopravy na pohraniční trati a v pohraničních stanicích Petrovice u Karviné (R) – Zebrzydowice (PR); Miejscowe Porzumienie Graniczne Zebrzydowice- Petrovice u Karvine	Czech	Polish	No special administrative and technical rules but the engine and the staff have to be previously permitted by National Safety Agency; only short stop for delivery of documentation (traffic restrictions,...) to the engine staff in Petrovice u Karviné is necessary. From the operational and technical point of view running through the border stations without stop is possible. Permission from NSA for traction and the personnel and required licence is mandatory for RUs; trains stop at station are caused by technical and commercial actions of RUs (services number change, staff changes, traction/waggons manipulations, delivery of documentations). In case of restriction on border section PKP PLK required stops for delivery of documentation.	Possible	Communication failure: the traffic is forbidden;	verbal instruction or driving instruction for engine drivers	Both separatly

RFC (s)	Border section	IM 1	IM 2	line to/ via when relevant	Train weight ⁵ (in tons)	Total train length - limit	Parameters on lines								Relevant rules for border station	Language		Possibilities running through the border		Break down of the system		Remarks
							Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Other		Language 1	Language 2	administrative	technical	Communication failure	Safety system failure	
5 - Baltic-Atlantic	Villa Opicina-Sezana	SŽ	RFI		1600	600	Electric: 3000V AC on both sides	2	P/C 80/410	Loading gauge of the Slovenian railways	G2	75 / 80	22,5 D4L - 8t/m		Only in Italian and Slovenian languages. In Sežana and on border section between Villa Opicina- Sežana, SŽ rules have to be applied, the relevant rules are collected in „Priročnik o prometnih predpisih za mejno progo Sežana - Villa Opicina/Opčine“ / "Manuale sulla normativa per la circolazione sulla linea di confine Sežana - Villa Opicina". In Villa Opicina RFI operational rules and regulations have to be applied, the relevant rules for RUs are collected in "Normativa di esercizio RFI per il personale dei treni che assicura il traffico di confine circolanti sui tronchi di linea tra il confine di stato e Villa Opicina compresa" / "Predpisi RFI, ki jih mora poznati vlakovno osebje in se uporabljajo pri opravljanju obmejnega prometa na delu mejne proge od državne meje do postaje Villa Opicina (Opčine)".	Slovenian	-	Passing through Villa Opicina station without stop is not allowed, both for regulations and station equipment constraints. Passing through Sežana station without stop is allowed.	Passing through Villa Opicina station without stop is not allowed, both for regulations and station equipment constraints. Passing through Sežana station without stop is allowed.	Communication failure: the traffic is forbidden	Safety system failure: verbal instruction or written driving instruction for engine drivers.	Aiming to optimize the station capacity utilization, from January 2015, from Monday to Friday, during extended office times, the IMS TCCs and RUs will be supported in both languages by a RFI Service Unit (called Villa Opicina Programmazione Treni) in charge of producing and spreading the agreed circulation programs for trains via Villa Opicina. It also plays a supporting function for RFI and SŽ TCCs in case of traffic disturbance.
5 - Baltic-Atlantic	Bernhardsthal - Břeclav	SŽDC	ÖBB		not applicable	650	both	2	78/402	GA	G2	120	CZ: D4									
5 - Baltic-Atlantic	Devínska Nová Ves – Marchegg	ÖBB	ŽSR		2500 t	700	D	1	P/C 78/402	ÖBB GA	ÖBB G2	120	D4		Austrian rules	Slovak	-	Handover written orders, if some	run through possible	Austrian rules	Austrian rules	
5 - Baltic-Atlantic	Kittsee - Bratislava Petržalka	ÖBB	ŽSR		2600t	640	both	1	P/C 80/410	Loading gauge of Austrian railways	G2	100	AT: D4	-		German	Slovak					
5 - Baltic-Atlantic	Čadca - Mosty u Jablunkova	SŽDC	ŽSR		not applicable	650	both	2	P/C 70/400	GB/5-0013-432	G2	80	CZ: D4			Czech	Slovak					
6 - Mediterranean	Villa Opicina-Sezana	SŽ	RFI		1600	600	Electric: 3000V AC on both sides	2	P/C 80/410	Loading gauge of the Slovenian railways	G2	75 / 80	22,5 D4L - 8t/m		Only in Italian and Slovenian languages. In Sežana and on border section between Villa Opicina- Sežana, SŽ rules have to be applied, the relevant rules are collected in „Priročnik o prometnih predpisih za mejno progo Sežana - Villa Opicina/Opčine“ / "Manuale sulla normativa per la circolazione sulla linea di confine Sežana - Villa Opicina". In Villa Opicina RFI operational rules and regulations have to be applied, the relevant rules for RUs are collected in "Normativa di esercizio RFI per il personale dei treni che assicura il traffico di confine circolanti sui tronchi di linea tra il confine di stato e Villa Opicina compresa" / "Predpisi RFI, ki jih mora poznati vlakovno osebje in se uporabljajo pri opravljanju obmejnega prometa na delu mejne proge od državne meje do postaje Villa Opicina (Opčine)".	Slovenian	-	Passing through Villa Opicina station without stop is not allowed, both for regulations and station equipment constraints. Passing through Sežana station without stop is allowed.	Passing through Villa Opicina station without stop is not allowed, both for regulations and station equipment constraints. Passing through Sežana station without stop is allowed.	Communication failure: the traffic is forbidden	Safety system failure: verbal instruction or written driving instruction for engine drivers.	Aiming to optimize the station capacity utilization, from January 2015, from Monday to Friday, during extended office times, the IMS TCCs and RUs will be supported in both languages by a RFI Service Unit (called Villa Opicina Programmazione Treni) in charge of producing and spreading the agreed circulation programs for trains via Villa Opicina. It also plays a supporting function for RFI and SŽ TCCs in case of traffic disturbance.

RFC (s)	Border section	IM 1	IM 2	line to/ via when relevant	Train weight ⁵ (in tons)	Total train length - limit	Parameters on lines								Relevant rules for border station	Language		Possibilities running through the border		Break down of the system		Remarks
							Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Other		Language 1	Language 2	administrative	technical	Communication failure	Safety system failure	
6 - Mediterranean	Figueres-Perpignan (TP Ferro)	SNCF Réseau	ADIF																			
6 - Mediterranean	Hodos-Oriszentpéter	MÁV	SŽ		1800	550	Diesel on SŽ side Electric 25kV,50 Hz on MAV side	1	P/C 80/400	G2	GB	100	D4 22,5 8t/m		Only in Slovenian and Hungarian languages. In Hodoš and on border section between Hodoš - Óriszentpéter, SŽ rules have to be applied, the relevant rules are collected in „Priročnik za delo izvršilnih delavcev železniških prevoznih podjetij na postaji izmenjave prometa Hodoš - Kézikönyv a vasúti társaságOK végrehajtó szolgálatot ellátó dolgozóinak munkájához Hodos".	Slovenian	-	Passing Hodoš station without stop is not allowed.	Passing Hodoš station without stop is not allowed.	Communication failure: the traffic is forbidden	Safety system failure: verbal instruction or written driving instruction for engine drivers.	
6 - Mediterranean	Modane	RFI	SNCF Réseau		1600	560/600		2	P/C 45/-			100 / 110	22,5 D4 - 8t/m			-	-					
6 - Mediterranean	Portbou-Cerbère	SNCF Réseau	ADIF																			
6 - Mediterranean	Ventimiglia	RFI	SNCF Réseau		1600	525		2 / 1	P/C 22/341			90 / 100 / 110	22,5 D4 - 8t/m			-	-					
7 - Orient - East/ Med	Bernhardsthal - Břeclav	SŽDC	ÖBB		not applicable	650	both	2	78/402	GA	G2	120	CZ: D4 22,5 t									
7 - Orient - East/ Med	Devínska Nová Ves – Marchegg	ÖBB	ŽSR		2500 t	700	D	1	P/C 78/402	ÖBB GA	ÖBB G2	120	D4	Austrian rules		Slovak	-	Handover written orders, if some	run through possible	Austrian rules	Austrian rules	
7 - Orient - East/ Med	Kittsee - Bratislava Petržalka	ÖBB	ŽSR		2600t	640	both	1	P/C 80/ 410	Loading gauge of Austrian railways	G2	100	AT: D4	-		German	Slovak					
7 - Orient - East/ Med	Biharkeresztes- Episcopia Bihor	MÁV	CFR																			
7 - Orient - East/ Med	Giurgiu- Giurgiu Border	CFR	NRIC																			
7 - Orient - East/ Med	Golenți /- Vidin	CFR	NRIC																			
7 - Orient - East/ Med	Hegyeshalom - Nickelsdorf	MÁV	ÖBB		1800	750	Electric 25kV,50 Hz on MAV side, 15 kV, 16,7 Hz on ÖBB	2	P/C 80/400	G2	GB	140	C3 22,5 7,2 t/m		Subsidiary Arrangements Kiegészítő Megállapodás	German	-	Passing Hegyeshalom station without stop is not allowed.	Passing Hegyeshalom station without stop is not allowed.	Communication failure: the traffic is forbidden	Safety system failure: verbal instruction or written driving instruction for engine drivers.	

RFC (s)	Border section	IM 1	IM 2	line to/ via when relevant	Train weight ⁵ (in tons)	Total train length - limit	Parameters on lines								Relevant rules for border station	Language		Possibilities running through the border		Break down of the system		Remarks
							Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Other		Language 1	Language 2	administrative	technical	Communication failure	Safety system failure	
7 - Orient - East/ Med	Komarno-Komárom	ŽSR	MÁV		1800	620	Electric 25kV, 50 Hz	1	P/C 80/400	G2	GB	60	C2 21 6,4 t/m		Local Agreement Helyi Szerződés a Komárom (MK) - Komárom (Szk) határármeneten lebonyolódó vasúti üzemvitel szabályozására	Slovak	-	Passing Komárom station without stop is not allowed.	Passing Komárom station without stop is not allowed.	Communication failure: the traffic is forbidden	Safety system failure: verbal instruction or written driving instruction for engine drivers.	
7 - Orient - East/ Med	Kulata-Promachonas	NRIC	OSE																			
7 - Orient - East/ Med	Kúty - Lanžhot	SŽDC	ŽSR		not applicable	700	both	2	70/400	GB	GB	120	CZ: D4 22,5 t			Czech	Slovak					
7 - Orient - East/ Med	Lőkősháza -Curtici	MÁV	CFR		1800	750	Electric 25kV, 50 Hz	1	P/C 80/400	G2	GB	100	C3 20 7,2 t/m		Instructions for trains running in the border section Szolgálati Utasítás a Curtici és Lőkősháza határármenetén közlekedő vonatOKra	Hungarian	-	Passing Curtici station without stop is not allowed.	Passing Curtici station without stop is not allowed.	Communication failure: the traffic is forbidden	Safety system failure: verbal instruction or written driving instruction for engine drivers.	
7 - Orient - East/ Med	Rusovce-Rajka	ŽSR	Gysev																			
7 - Orient - East/ Med	Štúrovo - Szob	ŽSR	MÁV		2850 t	750 m	B	2	P/C 80/410	GYSEV GB/ ŽSR GB	GYSEV G2/ŽSR G2	120	MÁV C3/ŽSR D4	-		Hungarian	Slovak					
					1800	700	Electric 25kV, 50 Hz	2	P/C 80/400	G2	GB2	120	C3 20 7,2 t/m		Local Agreement Helyi Szerződés a Szob (MK) - Štúrovo (Szk) határármeneten lebonyolódó vasúti üzemvitel szabályozására	Hungarian	-	Passing Štúrovo station without stop is not allowed.	Passing Štúrovo station without stop is not allowed.	Communication failure: the traffic is forbidden	Safety system failure: verbal instruction or written driving instruction for engine drivers.	
7 - Orient - East/ Med	Svilengrad - Ormenio	NRIC	OSE																			
8 - North Sea-Baltic	Hergenrath-Aachen Sud	Infrabel	DBNetz		RU responsibility	750	B	2	P/C 70-390	GB/GC	G2	160	22,5			French	German			In case of a communication failure the traffic is forbidden until both signal boxes communicate with each other by using a cell phone. The drivers will be contacted if it's still possible	RU's must comply with dispositions given by the Traffic Control centres or signal boxes who are managing the traincirculation in close coordination with each other or with the cooperation of the RU. Depending on the situation, following rules must be applied: verbal instruction or driving instruction for engine drivers.	Train weight - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)
8 - North Sea-Baltic	Montzen-Aachen West	Infrabel	DBNetz		RU responsibility	750	B	2	P/C 70-390	GB/GC	G2	90	D 4 (22,5 t)		Radio switching point: GSM-R (D) and GSM-R (B) at the track (signposted locally)	French	German			In case of a communication failure the traffic is forbidden until both signal boxes communicate with each other by using a cell phone. The drivers will be contacted if it's still possible	RU's must comply with dispositions given by the Traffic Control centres or signal boxes who are managing the traincirculation in close coordination with each other or with the cooperation of the RU. Depending on the situation, following rules must be applied: verbal instruction or driving instruction for engine drivers.	Train weight - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)

RFC (s)	Border section	IM 1	IM 2	line to/ via when relevant	Train weight ⁵ (in tons)	Total train lenght - limit	Parameters on lines								Relevant rules for border station	Language		Possibilities running through the border		Break down of the system		Remaks
							Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Other		Language 1	Language 2	administrative	technical	Communication failure	Safety system failure	
8 - North Sea-Baltic	Zevenaar Ost-Emmerich	Prorail	DBNetz		RU responsibility	690	NL 25000 AC-DE 15000 AC	2	Kombinierter Ladungsverkehr: P/C 410 (P/C 80). 2	Lademaß nach RIV, Anlage II, Band I, Tafel 12, 13, 14. Kombinierter Ladungsverkehr: P/C 410 (P/C 80). 2	Upon request	140/100	D 4 (22,5 t)1		Radio switching point: GSM-R (D) and GSM-R (NL) at the track (signposted locally)	Dutch	German	Yes	Yes	no traffic	Breakdown ETCS: no traffic	
8 - North Sea-Baltic	Bad Bentheim-Oldenzaal	Prorail	DBNetz		RU responsibility	690	NL 1500 DC-15000 AC	2	P/C 80/410	Lademaß nach RIV, Anlage II, Band I, Tafel 12, 13, 14. Kombinierter Ladungsverkehr: P/C 410 (P/C 80). 2	Upon request	140/130 3	D 4 (22,5 t)1		Radio switching point: GSM-R (D) and GSM-R (NL) at the track (signposted locally)	Dutch	German	no	5 Minutes obligatory stopping time (1500 DC to 15000 AC and vv)	no traffic	no traffic	
8 - North Sea-Baltic	Bad Schandau - Děčín	DBNetz	SŽDC		not applicable	650	both	2		G2	G2	120	CZ: D4									
8 - North Sea-Baltic	Horka Gbf - Węgliniec	PKP PLK	DBNetz				D	1					C 3 (20,0 t)		analog radio each to the cross boarder	German	Polish					
8 - North Sea-Baltic	Rzepin-Frankfurt(Oder)	PKP PLK	DBNetz		not applicable	600	B	2		Loading gauge in operation on PKP PLK Network	GC	80	22,5 t		Only in Polish and German languages: A. Uregulowania w zakresie prowadzenia ruchu przez granicę państwową Część A. Ogólne porozumienie graniczne (Part A OPG). Między PKP Polskie Linie Kolejowe S.A. (PKP PLK S.A.) i DB Netz AG. B. Uregulowania w zakresie prowadzenia ruchu przez granicę państwową, część B Miejscowe Porozumienie Graniczne (Part B MPG) między DB Netz AG Regionalbereich Ost Produktionsdurchführung Cottbus i PKP Polskie Linie Kolejowe S.A. (PKP PLK S.A) Zakład Linii Kolejowych w Zielonej Górze. Dla odcinka eksploatowanego w ruchu granicznym Rzepin – Frankfurt (Oder).	-	-	From the operational and technical point of view running through the border stations without stop is possible. Permission from NSA for traction and the personnel and required licence is mandatory for RUs; trains stop at station are caused by technical and commercial actions of RUs (services number change, staff changes, traction/waggons manipulations, delivery of documentations). In case of restriction on border section PKP PLK required stops for delivery of documentation.	Possible	Communication failure: the traffic is forbidden;	Safety system failure: verbal instruction or driving instruction for engine drivers	Both separatly

RFC (s)	Border section	IM 1	IM 2	Parameters on lines											Relevant rules for border station	Language		Possibilities running through the border		Break down of the system		Remaks
				line to/ via when relevant	Train weight ⁵ (in tons)	Total train lenght - limit	Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Other		Language 1	Language 2	administrative	technical	Communication failure	Safety system failure	
8 - North Sea-Baltic	Trakiszki – Mockava	PKP PLK	LitRail		not applicable	600	D	1		Loading gauge in operation on PKP PLK Network		60	20 t		<p>Porozumienie o współpracy w zakresie eksploatacji i utrzymania infrastruktury kolejowej dla organizacji ruchu kolejowego przez granicę między Rzeczpospolitą Polską a Republiką Litewską (Polish) (See paragraph 6 Traffic management on the section; paragraph 8 traffic control system; paragraph 9 personal, language, safety; paragraph 11 rules in case of disturbance; paragraph 17 point 3 until the entry into force of MIOR valid is Instructions for traffic management at border-crossing Trakiszki-Mockawa 06/29/2003</p> <p>Level II Instrukcja o prowadzeniu ruchu na przejściu granicznym Trakiszki- Mockawa (Polish)</p>	-	-	<p>From the operational and technical point of view running through the border stations without stop is possible. Licence and safety certificate are mandatory for RUs in Lithuania.</p> <p>From the operational and technical point of view running through the border stations without stop is possible. Permission from NSA for traction and the personnel and required licence is mandatory for RUs; trains stop at station are caused by technical and commercial actions of RUs (services number change, staff changes, traction/waggon manipulations, delivery of documentations). In case of restriction on border section PKP PLK required stops for delivery of documentation.</p>	Possible	Communication failure: the traffic is forbidden;	National rules in case of disturbance of traffic apply; any exceptions are described in the border document (Level I – Paragraph 11, Level II – Paragraph 1.11).	Both separately
9- Czech - Slovak	Čadca - Mosty u Jablunkova	SŽDC	ŽSR		not applicable	650	both	2	P/C 70/400	GB/5-0013-432	G2	80	CZ: D4			Czech	Slovak					
9- Czech - Slovak	Lúky pod Makytou – Horní Lideč	SŽDC	ŽSR		not applicable	645	both	2	67/391	G2	G2	90	CZ: D4									

9.1.2 Border agreements

Border agreements Level 1

RFC (s)	Border sections	IM 1	IM 2	Title of the border agreement	Description	Validity from	Language			Contact persons IM1		IM2		NOTES	
							Language 1	Language 2	Language 3	Name	Address	Name	Address		
1 - Rhine-Alpine	Basel Bad Bf - Basel SBB PB	DBNetz	SBB	Not applicable											
1 - Rhine-Alpine	Domo II	BLS/SBB	RFI	Convenzione tra il Dipartimento federale dell'ambiente, dei trasporti, dell'energia e delle comunicazioni e il Ministero dei trasporti e della navigazione della Repubblica Italiana concernente la garanzia della capacità delle principali linee che collegano la nuova ferrovia transalpina svizzera (NFTA) alla rete italiana ad alta capacità (RAC)	General Agreement between the Italian and the Swiss Ministries of Transports about interconnection of railway infrastructures	dated 2nd November 1999, approved on 19th March 2001, in force since 18th May 2001 valid until 31st December 2020	Italian	French		Rita Imhof	rita.imhof@sbb.ch	*)	*)	*) Ministerial level	
	Brig-Domodossola			Convenzione tra il Consiglio federale svizzero ed il Governo della Repubblica Italiana per il rinnovo della concessione relativa al collegamento della rete ferroviaria svizzera con la rete italiana attraverso il Sempione dal confine di Stato a Iselle e l'esercizio del tratto da Iselle a Domodossola	General Agreement between the Italian and the Swiss Ministries of Transports about interconnection of railway infrastructures	dated 28th March 2006, approved on 4th December 2006, in force since 2nd February 2007. Entered into force on 1st aprile 2008 valid until 31st May 2104 (99 years from 1st June 2005)	Italian			Rita Imhof	rita.imhof@sbb.ch	*)	*)	*) Ministerial level	
1 - Rhine-Alpine	Luino	SBB	RFI	CONTRATTO TRA I GESTORI INFRASTRUTTURA RETE FERROVIARIA ITALIANA S.p.A. (RFI) E FERROVIE FEDERALI SVIZZERE (FFS) PER DISCIPLINARE L'ESERCIZIO DEL TRAFFICO FERROVIARIO DI CONFINE	General agreement about interconnection of railway infrastructures	Renewed from August 2004 - no expiry	Italian			Rita Imhof	rita.imhof@sbb.ch	*)	*)	*) Ministerial level	
	Chiasso									Rita Imhof	rita.imhof@sbb.ch				
1 - Rhine-Alpine	Zevenaar Ost-Emmerich	Prorail	DBNetz	Grenbaanvakovereenkomst	General Agreement regarding cross-border operations and traffic management + instructions for traffic management at border crossing Zevenaar Oost-Emmerich	Most recent version: May 2015	Dutch	German		Ko Verheijen	Ko.Verheijen@prorail.nl	Sebald Stumm	sebald.stumm@deutschebahn.com		
	Kaldenkirchen-Velno														
1 - Rhine-Alpine	Montzen-Aachen West	Infrabel	DBNetz	Vertrag über die Verknüpfung der Infrastruktur zwischen DB Netz AG und Infrabel / Accord sur l’interconnexion de l’infrastructure entre DB Netz AG et Infrabel	General Agreement about interconnection of railway infrastructures	No expiry	French	German		Sebald Stumm	Sebald.Stumm@deutschebahn.com	Ann Verstraelen	ann.verstraelen@infrabel.be		
	Hergenrath-Aachen Sud														
2 -North Sea-Med	Aubange - Mont-Saint-Martin	Infrabel	SNCF Réseau	Convention cadre concernant la connexion des infrastructures ferroviaires françaises et belge entre Infrabel et SNCF Réseau.	General Agreement about interconnection of railway infrastructures	No expiry	French			SNCF Réseau OSS	GuichetUnique@rff.fr	Ann Verstraelen	ann.verstraelen@infrabel.be		
2 -North Sea-Med	Rodange-Aubange	Infrabel	CFL	Accord sur l'interconnexion de l'Infrastructure entre CFL et Infrabel	General Agreement about interconnection of railway infrastructures	No expiry	French			Marc Johans	marc.johanns@cfl.lu	Ann Verstraelen	ann.verstraelen@infrabel.be		
	Kleinbettingen - Autelbas														

RFC (s)	Border sections	IM 1	IM 2	Title of the border agreement	Description	Validity from	Language			Contact persons				NOTES
							Language 1	Language 2	Language 3	IM1 Name	IM1 Address	IM2 Name	IM2 Address	
2 -North Sea-Med	Bettembourg - Zoufftgen	CFL	SNCF Réseau	Consigne frontalière CFL-SNCF	General Agreement about interconnection of railway infrastructures	?	French			Marc Johanss	marc.johanss@cfl.lu	SNCF Réseau OSS	GuichetUnique@rff.fr	
	Pétange-Longwy			Accord sur l'interconnexion de l'infrastructure entre RFF/SNCF et CFL Infrastructure	General Agreement regarding cross-border operations and traffic management	No expiry	French			Marc Johanss	marc.johanss@cfl.lu	SNCF Réseau OSS	GuichetUnique@rff.fr	
2 -North Sea-Med	Essen Grens-Roosendaal	Prorail	Infrabel	Raamovereenkomst over de verbinding van de infrastructuur tussen Infrabel en ProRail	General Agreement about interconnection of railway infrastructures	No expiry	Dutch			Harmjaap Groenwold	harmjaap.groenwold@prorail.nl	Ann Verstraelen	ann.verstraelen@infrabel.be	
2 -North Sea-Med	St.Louis Frontière-Basel St.Johann	SNCF Réseau	SBB	Ligne de Bâle CFF à Mulhouse. Accord sur l'interconnexion de l'infrastructure entre RFF/SNCF et SBB-CFF et consigne commune de Bâle St Jean (CFF) à St Louis (SNCF)	General Agreement regarding cross-border operations and traffic management + instructions for traffic management at border crossing St Louis-Basel	?	French			SNCF Réseau OSS	GuichetUnique@rff.fr	Rita Imhof	rita.imhof@sbb.ch	
3 Scan-Med	Thörl-Maglarn - Tarvisio-Boscoverde	ÖBB	RFI	Contratto tra gestori Infrastruttura delle FS S.p.A. e delle ÖBB per disciplinare l'esercizio del traffico Ferroviario di confine, stipulata in data 8.-12.02.2002	General Agreement between FS and ÖBB regarding cross border operation	from February 2002 - no expiry	German	Italian		Marco Restante	m.restante@rfi.it	Michael Köstinger	michael.koestinger@oebb.at	
	Brenner			Vertrag zwischen den Infrastrukturbetreibern der Italienischen Staatsbahnen AG und den ÖBB zur Regelung des Grenzübergangs der Eisenbahnen vom 8. und 12.02.2002										
3 Scan-Med	Copenhagen - Malmö	Trafikverket	BDK											
3 Scan-Med	Kieferfelden-Kufstein	DBNetz	ÖBB	Not applicable										
3 Scan-Med	Tønder - Niebüll	BDK	DBNetz	Vertrag über die Verknüpfung der Infrastruktur	Aufgrund der Richtlinien 91/440/EWG, 2001/14/EG und 2001/16/EG schließen Banedanmark und DB Netz über die Bedingungen der Verknüpfung ihrer Infrastruktur im Folgenden einen separaten Vertrag, der in ihrem Verhältnis die oben genannte Vereinbarung ersetzt	16.06.2009	German	Danisch		Sebald Stumm	Sebald.Stumm@deutschebahn.com	Erik V Madsen	Evm@bane.dk	
	Padborg-Flensburg													
4 - Atlantic	Badajoz-Elvas Fuentes de Oñoro - Vilar Formoso	ADIF	REFER											
4 - Atlantic				Convention-cadre concernant la connexion des infrastructures françaises et allemandes.	General Agreement about interconnection of railway infrastructures	From 01 10 2014 - no expiry foreseen	French	German		Samuela Burzio	samuela.burzio@rff.fr		-	
4 - Atlantic	Hendaye-Irún	SNCF Réseau	ADIF	Traité entre la Société Nationale des Chemins de fer Français (SNCF) et la Red Nacional de los Ferrocarriles Españoles (RENFE) pour l'exploitation de la section de ligne d'Hendaye à Irún ainsi que pour le fonctionnement des services de ces gares et l'utilisation en commun du chantier de changement de bogies de la gare d'Hendaye du 1er janvier 1980	General Agreement about interconnection of railway infrastructures	From 01 01 1980 - no expiry foreseen (a new document is under negotiation)	French			Samuela Burzio	samuela.burzio@rff.fr		-	
5 -Baltic-Atlantic	Thörl-Maglarn - Tarvisio-Boscoverde	ÖBB	RFI	Contratto tra gestori Infrastruttura delle FS S.p.A. e delle ÖBB per disciplinare l'esercizio del traffico Ferroviario di confine, stipulata in data 8.-12.02.2002	General Agreement between FS and ÖBB regarding cross border operation	from February 2002 - no expiry	German	Italian		Marco Restante	m.restante@rfi.it	Michael Köstinger	michael.koestinger@oebb.at	

RFC (s)	Border sections	IM 1	IM 2	Title of the border agreement	Description	Validity from	Language			Contact persons IM1		IM2		NOTES
							Language 1	Language 2	Language 3	Name	Address	Name	Address	
5 -Baltic-Atlantic	Miedzylesie - Lichkov	PKP PLK	SŽDC	Umowy o współpracy w zakresie zarządzania kolejową infrastrukturą dla prowadzenia ruchu kolejowego przez granicę państwową pomiędzy Rzeczpospolitą Polską a Republiką Czeską Smlouva o spolupráci provozovatelů drah v přeshraničním provozu	General Agreement between Rep Poland and Czech Rep. regarding cross-border operation and traffic management	updated new agreement in 2016	Czech	Polish		Waldemar Bujnowski	waldemar.bujnowski@plk-sa.pl	Roland Nohel	nohel@szdc.cz	
	Zebrzydowice- Petrovice u Karviné													
	Chałupki - Bohumín													
5 -Baltic-Atlantic	Sentilj - Spielfeld-Straß	ÖBB	SŽ	Vertrag über die Verknüpfung der Infrastruktur Pogodba o povezavi železniške infrastrukture	General Agreement between Slovenia and Austria regarding cross-border operation and traffic management	?	German	Slovenian		Günter Derflinger	Gunter.Derflinger@oebb.at	Jano Varl	jano.varl@slo-zeleznice.si	
	Jesenice - Rosenbach													
5 -Baltic-Atlantic	Skalité – Zwardoń	PKP PLK	ŽSR	Zmluva o spolupráci pri správe železničnej infraštruktúry pre výkon železničnej dopravy cez štátnu hranicu medzi Poľskou republikou a Slovenskou republikou Umowy o współpracy w zakresie zarządzania kolejową infrastrukturą dla prowadzenia ruchu kolejowego przez granicę państwową pomiędzy Rzeczpospolitą Polską a Republiką Słowacką	General Agreement between Rep Poland and Slovak Rep. regarding cross-border operation and traffic management	proposal for update form PKP PLK in 2015	Slovak	Polish		Waldemar Bujnowski	waldemar.bujnowski@plk-sa.pl		-	
5 -Baltic-Atlantic	Villa Opicina-Sezana	SŽ	RFI	ACCORDO TRA IL GESTORE INFRASTRUTTURA RETE FERROVIARIA ITALIANA S.p.A. (RFI) ED IL GESTORE DELL'INFRASTRUTTURA FERROVIARIA PUBBLICA SLOVENSKE ŽELEZNICE d.o.o. (SŽ) PER DISCIPLINARE L'ESERCIZIO DEL TRAFFICO FERROVIARIO DI CONFINE SPORAZUM MED UPRAVLJAVCEM INFRASTRUKTURE ITALIJANSKIH ŽELEZNIC S.p.A. (RFI) IN UPRAVLJAVCEM JAVNE ŽELEZNIŠKE INFRASTRUKTURE SLOVENSkih ŽELEZNIC d.o.o. (SŽ) O UREJANJU MEJNEGA ŽELEZNIŠKEGA PROMETA	General Agreement about interconnection of railway infrastructures	from 05.03.2009 - no expiry foreseen	Italian	Slovenian		Jano Varl	jano.varl@slo-zeleznice.si		-	
5 -Baltic-Atlantic	Bernhardsthal - Břeclav	SŽDC	ÖBB	Smlouva o navázání infrastruktur Infrastrukturverknüpfungsvertrag (IVV)	General Agreement between Czech Rep. and Austria regarding cross-border operation and traffic management	?	Czech	German		Roland Nohel	nohel@szdc.cz	Günter Derflinger	Gunter.Derflinger@oebb.at	
5 -Baltic-Atlantic	Devínska Nová Ves – Marchegg	ÖBB	ŽSR	Zmluva medzi ŽSR a ÖBB k úprave hraničného prechodu železníc Infrastrukturverknüpfungsvertrag (IVV)	General Agreement about interconnection of railway infrastructures	?	Slovak	German		Patrik Benka	benka.patrik@zsr.sk	Günter Derflinger	Gunter.Derflinger@oebb.at	
	Kittsee - Bratislava Petržalka													
5 -Baltic-Atlantic	Čadca - Mosty u Jablunkova	SŽDC	ŽSR	Zmluva o prepojení železničných infraštruktúr, Smlouva o přepojení železničních infrastruktur	General Agreement about interconnection of railway infrastructures	?	Slovak	Czech		Roland Nohel	nohel@szdc.cz		-	
6 -Mediterranean	Villa Opicina-Sezana	SŽ	RFI	ACCORDO TRA IL GESTORE INFRASTRUTTURA RETE FERROVIARIA ITALIANA S.p.A. (RFI) ED IL GESTORE DELL'INFRASTRUTTURA FERROVIARIA PUBBLICA SLOVENSKE ŽELEZNICE d.o.o. (SŽ) PER DISCIPLINARE L'ESERCIZIO DEL TRAFFICO FERROVIARIO DI CONFINESPORAZUM MED UPRAVLJAVCEM INFRASTRUKTURE ITALIJANSKIH ŽELEZNIC S.p.A. (RFI) IN UPRAVLJAVCEM JAVNE ŽELEZNIŠKE INFRASTRUKTURE SLOVENSkih ŽELEZNIC d.o.o. (SŽ) O UREJANJU MEJNEGA ŽELEZNIŠKEGA PROMETA	General Agreement about interconnection of railway infrastructures	from 05.03.2009 - no expiry foreseen	Italian	Slovenian		Jano Varl	jano.varl@slo-zeleznice.si		-	
6 -Mediterranean	Hodos-Oriszentpéter	MÁV	SŽ	Pogodba o izvajanju železniškega prometa preko državne meje Szerződés a Szlovén Vasutak KFT (SŽ) vasúti közinfrastruktúrája és a Magyar Államvasutak Zrt. (MÁV Zrt.) pályavasúti üzletága között a vasúti határármenet szabályozásáról	General Agreement about interconnection of railway infrastructures	from 15.1.2008 - no expiry foreseen	Hungarian	Slovenian		Jano Varl	jano.varl@slo-zeleznice.si		-	

RFC (s)	Border sections	IM 1	IM 2	Title of the border agreement	Description	Validity from	Language			Contact persons IM1		IM2		NOTES
							Language 1	Language 2	Language 3	Name	Address	Name	Address	
6 - Mediterranean	Figueres-Perpignan (TP Ferro)	SNCF Réseau	ADIF	Traité entre la Société Nationale des Chemins de fer Français (SNCF) et la Red Nacional de los Ferrocarriles Españoles (RENFE) pour l'exploitation de la section de ligne d'Hendaye à Irún ainsi que pour le fonctionnement des services de ces gares et l'utilisation en commun du chantier de changement de bogies de la gare d'Hendaye du 1er janvier 1980	General Agreement about interconnection of railway infrastructures	From 01 01 1980 - no expiry foreseen (a new document is under negotiation)	French			Samuela Burzio	samuela.burzio@rff.fr		-	
	Portbou-Cerbère													
6 - Mediterranean	Ventimiglia	RFI	SNCF Réseau	Convention Cadre / Convenzione Quadro	General Agreement about interconnection of railway infrastructures	January 2006, into force from March 2007 -	French	Italian			-		-	
	Modane													
7 - Orient-East/Med	Bernhardsthal - Břeclav	SŽDC	ÖBB	Smlouva o navázání infrastruktur Infrastrukturverknüpfungsvertrag (IVV)	General Agreement between Czech Rep. and Austria regarding cross-border operation and traffic management	?	Czech	German		Roland Nohel	nohel@szdc.cz	Günter Derflinger	Guenther.Derflinger@oebb.at	
7 - Orient-East/Med	Kittsee - Bratislava Petržalka	ÖBB	ŽSR	Zmluva medzi ŽSR a ÖBB k úprave hraničného prechodu Infrastrukturverknüpfungsvertrag (IVV)	General Agreement about interconnection of railway infrastructures	?	Slovak	German		Patrik Benka	benka.patrik@zsr.sk	Günter Derflinger	Guenther.Derflinger@oebb.at	
	Devínska Nová Ves – Marchegg													
7 - Orient-East/Med	Biharkeresztes-Episcopia Bihor	MÁV	CFR								-		-	
	Lőkősháza-Curtici													
7 - Orient-East/Med	Golenč /-Vidin	CFR	NRIC											
	Giurgiu-Giurgiu Border													
7 - Orient-East/Med	Hegyeshalom - Nickelsdorf	MÁV	ÖBB											
7 - Orient-East/Med	Štúrovo - Szob	ŽSR	MÁV	Zmluva o prepojení železničných infraštruktúr medzi Maďarskou republikou a Slovenskou republikou	General Agreement about interconnection of railway infrastructures	?	Slovak	Hungarian						
	Komarno-Komárom													
7 - Orient-East/Med	Svilengrad - Ormenio	NRIC	OSE											
	Kulata-Promachonas													
7 - Orient-East/Med	Kúty - Lanžhot	SŽDC	ŽSR	Zmluva o prepojení železničných infraštruktúr, Smlouva o přepojení železničních infrastruktur	General Agreement about interconnection of railway infrastructures	?	Slovak	Czech		Roland Nohel	nohel@szdc.cz		-	
7 - Orient-East/Med	Rusovce-Rajka	ŽSR	Gysev											
8 - NorthSea-Baltic	Hergenrath-Aachen Sud	Infrabel	DBNetz	Vertrag über die Verknüpfung der Infrastruktur zwischen DB Netz AG und Infrabel / Accord sur l'interconnexion de l'infrastructure entre DB Netz AG et Infrabel	General Agreement about interconnection of railway infrastructures	No expiry	French	German		Sebald Stumm	Sebald.Stumm@deutschebahn.com	Ann Verstraelen	ann.verstraelen@infrabel.be	
	Montzen-Aachen West													
8 - NorthSea-Baltic	Zevenaar Ost-Emmerich	Prorail	DBNetz	Grenbaanvakovereenkomst	General Agreement regarding cross-border operations and traffic management + instructions for traffic management at border crossing Zevenaar Oost-Emmerich	Most recent version: May 2015. No expiry	Dutch	German		Ko Verheijen	Ko.Verheijen@prorail.nl	Sebald Stumm	sebald.stumm@deutschebahn.com	
	Bad Bentheim-Oldenzaal													
8 - NorthSea-Baltic	Bad Schandau - Děčín	DBNetz	SŽDC	Ujednání mezi Československými státními drahami (ČSD) a Německou říšskou dráhou (DR) o vedení provozu na pohraničních tratích	General Agreement about interconnection of railway infrastructures		German	Czech			-	Roland Nohel	nohel@szdc.cz	
8 - NorthSea-Baltic	Horka Gbf - Węliniec	PKP PLK	DBNetz	Umowa pomiędzy PKP Polskie Linie Kolejowe S.A. i DB Netz AG, o eksploataowaniu infrastruktury kolejowej dla zapewnienia ruchu kolejowego przekraczającego granicę	General Agreement regarding cross-border operation and traffic management	12.12.2015	German	Polish		Waldemar Bujnowski	waldemar.bujnowski@plk-sa.pl		-	

RFC (s)	Border sections	IM 1	IM 2	Title of the border agreement	Description	Validity from	Language			Contact persons		NOTES		
							Language 1	Language 2	Language 3	IM1	IM2			
										Name	Address	Name	Address	
	Rzepin-Frankfurt(Oder)			Uregulowania w zakresie prowadzenia ruchu przez granicę państwową między PKP Polskie Linie Kolejowe S.A. (PKP PLK S.A.) i DB Netz AG - Część 4A Ogólne Porozumienia Graniczna	Regulation on traffic management between PKP PLK and DB Netz (Appendix to General Agreement)	12.12.2015	German	Polish		Waldemar Bujnowski	waldemar.bujnowski@plk-sa.pl		-	
8 - NorthSea-Baltic	Trakiszi – Mockava	PKP PLK	LitRail	Porozumienie o współpracy w zakresie eksploatacji i utrzymania infrastruktury kolejowej dla organizacji ruchu kolejowego przez granicę między Rzeczpospolitą Polską a Republiką Litewską	Agreement on cooperation in the field of operation and maintenance of the railway infrastructure for traffic management across the border between the Republic of Poland and Republic of Lithuania	unlimited period	Lituanian	Polish	Russian	Waldemar Bujnowski	waldemar.bujnowski@plk-sa.pl		-	
9-Czech-Slovak	Čadca - Mosty u Jablunkova	SŽDC	ŽSR	Zmluva o prepojení železničných infraštruktúr, Smlouva o přepojení železničních infrastruktur	General Agreement about interconnection of railway infrastructures	?	Slovak	Czech		Roland Nohel	nohel@szdc.cz		-	
	Lúky pod Makytou – Horní Lideč													

Border agreements Level 2

RFC (s)	Border section	IM 1	IM 2	Title of the border agreement	Description	Validity (time)	Language		Contact persons IM1		IM2		IM3	
							Language 1	Language 2	Name	Address	Name	Address	Name	Address
1 - Rhine-Alpine	Basel Bad Bf - Basel SBB PB	DBNetz	SBB	Vertrag über den Eisenbahninfrastrukturanschluss der Infrastrukturunternehmen SBB AG und DB Netz AG in Basel	Local agreement for operation and traffic control on border crossing line Basel SBB - Basel Bad BF	Endless	German		Dirk Früh	dirk.frueh@deutschebahn.com	Rita Imhof	rita.imhof@sbb.ch		-
				Infrastrukturanschlussvertrag zwischen der SBB und DB Netz in Basel	Local agreement for operation and traffic control on border crossing line Basel SBB - Basel Bad BF	No expiry	German			-	Rita Imhof	rita.imhof@sbb.ch		-
1 - Rhine-Alpine	Brig-Domodossola	BLS/SBB	RFI	Allegato 2.3: Allegato tecnico circolazione Domodossola/Domo II - Iselle	Annex to the convention between RFI and SBB Infrastructure for the border crossing Domodossola	No expiry	Italian		Rita Imhof	rita.imhof@sbb.ch	Aldo Isi	a.isi@rfi.it		-
				Allegato 1.3: Allegato tecnico Infrastruttura tratta di confine Domodossola/Iselle	Annex to the convention between RFI and SBB Infrastructure for the border crossing Domodossola	No expiry	Italian		Rita Imhof	rita.imhof@sbb.ch	Aldo Isi	a.isi@rfi.it		-
				Allegato 3 "Management delle tracce" alla convenzione fra Gestori Infrastruttura RFI - FFS per i tronchi di confine di Domodossola/Iselle, Luino/Pino e la stazione di Chiasso.	Common provisions of RFI and SBB Infrastructure in order to establish the conditions for the management of the tracks on the line Brig - Domodossola	No expiry	Italian		Rita Imhof	rita.imhof@sbb.ch	Pietro Matera	p.matera@rfi.it		-
1 - Rhine-Alpine	Chiasso	SBB	RFI	Allegato 3 "Management delle tracce" alla convenzione fra Gestori Infrastruttura RFI - FFS per i tronchi di confine di Domodossola/Iselle, Luino/Pino e la stazione di Chiasso.	Common provisions of RFI and SBB Infrastructure in order to establish the conditions for the management of the tracks on the line Chiasso - Como/Bivio Rosales	No expiry	Italian		Rita Imhof	rita.imhof@sbb.ch	Pietro Matera	p.matera@rfi.it		-
				Allegato 1.1: Allegato tecnico Infrastruttura Chiasso Viaggiatori (VG) / Chiasso Smistamento (SM)	Annex to the convention between RFI and SBB Infrastructure for the border crossing Chiasso	No expiry	Italian		Rita Imhof	rita.imhof@sbb.ch	Aldo Isi	a.isi@rfi.it		-
				Allegato 2.1: Allegato tecnico circolazione Chiasso Viaggiatori (VG)/Chiasso Smistamento (SM)	Annex to the convention between RFI and SBB Infrastructure for the border crossing Chiasso	No expiry	Italian		Rita Imhof	rita.imhof@sbb.ch	Aldo Isi	a.isi@rfi.it		-
				Allegato 4: Descrizione dei flussi di comunicazione fra FFS - RFI in caso di traffico regolare e perturbato per la linea del Gottardo via Chiasso / Luino.	Determine the roles and the flow of information / decision-making between RFI and SBB. Regulate in detail the flow of communication in a regular and disturbed operation.	No expiry	Italian		Francesco Riva	francesco.riva@sbb.ch	Rosa Frignola	r.frignola@rfi.it		-
1 - Rhine-Alpine	Domo II	BLS/SBB	RFI	Allegato 3 "Management delle tracce" alla convenzione fra Gestori Infrastruttura RFI - FFS per i tronchi di confine di Domodossola/Iselle, Luino/Pino e la stazione di Chiasso.	Common provisions of RFI and SBB Infrastructure in order to establish the conditions for the management of the tracks on the line Brig - Domo II	No expiry	Italian		Rita Imhof	rita.imhof@sbb.ch	Pietro Matera	p.matera@rfi.it		-
				Allegato 4: Descrizione dei flussi di comunicazione fra FFS - BLS - RFI in caso di traffico regolare e perturbato per la tratta Iselle - Domodossola	Determine the roles and the flow of information / decision-making between RFI - BLS and SBB. Regulate in detail the flow of communication in a regular and disturbed operation.	No expiry	Italian		Perry Marioli	perry.marioli@sbb.ch	Rosa Frignola	r.frignola@rfi.it	Roger Beutler	roger.beutler@bbs.ch
				Allegato 2.3: Allegato tecnico circolazione Domodossola/Domo II - Iselle	Annex to the convention between RFI and SBB Infrastructure for the border crossing Domodossola	No expiry	Italian		Rita Imhof	rita.imhof@sbb.ch	Aldo Isi	a.isi@rfi.it		-
1 - Rhine-Alpine	Kaldenkirchen-Velno	Prorail	DBNetz	Zusatzvereinbarung zum Infrastrukturverknüpfungsvertrag für die Grenzstrecke Kaldenkirchen-Velno	Hauptdokument und Anlagen (Anhang 1 Gespräche führen/Übersetzungen; Anhang 2 Kontaktdaten; Anhang 3 Schaltgespräche, Bestimmungen für den elektrischen Zugbetrieb; Anhang 4 Heissläuferortungsanlage Elten; Anhang 5 Bauarbeiten/Arbeiten; Anhang 6 bleibt frei; Anhang 7 Vereinbarung über die Behandlung von gefährlichen Ereignissen; Anhang 8 ESTW Schnittstelle Babberich; Anhang 9 Schlüsselschalter zur Arbeitsstellensicherung.	Most recent version: May 2015. No expiry	Dutch	German	Ko Verheijen	Ko.Verheijen@prorail.nl	Sebald Stumm	sebald.stumm@deutschebahn.com		
1 - Rhine-Alpine	Luino	SBB	RFI	Allegato 3 "Management delle tracce" alla convenzione fra Gestori Infrastruttura RFI - FFS per i tronchi di confine di Domodossola/Iselle, Luino/Pino e la stazione di Chiasso.	Common provisions of RFI and SBB Infrastructure in order to establish the conditions for the management of the tracks on the line (Bellinzona) - Piono Trnzano - Luino	No expiry	Italian		Rita Imhof	rita.imhof@sbb.ch	Pietro Matera	p.matera@rfi.it		-
				Allegato 1.2: Allegato tecnico Infrastruttura tratta di confine Luino/Pino Tronzano	Annex to the convention between RFI and SBB Infrastructure for the border crossing Luino	No expiry	Italian		Rita Imhof	rita.imhof@sbb.ch	Aldo Isi	a.isi@rfi.it		-
				Allegato 2.2: Allegato tecnico circolazione Luino - Piono Tronzano confine	Annex to the convention between RFI and SBB Infrastructure for the border crossing Luino	No expiry	Italian		Rita Imhof	rita.imhof@sbb.ch	Aldo Isi	a.isi@rfi.it		-

RFC (s)	Border section	IM 1	IM 2	Title of the border agreement	Description	Validity (time)	Language		Contact persons IM1		IM2		IM3	
							Language 1	Language 2	Name	Address	Name	Address	Name	Address
				Allegato 4: Descrizione dei flussi di comunicazione fra FFS - RFI in caso di traffico regolare e perturbato per la linea del Gottardo via Chiasso / Luino.	Determine the roles and the flow of information / decision-making between RFI and SBB. Regulate in detail the flow of communication in a regular and disturbed operation.	No expiry	Italian		Francesco Riva	francesco.riva@sbb.ch	Rosa Frignola	r.frignola@rfi.it		-
1 - Rhine-Alpine	Hergenrath-Aachen Sud	Infrabel	DBNetz	Consigne locale - Arrangement complémentaire relatif aux particularités locales de la ligne franchissant la frontière Bifurcation Hammerbrücke - Aachen Sud consigne 11/6 ligne 37 / „Örtlichen Richtlinien - Zusatzvereinbarungen über die örtlichen Besonderheiten auf den jeweiligen grenzüberschreitenden Strecken“ Aachen Sud - Hergenrath	Instructions for traffic management at bordercrossing Bifurcation Hammerbrücke - Aachen Sud	Endless	French	German	Sebald Stumm	Sebald.Stumm@deutschebahn.com	Ann Verstraelen	ann.verstraelen@infrabel.be		-
1 - Rhine-Alpine	Montzen-Aachen West	Infrabel	DBNetz	Consigne locale - Arrangement complémentaire relatif aux particularités locales de la ligne franchissant la frontière Aachen West – Montzen consigne 11/6 ligne 24 / „Örtlichen Richtlinien - Zusatzvereinbarungen über die örtlichen Besonderheiten auf den jeweiligen grenzüberschreitenden Strecken“ Aachen West - Montzen	Instructions for traffic management at bordercrossing Montzen - Aachen West	Endless	French	German	Sebald Stumm	Sebald.Stumm@deutschebahn.com	Ann Verstraelen	ann.verstraelen@infrabel.be		-
1 - Rhine-Alpine	Zevenaer Ost-Emmerich	Prorail	DBNetz	Zusatzvereinbarung zum Infrastrukturverknüpfungsvertrag für die Grenzstrecke Emmerich - Zevenaer Oost	Hauptdokument und Anlagen (Anhang 1 Gespräche führen/Übersetzungen; Anhang 2 Kontaktdaten; Anhang 3 Schaltgespräche, Bestimmungen für den elektrischen Zugbetrieb; Anhang 4 Heissläuferortungsanlage Elten; Anhang 5 Bauarbeiten/Arbeiten; Anhang 6 bleibt frei; Anhang 7 Vereinbarung über die Behandlung von gefährlichen Ereignissen; Anhang 8 ESTW Schnittstelle Babberich; Anhang 9 Schlüsselschalter zur Arbeitsstellensicherung.	No expiry	Dutch	German	Ko Verheijen	Ko.Verheijen@prorail.nl	Sebald Stumm	sebald.stumm@deutschebahn.com		-
				Grenbaanvakovereenkomst	General Agreement regarding cross-border operations and traffic management + instructions for traffic management at border crossing Zevenaer Oost-Emmerich	Most recent version: May 2015	Dutch	German	Ko Verheijen	Ko.Verheijen@prorail.nl				-
2 -North Sea-Med	Aubange - Mont-Saint-Martin	Infrabel	SNCF Réseau	Conditions d'exploitation de la section frontière Longwy- Mont St Martin-Y. Aubange - Consigne commune RFF/SNCF/Infrabel	Instructions for traffic management at bordercrossing Longwy - Aubange	Endless	French	-	SNCF Réseau OSS	GuichetUnique@rff.fr	Ann Verstraelen	ann.verstraelen@infrabel.be		-
2 -North Sea-Med	Aulnoye-Quévy	Infrabel	SNCF Réseau	Régime d'exploitation de la section frontière Aulnoye - Quévy	Instructions for traffic management at bordercrossing Aulnoye - Quévy	Endless	French	-	SNCF Réseau OSS	GuichetUnique@rff.fr	Ann Verstraelen	ann.verstraelen@infrabel.be		-
2 -North Sea-Med	Autelbas-Kleinbettingen	Infrabel	CFL	Consigne frontalière 11/6 Ligne 162/5	Instructions for traffic management at bordercrossing Autelbas - Kleinbettingen	Endless	French	-	Marc Johanns	marc.johanns@cfl.lu	Ann Verstraelen	ann.verstraelen@infrabel.be		-
2 -North Sea-Med	Baisieux-Froyennes	Infrabel	SNCF Réseau	Régime d'exploitation de la section frontière Ascq - Froyennes	Instructions for traffic management at bordercrossing Ascq - Froyennes	Endless	French	-	SNCF Réseau OSS	GuichetUnique@rff.fr	Ann Verstraelen	ann.verstraelen@infrabel.be		-
2 -North Sea-Med	Zoufftgen-Bettembourg	SNCF Réseau	CFL	Conditions d'exploitation de la section frontière Thionville - Bettembourg - Consigne commune SNCF / CFL	Instructions for traffic management at bordercrossing Zoufftgen - Bettembourg	Endless	French	-	SNCF Réseau OSS	GuichetUnique@rff.fr	Marc Johanns	marc.johanns@cfl.lu		-
2 -North Sea-Med	Erquennes - Jeumont	Infrabel	SNCF Réseau	Régime d'exploitation de la section frontière Jeumont - Erquennes	Instructions for traffic management at bordercrossing Jeumont - Erquennes	Endless	French	-	SNCF Réseau OSS	GuichetUnique@rff.fr	Ann Verstraelen	ann.verstraelen@infrabel.be		-
2 -North Sea-Med	Essen Grens-Rosendaal	Prorail	Infrabel	Grenbaanvakovereenkomst Essen-Rosendaal	Instructions for traffic management at bordercrossing Essen - Rosendaal	Endless	Dutch	-	Harm-Jaap Groenwold	harmjaap.groenwold@prorail.nl	Ann Verstraelen	ann.verstraelen@infrabel.be		-
2 -North Sea-Med	Mouscron - Tourcoing	Infrabel	SNCF Réseau	Régime d'exploitation de la section frontière Tourcoing - Mouscron	Instructions for traffic management at bordercrossing Tourcoing - Mouscron	Endless	French	-	SNCF Réseau OSS	GuichetUnique@rff.fr	Ann Verstraelen	ann.verstraelen@infrabel.be		-
2 -North Sea-Med	Longwy-Pétange	SNCF Réseau	CFL	Prescriptions particulières applicables à la section de ligne Longwy - Mont St Martin à la frontière franco-luxembourgeoise - Dispositions particulières d'exploitation	Instructions for traffic management at bordercrossing Longwy Pétange	Endless	French	-	SNCF Réseau OSS	GuichetUnique@rff.fr	Marc Johanns	marc.johanns@cfl.lu		-
2 -North Sea-Med	Aubange - Rodange	Infrabel	CFL	Consigne frontalière 11/6 Lignes 165/1-6G et 167-6J	Instructions for traffic management at bordercrossing Athis - Rodange and Aubange - Rodange	Endless	French	-	Ann Verstraelen	ann.verstraelen@infrabel.be	Marc Johanns	marc.johanns@cfl.lu		-

RFC (s)	Border section	IM 1	IM 2	Title of the border agreement	Description	Validity (time)	Language		Contact persons IM1		IM2		IM3	
							Language 1	Language 2	Name	Address	Name	Address	Name	Address
2 -North Sea-Med	St.Louis Frontière-Basel St.Johann	SNCF Réseau	SBB	Infrastrukturanschlussvertrag zwischen der SBB und SNCF in Basel, Ligne de Bâle CFF à Mulhouse - Consigne commune d'exploitation de Bâle St. Jean (CFF) `St. Louis (SNCF)	Local agreement for operation and traffic control on border crossing line Basel SBB - Basel St. Louis	Endless	German	French	Rita Imhof	rita.imhof@sbb.ch	SNCF Réseau OSS, RFF OSS	GuichetUnique@rff.fr		-
3 Scan-Med	Brenner	ÖBB	RFI	Contratto tra gestori Infrastruttura delle FS S.p.A. e delle ÖBB per disciplinare l'esercizio del traffico Ferroviario di confine, stipulata in data 8.-12.02.2002 Vertrag zwischen den Infrastrukturbetreibern der Italienischen Staatsbahnen AG und den ÖBB zur Regelung des Grenzübergangs der Eisenbahnen vom 8. und 12.02.2002	General Agreement between FS and ÖBB regarding cross border operation	from February 2002 - no expiry	German	Italian	Marco Restante	m.restante@rfi.it	Marco Restante	m.restante@rfi.it		
3 Scan-Med	Copenhagen - Malmö	TrafikVerket	BDK											
3 Scan-Med	Kieferfelden-Kufstein	DBNetz	ÖBB	Infrastrukturverknüpfungsvertrag (IVV) DB - ÖBB von 2008		?	German	-	Michael Köstinger	michael.koestinger@oebb.at		-		-
3 Scan-Med	Tønder - Niebüll	BDK	DB Netz	Infrastrukturverknüpfungsvertrag (IVV)/Infrastruktursamenkoblingsaftale (ISA)	General Agreement between Denmark and Germany /Tønder - Niebüll) regarding cross-border operation and traffic management	from 6.3.2014	German	Danish	Sebald Stumm	Sebald.Stumm@deutschebahn.com	Erik V Madsen	Evm@bane.dk		
3 Scan-Med	Padborg-Flensburg	BDK	DBNetz	Infrastrukturverknüpfungsvertrag (IVV)Aftale om infrastruktursamenkobling	General Agreement between Denmark and Germany (Flensburg - Padborg) regarding cross-border operation and traffic management	from 16.6.2009	German	Danish	Sebald Stumm	Sebald.Stumm@deutschebahn.com	Erik V Madsen	Evm@bane.dk		
3 Scan-Med	Thörl-Maglern - Tarvisio-Boscoverde	ÖBB	RFI	Appendice 2 al Contratto tra gestori Infrastruttura delle FS S.p.A. e delle ÖBB per disciplinare l'esercizio del traffico Ferroviario di confine, stipulata in data 8.-12.02.2002	Local Border Agreement on Border Crossing Tarvisio Boscoverde	No expiry	Italian	-	Marco Restante	m.restante@rfi.it	Michael Köstinger	michael.koestinger@oebb.at		-
4 - Atlantic	Badajoz-Elvas	ADIF	REFER											
4 - Atlantic	Fuentes de Oñoro - Vilar Formoso	ADIF	REFER											
4 - Atlantic	Hendaye-Irún	SNCF Réseau	ADIF	Régime d'exploitation de la section frontière d'Hendaye à Irun	Instructions for traffic management	From 29 03 2012 - no expiry foreseen	French	-	SNCF Réseau OSS	GuichetUnique@rff.fr		-		-
5 -Baltic-Atlantic	Thörl-Maglern - Tarvisio-Boscoverde	ÖBB	RFI	Appendice 2 al Contratto tra gestori Infrastruttura delle FS S.p.A. e delle ÖBB per disciplinare l'esercizio del traffico Ferroviario di confine, stipulata in data 8.-12.02.2002	Local Border Agreement on Border Crossing Tarvisio Boscoverde	Endless	Italian	-	Marco Restante	m.restante@rfi.it	Michael Köstinger	michael.koestinger@oebb.at		-
5 -Baltic-Atlantic	Chałupki - Bohumín	PKP PLK	SŽDC	Miejscowe Porozumienie Graniczne Chałupki-Bohumín /// Místní pohraniční ujednání o spolupráci provozovatelů drah v přeshraničním provozu na úsecích přeshraničního provozu Bohumín Vrbice (ČR) – Chałupki (PL)	Local Border Agreement on Border Crossing Bohumín Vrbice - Chałupki	unlimited period	Polish and Czech	CZ	Zakład Lini Kolejowych w Tarnowskich Górach	iz.tarnowskiegory@plk-sa.pl	Karel Straka	StrakaK@szdc.cz		-
				Miejscowe Porozumienie Graniczne Chałupki-Bohumín /// Místní pohraniční ujednání o spolupráci provozovatelů drah v přeshraničním provozu na úsecích přeshraničního provozu Bohumín os. n. (ČR) – Chałupki (PL)	Local Border Agreement on Border Crossing Chałupki-Bohumín os. n.	unlimited period	Polish and Czech	PL	Zakład Lini Kolejowych w Tarnowskich Górach	iz.tarnowskiegory@plk-sa.pl	Karel Straka	StrakaK@szdc.cz		-
5 -Baltic-Atlantic	Jesenice - Rosenbach	ÖBB	SŽ	Dienstbehelf über die betrieblichen Normen für die Grenzstrecke Jesenice - Rosenbach Priročnik o prometnih predpisih za mejno progo Jesenice - Rosenbach	Local Border Agreement on Border Crossing Jesenice - Rosenbach Priročnik o prometnih predpisih za mejno progo Jesenice - Rosenbach	unlimited period	German	Slovenian	Günter Derflinger	Guenter.Derflinger@oebb.at	Jano Varl	jano.varl@slo-zeleznice.si		-
				Dienstbehelf zur Arbeit von ausführenden Mitarbeitern der Eisenbahnverkehrsunternehmen im Grenzbahnhof Jesenice Priročnik za delo izvršilnih delavcev železniških prevoznih podjetij na mejni postaji Jesenice	Manual for RUs on the SŽ Regulations on border station Jesenice	unlimited period	German	Slovenian	Günter Derflinger	Guenter.Derflinger@oebb.at	Jano Varl	jano.varl@slo-zeleznice.si		-

RFC (s)	Border section	IM 1	IM 2	Title of the border agreement	Description	Validity (time)	Language		Contact persons IM1		IM2		IM3	
							Language 1	Language 2	Name	Address	Name	Address	Name	Address
5 -Baltic-Atlantic	Międzylesie - Lichkov	PKP PLK	SZDC	Miejscowe Porozumienie Graniczne o współpracy zarządców infrastruktury kolejowej /// Místní pohraniční ujednání o spolupráci provozovatelů drah v přeshraničním provozu na úseku přeshraničního provozu na odcinku ruchu transgranicznego Międzylesie (RP) – Lichkov (RČ)	Local Agreement for operation and traffic control on border crossing line at the cross border stations Lichkov (ČR) – Międzylesie (PR)	14.12.2008	Polish and Czech	cz	Zakład Lini Kolejowych we Wrocławiu	iz.wroclaw@plk-sa.pl	Jiří Štěpánek	Stepanek@szdc.cz		-
5 -Baltic-Atlantic	Sentilj - Spielfeld-Straß	ÖBB	SŽ	Dienstbehelf über die betrieblichen Normen für die Grenzstrecke Sentilj - Spielfeld-Straß Priročnik o prometnih predpisih za mejno progo Šentilj - Spielfeld-Straß	Local Border Agreement on Border Crossing Sentilj - Spielfeld-Straß Priročnik o prometnih predpisih za mejno progo Sentilj - Spielfeld-Straß	unlimited period	German	Slovenian	Günter Derflinger	Gunter.Derflinger@oebb.at	Jano Varl	jano.varl@slo-zeleznice.si		-
5 -Baltic-Atlantic	Skalité – Zwardoń	PKP PLK	ŽSR	Miestna zmluva pre riadenie prevádzky a rganizovanie dopravy na dráhe na pohraničnej trati a v pohraničných staniách Skalité – Zwardoń Miejscowe Porozumienie Graniczne Zwardoń - Skalité	Local Border Agreement on Border Crossing Zwardoń - Skalité	unlimited period	Polish	Slovak	Patrik Benka	benka.patrik@zsr.sk	Zakład Linii Kolejowych w Sosnowcu	iz.sosnowiec@plk-sa.pl		-
5 -Baltic-Atlantic	Zebrzydowice-Petrovice u Karviné	PKP PLK	SZDC	Miejscowe Porozumienie Graniczne Zebrzydowice-Petrovice u Karvine /// Místní pohraniční ujednání pro řízení provozu a organizování drážní dopravy na pohraniční trati a v pohraničních stanicích Petrovice u Karviné (R) – Zebrzydowice (PR)	Local Border Agreement on Border Crossing Zebrzydowice-Petrovice u Karvine	01.08.2015	Polish and Czech	PL	Zakład Lini Kolejowych w Sosnowcu	iz.sosnowiec@plk-sa.pl	Karel Straka	StrakaK@szdc.cz		-
5 -Baltic-Atlantic	Villa Opicina-Sezana	SŽ	RFI	ALLEGATO 1 al Contratto 5-3-2009 fra Gestori SŽ e RFI NORMATIVA DI ESERCIZIO RFI PER IL PERSONALE DEI TRENI CHE ASSICURA IL TRAFFICO DI CONFINE CIRCOLANTI SUI TRONCHI DI LINEA TRA IL CONFINE DI STATO E VILLA OPICINA COMPRESA, DELLE LINEE SEŽANA – VILLA OPICINA E ŠTANJEL – VILLA OPICINA	Annex 1 to 2009 contract between SZ and RFI Infrastructure Managers - Operational regulations for trains' staff operating on the line sections between the State border lines and Villa Opicina of Sezana-Villa Opicina and Stanjel-Villa Opicina lines.	from 05.03.2009 2 updates: - 01.09.2010 - 16.12.2011	Italian	Slovenian	Jano Varl	jano.varl@slo-zeleznice.si		-		-
				PRILOGA 1 k Pogodbi 5-3-2009 med upravljavcema SŽ in RFI PREDPISI RFI, KI JIH MORA POZNATI VLAKOVNO OSEBJE IN SE UPORABLJAJO PRI OPRAVLJANJU OBMEJNEGA PROMETA NA DELU MEJNE PROGE OD DRŽAVNE MEJE DO POSTAJE VILLA OPICINA (OPČINE) ZA PROGO SEŽANA – VILLA OPICINA (OPČINE) IN ZA PROGO ŠTANJEL – VILLA OPICINA (OPČINE)										
				Allegato 3 - manuale sulla normativa per la circolazione sulla linea di confine Sežana - Villa Opicina Priloga 3 - Priročnik o prometnih predpisih za mejno progo Sežana - Villa Opicina/Opčine	Annex 3 to 2009 contract between SŽ and RFI Infrastructure Managers - Traffic Management regulations on the line section Villa Opicina - Sežana	from December 2008 - no expiry foreseen	Italian	Slovenian				-		-

RFC (s)	Border section	IM 1	IM 2	Title of the border agreement	Description	Validity (time)	Language		Contact persons IM1		IM2		IM3	
							Language 1	Language 2	Name	Address	Name	Address	Name	Address
				Accordo per l'istituzione di "Villa Opicina PROGRAMMAZIONE TRENI" FUNZIONE DI SUPPORTO PER IL COORDINAMENTO DEL TRAFFICO MERCI PASSANTE PER LA STAZIONE DI VILLA OPICINA Sporazum o ustanovitvi službe RFI "NAČRTOVANJE VLAKOVNEGA PROMETA Villa Opicina/Opčine" POMOČ PRI USKLAJEVANJU IN KOORDINACIJI TOVORNEGA PROMETA PREKO POSTAJE VILLA OPICINA/OPČINE	Local Agreement for short-term traffics replanning on VILLA OPICINA border crossing line	from January 2015 - no expiry foreseen	Italian	Slovenian				-		-
5 -Baltic-Atlantic	Bernhardsthal - Břeclav	SŽDC	ÖBB	Dodatkové ujednání ke Smlouvě o navázání infrastruktur pro pohraniční trať a pohraniční stanice Břeclav – Bernhardsthal Fbf Zusatzübereinkommen zum IVV für die Grenzstrecke und Grenzbahnhöfe Břeclav – Bernhardsthal Fbf	Local Border Agreement on Border Crossing Břeclav - Hohenau	09.12.2012	Czech	German	Luboš POKorný	POKornyl@szdc.cz	Günter Derflinger	Guenther.Derflinger@oebb.at		-
5 -Baltic-Atlantic	Devínska Nová Ves – Marchegg	ÖBB	ŽSR	Predpisové ustanovenia pre výkon prevádzky na hraničnom priechoch Devínska Nová Ves – Marchegg	Local Border Agreement on Border Crossing Devínska Nová Ves – Marchegg + Annex 4B	13.12.2009	German	Slovak	Patrik Benka	benka.patrik@zsr.sk	Günter Derflinger	Guenther.Derflinger@oebb.at		-
5 -Baltic-Atlantic	Kittsee - Bratislava Petržalka	ÖBB	ŽSR	Sumarizácia predpisových ustanovení pre vykonávanie prevádzkovej služby na hraničnom priechoch Kittsee – Bratislava-Petržalka	Local Border Agreement on Border Crossing Kittsee - Bratislava-Petržalka + Annex 4A	13.12.2009	German	Slovak	Patrik Benka	benka.patrik@zsr.sk	Günter Derflinger	Guenther.Derflinger@oebb.at		-
5 -Baltic-Atlantic	Čadca - Mosty u Jablunkova	SŽDC	ŽSR	Miestny dohovor (MD) pre riadenie prevádzky a organizovanie dopravy na dráhe na pohraničnej trati a v pohraničných staniciach Čadca (SR) - Mosty u Jablunkova (ČR)	Local Agreement for operation and traffic control on border crossing line at the cross border stations Čadca (SR) - Mosty u Jablunkova (ČR)	01.01.2015	Czech	Slovak	Daniel Mašán	masan.daniel@zsr.sk	Karel Straka	StrakaK@szdc.cz		-
6 - Mediterranean	Villa Opicina-Sezana	SŽ	RFI	ALLEGATO 1 al Contratto 5-3-2009 fra Gestori SŽ e RFI NORMATIVA DI ESERCIZIO RFI PER IL PERSONALE DEI TRENI CHE ASSICURA IL TRAFFICO DI CONFINE CIRCOLANTI SUI TRONCHI DI LINEA TRA IL CONFINE DI STATO E VILLA OPICINA COMPRESA, DELLE LINEE SEŽANA – VILLA OPICINA E ŠTANJEL – VILLA OPICINA PRILOGA 1 k Pogodbi 5-3-2009 med upravljavcema SŽ in RFI PREDPISI RFI, KI JIH MORA POZNATI VLAKOVNO OSEBJE IN SE UPORABLJAJO PRI OPRAVLJANJU OBMEJNEGA PROMETA NA DELU MEJNE PROGE OD DRŽAVNE MEJE DO POSTAJE VILLA OPICINA (OPČINE) ZA PROGO SEŽANA – VILLA OPICINA (OPČINE) IN ZA PROGO ŠTANJEL – VILLA OPICINA (OPČINE)	Annex 1 to 2009 contract between SZ and RFI Infrastructure Managers - Operational regulations for trains' staff operating on the line sections between the State border lines and Villa Opicina of Sezana-Villa Opicina and Stanjel-Villa Opicina lines.	from 05.03.2009 2 updates: - 01.09.2010 - 16.12.2011	Italian	Slovenian	Jano Varl	jano.varl@slo-zeleznice.si		-		-
				Allegato 3 - manuale sulla normativa per la circolazione sulla linea di confine Sezana - Villa Opicina Priloga 3 - Priročnik o prometnih predpisih za mejno progo Sežana - Villa Opicina/Opčine	Annex 3 to 2009 contract between SŽ and RFI Infrastructure Managers - Traffic Management regulations on the line section Villa Opicina - Sežana	from December 2008 - no expiry foreseen	Italian	Slovenian				-		-

RFC (s)	Border section	IM 1	IM 2	Title of the border agreement	Description	Validity (time)	Language		Contact persons IM1		IM2		IM3	
							Language 1	Language 2	Name	Address	Name	Address	Name	Address
				Accordo per l'istituzione di "Villa Opicina PROGRAMMAZIONE TRENI" FUNZIONE DI SUPPORTO PER IL COORDINAMENTO DEL TRAFFICO MERCI PASSANTE PER LA STAZIONE DIVILLA OPICINA Sporazum o ustanovitvi službe RFI "NAČRTOVANJE VLAKOVNEGA PROMETA Villa Opicina/Opčine" POMOČ PRI USKLAJEVANJU IN KOORDINACIJI TOVORNEGA PROMETA PREKO POSTAJE VILLA OPICINA/OPČINE	Local Agreement for short-term traffics replanning on VILLA OPICINA border crossing line	from January 2015 - no expiry foreseen	Italian	Slovenian				-		-
6 - Mediterranean	Figueres-Perpignan (TP Ferro)	SNCF Réseau	ADIF											
6 - Mediterranean	Hodos-Oriszentpéter	MÁV	SŽ	Priročnik o prometnih predpisih za mejno progo Hodoš - Őriszentpéter Kézikönyv a Hodos – Őriszentpéter határvonal forgalmi utasításairól	Local Border Agreement on Border Crossing Hodoš - Őriszentpéter	from 11.12.2011 - no expiry foreseen	Hungarian	Slovenian	Kuckó Tihamér	kucko.tihamer@mav.hu	Jano Varl	jano.varl@slo-zeleznice.si		-
6 - Mediterranean	Modane	RFI	SNCF Réseau											
6 - Mediterranean	Portbou-Cerbère	SNCF Réseau	ADIF											
6 - Mediterranean	Ventimiglia	RFI	SNCF Réseau											
7 - Orient-East/Med	Bernhardsthal - Břeclav	SŽDC	ÖBB	Dodatkové ujednání ke Smlouvě o navázání infrastruktur pro pohraniční trať a pohraniční stanice Břeclav – Bernhardsthal Fbf Zusatzübereinkommen zum IVV für die Grenzstrecke und Grenzbahnhöfe Břeclav – Bernhardsthal Fbf	Local Border Agreement on Border Crossing Břeclav - Hohenau	09.12.2012	Czech	German	Luboš POKorný	POKornyL@szdc.cz	Günter Derflinger	Gunter.Derflinger@oebb.at		-
7 - Orient-East/Med	Devínska Nová Ves – Marchegg	ÖBB	ŽSR	Predpisové ustanovenia pre výkon prevádzky na hraničnom priechode Devínska Nová Ves – Marchegg	Local Border Agreement on Border Crossing Devínska Nová Ves – Marchegg + Annex 4B	13.12.2009	German	Slovak	Patrik Benka	benka.patrik@zsr.sk	Günter Derflinger	Gunter.Derflinger@oebb.at		-
7 - Orient-East/Med	Kittsee - Bratislava Petržalka	ÖBB	ŽSR	Sumarizácia predpisových ustanovení pre vykonávanie prevádzkovej služby na hraničnom priechode Kittsee – Bratislava-Petržalka	Local Border Agreement on Border Crossing Kittsee - Bratislava-Petržalka + Annex 4A	13.12.2009	German	Slovak	Patrik Benka	benka.patrik@zsr.sk	Günter Derflinger	Gunter.Derflinger@oebb.at		-
7 - Orient-East/Med	Biharkeresztes-Episcopia Bihor	MÁV	CFR											
7 - Orient-East/Med	Giurgiu-Giurgiu Border	CFR	NRIC											
7 - Orient-East/Med	Golenți /-Vidin	CFR	NRIC											
7 - Orient-East/Med	Hegyeshalom - Nickelsdorf	MÁV	ÖBB		Agreement about Border Traffic + supplement technology on Hegyeshalom station	no timeframe	German	Hungarian	Kuckó Tihamér	kucko.tihamer@mav.hu		-		-
7 - Orient-East/Med	Komarno-Komárom	ŽSR	MÁV		Agreement about Border Traffic + supplement technology on Komárom station	no timeframe	Hungarian	Slovak	Kuckó Tihamér	kucko.tihamer@mav.hu		-		-
7 - Orient-East/Med	Kulata-Promachonas	NRIC	OSE											
7 - Orient-East/Med	Kúty - Lanžhot	SŽDC	ŽSR	Miestny dohovor pre riadenie prevádzky a organizovanie dopravy na dráhe na pohraničnej trati a v pohraničných staniách Kúty (SR)-Lanžhot (ČR)	Local Agreement for operation and traffic control on border crossing line at the cross border stations Kúty (SR) - Lanžhot (ČR)	30.03.2015	Czech	Slovak	Daniel Mašán	masan.daniel@zsr.sk	Luboš POKorný	POKornyL@szdc.cz		-
7 - Orient-East/Med	Lőkősháza-Curtici	MÁV	CFR		Agreement about Border Traffic + supplement technology on Curtici station	no timeframe	Hungarian	Rumanian	Kuckó Tihamér	kucko.tihamer@mav.hu		-		-
7 - Orient-East/Med	Rusovce-Rajka	ŽSR	Gysev											

RFC (s)	Border section	IM 1	IM 2	Title of the border agreement	Description	Validity (time)	Language		Contact persons IM1		IM2		IM3	
							Language 1	Language 2	Name	Address	Name	Address	Name	Address
7 - Orient-East/Med	Štúrovo - Szob	ŽSR	MÁV	Miestna zmluva pre riadenie prevádzky a rganizovanie dopravy na dráhe na pohraničnej trati a v pohraničných staniach Štúrovo (SR) – Szob (HU)	Local Agreement for operation and traffic control on border crossing line at the cross border stations Štúrovo (SR) - Szob (HU) + Supplementary agreement technology on Štúrovo station	?	Hungarian	Slovak	Patrik Benka	benka.patrik@zsr.sk	Kuckó Tihamér	kucko.tihamer@mav.hu		-
7 - Orient-East/Med	Svilengrad - Ormenio	NRIC	OSE											
8 - NorthSea-Baltic	Hergenrath-Aachen Sud	Infrabel	DBNetz	Consigne locale - Arrangement complémentaire relatif aux particularités locales de la ligne franchissant la frontière Bifurcation Hammerbrücke - Aachen Sud consigne 11/6 ligne 37 / „Örtlichen Richtlinien - Zusatzvereinbarungen über die örtlichen Besonderheiten auf den jeweiligen grenzüberschreitenden Strecken“ Aachen Sud - Hergenrath	Instructions for traffic management at bordercrossing Bifurcation Hammerbrücke - Aachen Sud	Endless	French	German	Sebald Stumm	Sebald.Stumm@deutschebahn.com	Ann Verstraelen	ann.verstraelen@infrabel.be		-
8 - NorthSea-Baltic	Montzen-Aachen West	Infrabel	DBNetz	Consigne locale - Arrangement complémentaire relatif aux particularités locales de la ligne franchissant la frontière Aachen West – Montzen consigne 11/6 ligne 24 / „Örtlichen Richtlinien - Zusatzvereinbarungen über die örtlichen Besonderheiten auf den jeweiligen grenzüberschreitenden Strecken“ Aachen West - Montzen	Instructions for traffic management at bordercrossing Montzen - Aachen West	Endless	French	German	Sebald Stumm	Sebald.Stumm@deutschebahn.com	Ann Verstraelen	ann.verstraelen@infrabel.be		-
8 - NorthSea-Baltic	Zevenaar Ost-Emmerich	Prorail	DBNetz	Zusatzvereinbarung zum Infrastrukturverknüpfungsvertrag für die Grenzstrecke Emmerich - Zevenaar Oost	Hauptdokument und Anlagen (Anhang 1 Gespräche führen/Übersetzungen; Anhang 2 Kontaktdaten; Anhang 3 Schaltgespräche, Bestimmungen für den elektrischen Zugbetrieb; Anhang 4 Heissläuferortungsanlage Elten; Anhang 5 Bauarbeiten/Arbeiten; Anhang 6 bleibt frei; Anhang 7 Vereinbarung über die Behandlung von gefährlichen Ereignissen; Anhang 8 ESTW Schnittstelle Babberich; Anhang 9 Schlüsselschalter zur Arbeitsstellensicherung.	Most recent version: May 2015. No expiry	Dutch	German	Ko Verheijen	Ko.Verheijen@prorail.nl	Sebald Stumm	sebald.stumm@deutschebahn.com		-
8 - NorthSea-Baltic	Bad Bentheim-Oldenzaal	Prorail	DBNetz	Zusatzvereinbarung zum Infrastrukturverknüpfungsvertrag für die Grenzstrecke Bad Bentheim - Oldenzaal	Hauptdokument und Anlagen (Anhang 1 Muster der Befehle DB und Anweisungen ProRail; Anhang 2 Fahrdienstliche Meldungen zweisprachig; Anhang 3 Wörterliste deutsch – niederländisch; niederländisch – deutsch; Anhang 4 Anschriftenverzeichnis und Rufnummernverzeichnis; Anhang 5 Schaltgespräche DB – ProRail; Anhang 6 Übersicht der Gleisanlagen und Bahnübergänge Bad Bentheim – Oldenzaal; Anhang 7 ETCS Installation Oldenzaal – Bad Bentheim Gr; Anhang 8 Notfallmanagement auf der Grenzstrecke; Anhang 9 HOA De Lutte; Anhang 10 Precheck Verfahren –Einlegen von Sonderzügen-	Most recent version: May 2015. No expiry	Dutch	German	Ko Verheijen	Ko.Verheijen@prorail.nl	Sebald Stumm	sebald.stumm@deutschebahn.com		-
				Grenbaanvakovereenkomst	General Agreement regarding cross-border operations and traffic management + instructions for traffic management at border crossing Oldenzaal Grens-Bad Bentheim	Most recent version: May 2015	Dutch	German	Ko Verheijen	Ko.Verheijen@prorail.nl				-
8 - NorthSea-Baltic	Bad Schandau - Děčín	DBNetz	SŽDC	Dodatková ujednání k Ujednání o pohraničním provozu pro železniční pohraniční přechod Děčín – Bad Schandau	Local Agreement for operation and traffic control on border crossing line at the cross border stations Děčín – Bad Schandau	15.01.1996	Czech	German	Klaus Mai	klaus.mai@deutschebahn.com	Jiří Liška	Liska@szdc.cz		-
				Zusatzvereinbarung zur Grenzbetriebsvereinbarung für den Eisenbahngrenzübergang Bad Schandau - Děčín		No expiry	Czech	German	Klaus Mai	klaus.mai@deutschebahn.com	Jiří Liška	Liska@szdc.cz		-

RFC (s)	Border section	IM 1	IM 2	Title of the border agreement	Description	Validity (time)	Language		Contact persons IM1		IM2		IM3	
							Language 1	Language 2	Name	Address	Name	Address	Name	Address
8 - NorthSea-Baltic	Horka Gbf - Węgliniec	PKP PLK	DBNetz	Zusatzvereinbarung für den Eisenbahngrenzverkehr zwischen der Deutschen Bahn AG und dem Staatlichen Unternehmen Polnische Staatsbahnen, Teil II, Örtliche Bestimmungen für den Eisenbahngrenzübergang Porozumienie Dodatkowe dla kolejowego ruchu granicznego pomiędzy PKP PLK a DB Netz Südost Leipzig. Część II Miejscowe postanowienia dla Kolejowego Przejścia Granicznego Węgliniec - Horka	Local Border Agreement on Border Crossing Węgliniec - Horka	unlimited period	German	Polish	Klaus Mai	klaus.mai@deutschebahn.com	Railway Line Plant Wrocław	izes.wroclaw@plk-sa.pl		-
8 - NorthSea-Baltic	Rzepin-Frankfurt(Oder)	PKP PLK	DBNetz	Allgemeine Grenzvereinbarung und Örtliche Grenzvereinbarung		unlimited period	German	Polish	Heribert Uller	heribert.uller@deutschebahn.com	Railway Line Plant Wrocław	izes.wroclaw@plk-sa.pl		-
				Infrastrukturverknüpfungsvertrag (IVV) DB - PKP von 2008 - Miejscowe Porozumienie Graniczne (MPG) – Rzepin - Frankfurt (Oder)	Local Border Agreement on Border Crossing Rzepin - Frankfurt (Oder)	unlimited period	German	Polish	Heribert Uller,	heribert.uller@deutschebahn.com	PKP PLK Railway Line Plant Zielona Góra	izes.zielonagora@plk-sa.pl		-
8 - NorthSea-Baltic	Trakiszi – Mockawa	PKP PLK	LitRail	Instrukcja o prowadzeniu ruchu na przejściu granicznym Trakiszi- Mockawa (Polish)	Instructions for conducting traffic at the border crossing Trakiszi- Mockawa	From 2003	Polish	-	Zakład Lini Kolejowych we Białymstoku	iz.bialystok@plk-sa.pl		-		-
9-Czech-Slovak	Čadca - Mosty u Jablunkova	SŽDC	ŽSR	Miestny dohovor (MD) pre riadenie prevádzky a organizovanie dopravy na dráhe na pohraničnej trati a v pohraničných staniách Čadca (SR) - Mosty u Jablunkova (ČR)	Local Agreement for operation and traffic control on border crossing line at the cross border stations Čadca (SR) - Mosty u Jablunkova (ČR)	01.01.2015	Czech	Slovak	Daniel Mašán	masan.daniel@zsr.sk	Karel Straka	StrakaK@szdc.cz		-
9-Czech-Slovak	Lúky pod Makytou – Horní Lideč	SŽDC	ŽSR	Miestny dohovor pre riadenie prevádzky a organizovanie dopravy na dráhe na pohraničnej trati a v pohraničných staniách Lúky pod Makytou (SR) – Horní Lideč (ČR)	Local Agreement for operation and traffic control on border crossing line at the cross border stations Lúky pod Makytou (SR) – Horní Lideč (ČR)	01.03.2015	Czech	Slovak	Daniel Mašán	masan.daniel@zsr.sk	Karel Straka	StrakaK@szdc.cz		-

9.1.3 Operational scenarios

RFC (s)	Border section	IM 1	IM 2	line to/ vial/ direction/ sub-section when relevant	Timeframe to inform the RUs in minutes	Expected time of restriction	Re-routing via pre-defined lines (indicate the new route)	Train weight ⁵ (in tons)	Total train lenght - limit (in meters)	Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Parameters on lines							Other
												Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Train Control system		
1 - Rhine-Alpine	Basel Bad Bf - Basel SBB PB	DBNetz	SBB	Basel Gellert - Basel Bad	ASAP	ASAP	bypass via SNCF Reseau (Mulhouse - Strasbourg - ecc.)	RU's responsibility		B	Double								
1 - Rhine-Alpine	Brig - Domodossola & Domo II	BLS/SBB	RFI	Basel - Olten - Bern VL - Lötschberg - Simplon - Domodossola	ASAP	ASAP	via Chiasso (Gotthard)	RU's responsibility	750	E: 15kV, 16.7 Hz	Double	P/C 60/384, C60/384, NT50/375		G1	100 / 120	22,5 D4/L - 8t/m			
				Basel - Olten - Bern VL - Lötschberg - Simplon - Domodossola	ASAP	ASAP	via Luino (Gotthard)	RU's responsibility	600	E: 15kV, 16.7 Hz and 3000V AC on RFI side	Double, Partly single	P/C 60/384, C60/384, NT50/375		G1	100 / 120	22,5 D4/L - 8t/m			
				To Gallarate <i>via</i> Arona	ASAP	Yes, as well as capacity availability (trains per hour)	Domodossola / Domo II via Borgomanero and Luino	1600	600	E: 15kV, 16.7 Hz on SBB/BLS side and 3000V AC on RFI side	Double, Partly single	P/C 50/341 / 80/410			100 / 120	22,5 D4/L - 8t/m			
				To Novara <i>via</i> Borgomanero	ASAP	Yes, as well as capacity availability (trains per hour)	Domodossola / Domo II via Arona, Luino	1600	600	E: 15kV, 16.7 Hz on SBB/BLS side and 3000V AC on RFI side	Double, Partly single	P/C 50/341 / 50/341			100 /120	22,5 D4/L - 8t/m			
1 - Rhine-Alpine	Chiasso	SBB	RFI	Basel - Brugg - VL - Gotthard - Chiasso	ASAP	ASAP	via Olten VL (alternative route between Basel - Gotthard)	RU's responsibility	750	E: 15kV, 16.7 Hz	Double	P/C 80/405		G1	100 / 120				
				Basel - Brugg - VL - Gotthard - Chiasso	ASAP	ASAP	via Lötschberg - Domodossola	RU's responsibility	750	E: 15kV, 16.7 Hz	Double, Partly single	P/C 80/405, C80/405, NT70/396* (* Basel - Domodossola for RoLa or charges over P45/364 - C45/364 only with a SIM train number)		G1	100 / 120	22,5 D4/L - 8t/m			
				Basel - Brugg - VL - Gotthard - Chiasso	ASAP	ASAP	via Luino (Gotthard)	RU's responsibility	600	E: 15kV, 16.7 Hz on SBB/BLS side and 3000V AC on RFI side	Double, Partly single	P/C 60/384		G1	100 / 120	22,5 D4/L - 8t/m			
				to Como SG	ASAP	ASAP	bypass via tunnel Monte Olimpino II - Bivio Rosales	RU's responsibility		E: 15kV, 16.7 Hz on SBB/BLS side and 3000V AC on RFI side	Double								
				Chiasso-Bivio Rosales	ASAP	ASAP	bypass via Bellinzona - Luino (- RFI) or bypass via Simplon - Domodossola	RU's responsibility	750 (Luino = 600)	E: 15kV, 16.7 Hz on SBB/BLS side and 3000V AC on RFI side	Double, Partly Single			G1					
				To Seregno via Monte Olimpino II	ASAP	Yes, as well as capacity availability (trains per hour)	Luino and Domodossola / Domo II	1600	750 (Luino = 600)	E: 15kV, 16.7 Hz on SBB/BLS side and 3000V AC on RFI side	Double, Partly single			G1	100 / 120	22,5 D4/L - 8t/m			

RFC (s)	Border section	IM 1	IM 2	line to/ via/ direction/ sub-section when relevant	Timeframe to inform the RUs in minutes	Expected time of restriction	Parameters on lines											
							Re-routing via pre-defined lines (indicate the new route)	Train weight ⁵ (in tons)	Total train length - limit (in meters)	Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Train Control system	Other
1 - Rhine-Alpine	Kaldenkirchen-Velno	Prorail	DBNetz	Not Relevant	ASAP	ASAP	Zevenaar Ost-Emmerich	RU's responsibility	690 m	NL 1500-DC - DE 15000 AC	2	P/C 80/ 410			100	22,5t D4L - 8t/m		No speed limit but 5 minutes obligatory stopping time (1500 DC to 15000 AC and vv)
1 - Rhine-Alpine	Luino	SBB	RFI	Basel - Brugg VL - Gotthard - Luino	ASAP	ASAP	via Lötschberg - Domodossola	RU's responsibility	750	E: 15kV, 16.7 Hz	Double, Partly single	P/C 80/405, C80/405, NT70/396* (* Basel - Domodossola for RoLa or charges over P45/364 - C45/364 only with a SIM train number)		G1	100/120	22,5 D4/L - 8t/m		
				Basel - Brugg VL - Gotthard - Luino	ASAP	Yes, as well as capacity availability (trains per hour)	via Chiasso (Gotthard)	1600	600	E: 15kV, 16.7 Hz on SBB/BLS side and 3000V AC on RFI side	Double	P/C 60/384, C60/384, NT50/375		G1	100 / 120	22,5 D4/L - 8t/m		
1 - Rhine-Alpine	Hergenrath-Aachen Sud	Infrabel	DBNetz	Not Relevant	ASAP	ASAP	No pre-defined operational scenarios	RU responsibility	750	B	2	P/C 70-390	GB/GC	G2	160	22,5		
1 - Rhine-Alpine	Montzen-Aachen West	Infrabel	DBNetz		10	10	Kaldenkirchen - Venlo	RU responsibility		B								
					10	10	Herzogenrath - Landgraaf	RU responsibility		B								
1 - Rhine-Alpine	Zevenaar Ost-Emmerich	Prorail	DBNetz	Not Relevant	ASAP	ASAP	Kaldenkirchen - Venlo Oldenzaal - Bad Bentheim	RU's responsibility	690 m	NL 25000 AC-DE 15000 AC	2	Kombinierter Ladungsverkehr: P/C 410 (P/C 80). 2			140P/100F	22,5 D4/L - 8t/m	ERTMS	
2 -North Sea-Med	Aubange -Mont-Saint-Martin	Infrabel	SNCF Réseau		ASAP	ASAP	No pre-defined operational scenarios	Responsability RU - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)	750	B	2	P/C 45-359/364	GB		90	22,5		
2 -North Sea-Med	Aulnoye-Quévy	Infrabel	SNCF Réseau		ASAP	ASAP	No pre-defined operational scenarios	Responsability RU - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)	750	B	2	P/C 45-359/364	GB		140	22,5		
2 -North Sea-Med	Autelbas-Kleinbettingen	Infrabel	CFL		ASAP	ASAP	No pre-defined operational scenarios	Responsability RU - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)	750	B	2	P/C 70-390	GB		130	22,5		
2 -North Sea-Med	Baisieux-Froyennes	Infrabel	SNCF Réseau		ASAP	ASAP	No pre-defined operational scenarios	Responsability RU - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)	750	B	2	P/C 45-359/364	GB/GC		140	22,5		

RFC (s)	Border section	IM 1	IM 2	line to/ via/ direction/ sub-section when relevant	Timeframe to inform the RUs in minutes	Expected time of restriction	Parameters on lines												
							Re-routing via pre-defined lines (indicate the new route)	Train weight ⁵ (in tons)	Total train lenght - limit (in meters)	Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Train Control system	Other	
2 -North Sea-Med	Bettembourg - Zoufftgen	SNCF Réseau	CFL		ASAP	ASAP	No pre-defined operational scenarios	Responsability RU - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)	750 m	B	2	?	GA/GB		140 km/h	22,5			
2 -North Sea-Med	Erquelines - Jeumont	Infrabel	SNCF Réseau		ASAP	ASAP	No pre-defined operational scenarios	Responsability RU - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)	750	B	2	P/C 45-359/364	GB/GC		100	22,5			
2 -North Sea-Med	Essen Grens-Roosendaal	Prorail	Infrabel	Not Relevant	ASAP	ASAP	No pre-defined operational scenarios	Responsability RU - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)	750	NL 1500 DC-BE 1800 AC	2	P/C 70-390	GB		130	22,5			
2 -North Sea-Med	Mouscron - Tourcoing	Infrabel	SNCF Réseau		ASAP	ASAP	No pre-defined operational scenarios	Responsability RU - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)	750	B	2	P/C 45-359/364	GB/GC		160	22,5			
2 -North Sea-Med	Pétange-Longwy	SNCF Réseau	CFL		ASAP	ASAP	No pre-defined operational scenarios	Responsability RU - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)	750	B	2	P/C 50-375	GB		100	22,5			
2 -North Sea-Med	Rodange-Aubange	Infrabel	CFL		ASAP	ASAP	No pre-defined operational scenarios	Responsability RU - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)	750	B	1	P/C 50-375	GB		70	22,5			
2 -North Sea-Med	St.Louis Frontière-Basel St.Johann	SNCF Réseau	SBB		ASAP	ASAP	No pre-defined operational scenarios	Responsability RU - needed information for the RU's to find in the Infrabel application Limit-in (link in the Network Statement)	750 m	B	2	?	GB/C45		100 km/h	22,5			

RFC (s)	Border section	IM 1	IM 2	line to/ via/ direction/ sub-section when relevant	Timeframe to inform the RUs in minutes	Expected time of restriction	Parameters on lines												
							Re-routing via pre-defined lines (indicate the new route)	Train weight ⁵ (in tons)	Total train lenght - limit (in meters)	Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Train Control system	Other	
3 Scan-Med	Brenner	ÖBB	RFI		ASAP	Yes, as well as capacity availability (trains per hour)	Tarvisio Boscoverde	1600	600	Electric: 15kV, 16 2/3 Hz on ÖBB side and 3000V AC on RFI side	2	P/C 80/410			140 / 160 / 180	22,5 D4 - 8t/m	Aiming to optimize the station capacity utilization, from April 2014, from Monday to Friday, during extended office times, the IMs TCCs and RUs are supported in both languages by a RFI-ÖBB shared Service Unit/ Servicestelle (called Tarvisio Programmazione Treni) in charge of producing and spreading the agreed circulation programs for trains via Tarvisio Boscoverde. It also plays a supporting function for RFI and ÖBB TCCs in case of traffic disturbance.		
3 Scan-Med	Copenhagen - Malmö	TrafikVerket	BDK		ASAP	ASAP	No predefined scenario												
3 Scan-Med	Kieferfelden-Kufstein	DBNetz	ÖBB		10	10	Freilassing - Salzburg	5585	630 m	B	Double	P/C 80/410	ÖBB GA	ÖBB G2	120	D 4 (22,5 t)	-		
3 Scan-Med	Tønder - Niebüll	BDK	DB Netz		ASAP	ASAP	No predefined scenario												
3 Scan-Med	Padborg-Flensburg	BDK	DBNetz		ASAP	ASAP	No predefined scenario												
3 Scan-Med	Thörl-Maglarn - Tarvisio-Boscoverde	ÖBB	RFI		30	ASAP	Jesenice - Monfalcone (trilateral agreement ÖBB-SZ-RFI necessary)	1630t	540m	no	1	P/C 80/ 410	Loading gauge of Austrian railways	G2	100	C2		-	
				To Trieste CM	30	ASAP	Villa Opicina - Trieste C.M. (direct)* *: line closed until 2015.15.3	400t	600m	no	1	P/C 32/351	Loading gauge of Italian railways	G1	30-60	C3L		-	
				To Trieste CM	30	ASAP	Villa Opicina - Bivio d'Aurisina - Trieste C.M.	1600t	600m	no	2	P/C 80/410	Loading gauge of Italian railways	G2	75-80	D4L		-	
					ASAP	Yes, as well as capacity availability (trains per hour)	Brennero	1600	600	Electric: 15kV, 16 2/3 Hz on ÖBB side and 3000V AC on RFI side	2	P/C 80/410			120 / 125 / 130	22,5 D4L - 8t/m	During extended office times, IMs and RUs are supported by “Brenner Service Unit/Brenner Servicestelle” in both languages for all needs linked to traffic operation, extra trains, loco-dispatching etc.		
4 - Atlantic	Badajoz-Elvas	ADIF	REFER																
4 - Atlantic	Fuentes de Oñoro - Vilar Formoso	ADIF	REFER																
4 - Atlantic	Hendaye-Irún	SNCF Réseau	ADIF		ASAP	ASAP	No pre-defined operational scenarios												
5 -Baltic-Atlantic	Thörl-Maglarn - Tarvisio-Boscoverde	ÖBB	RFI		30	ASAP	Jesenice - Monfalcone (trilateral agreement ÖBB-SZ-RFI necessary)	1630t	540m	no	1	P/C 80/ 410	Loading gauge of Austrian railways	G2	100	C2		-	
				To Trieste CM	30	ASAP	Villa Opicina - Trieste C.M. (direct)* *: line closed until 2015.15.3	400t	600m	no	1	P/C 32/351	Loading gauge of Italian railways	G1	30-60	C3L		-	

RFC (s)	Border section	IM 1	IM 2	line to/ via/ direction/ sub-section/ when relevant	Timeframe to inform the RUs in minutes	Expected time of restriction	Parameters on lines											Other
							Re-routing via pre-defined lines (indicate the new route)	Train weight ⁵ (in tons)	Total train length - limit (in meters)	Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Train Control system	
				To Trieste CM	30	ASAP	Villa Opicina - Bivio d'Aurisina - Trieste C.M.	1600t	600m	no	2	P/C 80/410	Loading gauge of Italian railways	G2	75-80	D4L		-
					ASAP	Yes, as well as capacity availability (trains per hour)	Brennero	1600	600	Electric: 15kV, 16 2/3 Hz on ÖBB side and 3000V AC on RFI side	2	P/C 80/410			120 / 125 / 130	22,5D4L - 8t/m	During extended office times, IMs and RUs are supported by "Brenner Service Unit/Brenner Servicestelle" in both languages for all needs linked to traffic operation, extra trains, loco-dispatching etc.	
5 -Baltic-Atlantic	Chałupki - Bohumín	PKP PLK	SŽDC		30	ASAP	Zebrzydowice - Petrovice u Karviné	not applicable	650m	b	2	P/C 80/ 410	Z-GC / Loading gauge in operation on PKP PLK Network	G2	120	CZ: D4		
					30	ASAP	Chałupki - Bohumín os.n.	not applicable	600m	b	1	P/C 80/ 410	Z-GČD / Loading gauge in operation on PKP PLK Network	G2	90	CZ: D4		
5 -Baltic-Atlantic	Jesenice - Rosenbach	ÖBB	SŽ															
5 -Baltic-Atlantic	Międzylesie - Lichkov	PKP PLK	SŽDC		ASAP	ASAP	No pre-defined operational scenarios											
5 -Baltic-Atlantic	Sentilj - Spielfeld-Straß	ÖBB	SŽ		30	asap	Villach - Jesenice	1630t	540m	no	yes	P/C 80/ 410	Loading gauge of Austrian railways	G2	100	D4	-	
5 -Baltic-Atlantic	Skalité – Zwardoń	PKP PLK	ŽSR		30	ASAP	Čadca - Mosty u Jablunkova	not applicable	650m	B	2	P/C 70/400	GB/5-0013-432	G2	80	D4		
						ASAP	Zebrzydowice - Petrovice u Karviné	not applicable	650m	D	2	P/C 80/ 410	Z-GC / Loading gauge in operation on PKP PLK Network	G2	120	D4		
5 -Baltic-Atlantic	Zebrzydowice- Petrovice u Karviné	PKP PLK	SŽDC		30	ASAP	Chałupki - Bohumín Vrbice	not applicable	600m	b	1	P/C 80/ 410	Z-GČD / Loading gauge in operation on PKP PLK Network	G2	90	CZ: D4		
					30	ASAP	Chałupki - Bohumín os.n.	not applicable	600m	b	1	P/C 80/ 410	Z-GČD / Loading gauge in operation on PKP PLK Network	G2	90	CZ: D4		
5 -Baltic-Atlantic	Villa Opicina-Sezana	SŽ	RFI		30 (ASAP)	Yes, as well as capacity availability (trains per hour)	Sežana - Nova Gorica - Gorizia	1100t	510m	yes	1	P/C 70/390	SZ-I	G2	65-70	C2		-

RFC (s)	Border section	IM 1	IM 2	line to/ via/ direction/ sub-section when relevant	Timeframe to inform the RUs in minutes	Expected time of restriction	Parameters on lines											
							Re-routing via pre-defined lines (indicate the new route)	Train weight ⁵ (in tons)	Total train length - limit (in meters)	Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Train Control system	Other
5 -Baltic-Atlantic	Bernhardsthal - Břeclav	SŽDC	ÖBB		30	ASAP	Devínska N.V.,- Marchegg; trilateral agreement SZDC-ZSR-ÖBB necessary	Via Gänserndorf 3000 t via Siebenbrunn 2500 t	600m	yes	yes	P/C 80/ 410	Loading gauge of Austrian railways	G2	90	D4		
					30	ASAP	Bratislava Petržalka - Kittsee trilateral agreement SCDC-ZSR-ÖBB necessary	2600 t	640m	no	yes	P/C 80/ 410	Loading gauge of Austrian railways	G2	100	D4	-	-
5 -Baltic-Atlantic	Devínska Nová Ves – Marchegg	ÖBB	ŽSR		30	ASAP	Kittsee -Bratislava Petržalka	2600t	640m	D	1	P/C 80/ 410	Loading gauge of Austrian railways	G2	100	AT: D4		-
5 -Baltic-Atlantic	Kittsee - Bratislava Petržalka	ÖBB	ŽSR		30	ASAP	Marchegg - Devínska N.V.,	Via Gänserndorf 3000 t via Siebenbrunn 2500 t	600m	B	1	P/C 80/ 410	Loading gauge of Austrian railways	G2	90	AT: D4		-
5 -Baltic-Atlantic	Čadca - Mosty u Jablunkova	SŽDC	ŽSR		30	ASAP	Luky pod Makytou - Horní Lidec	not applicable	650m	B	2	P/C 67/ 391	G2	G2	90	CZ: D4		
6 - Mediterranean	Villa Opicina-Sezana	SŽ	RFI		30 (ASAP)	Yes, as well as capacity availability (trains per hour)	Sežana - Nova Gorica - Gorizia	1100t	510m	yes	1	P/C 70/390	SZ-I	G2	65-70	C2		-
6 - Mediterranean	Figueres-Perpignan (TP Ferro)	SNCF Réseau	ADIF															
6 - Mediterranean	Hodos-Oriszentpéter	MÁV	SŽ															
6 - Mediterranean	Modane	RFI	SNCF Réseau		ASAP	Yes, as well as capacity availability (trains per hour)	Domodossola / Domo II	1600	575/600	Electric: 15kV, 16 2/3 Hz on SBB/BLS side and 3000V AC on RFI side	2	P/C 80/410			100 / 120	22,5 D4L - 8t/m		
6 - Mediterranean	Portbou-Cerbère	SNCF Réseau	ADIF															
6 - Mediterranean	Ventimiglia	RFI	SNCF Réseau		ASAP	Yes, as well as capacity availability (trains per hour)	Modane	1600	560/600	Electric: 3000V AC on RFI side	2	P/C 45/-			100 /110	22,5 D4 - 8t/m		
7 - Orient-East/Med	Bernhardsthal - Břeclav	SŽDC	ÖBB		30	ASAP	Devínska N.V.,- Marchegg; trilateral agreement SZDC-ZSR-ÖBB necessary	Via Gänserndorf 3000 t via Siebenbrunn 2500 t	600m	yes	yes	P/C 80/ 410	Loading gauge of Austrian railways	G2	90	D4		
					30	ASAP	Bratislava Petržalka - Kittsee trilateral agreement SCDC-ZSR-ÖBB necessary	2600 t	640m	no	yes	P/C 80/ 410	Loading gauge of Austrian railways	G2	100	D4	-	-
7 - Orient-East/Med	Devínska Nová Ves – Marchegg	ÖBB	ŽSR		30	ASAP	Kittsee -Bratislava Petržalka	2600t	640m	D	1	P/C 80/ 410	Loading gauge of Austrian railways	G2	100	AT: D4		-
7 - Orient-East/Med	Kittsee - Bratislava Petržalka	ÖBB	ŽSR		30	ASAP	Marchegg - Devínska N.V.,	Via Gänserndorf 3000 t via Siebenbrunn 2500 t	600m	B	1	P/C 80/ 410	Loading gauge of Austrian railways	G2	90	AT: D4		-

RFC (s)	Border section	IM 1	IM 2	line to/ via/ direction/ sub-section when relevant	Timeframe to inform the RUs in minutes	Expected time of restriction	Parameters on lines											
							Re-routing via pre-defined lines (indicate the new route)	Train weight ⁵ (in tons)	Total train lenght - limit (in meters)	Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Train Control system	Other
7 - Orient-East/Med	Biharkeresztes-Episcopia Bihor	MÁV	CFR															
7 - Orient-East/Med	Giurgiu-Giurgiu Border	CFR	NRIC															
7 - Orient-East/Med	Golenți /-Vidin	CFR	NRIC															
7 - Orient-East/Med	Hegyeshalom - Nickelsdorf	MÁV	ÖBB	West-East	30		Ebenfurt-Soporn	3000 t	700m	no	1	P/C 80/410	MÁV GB /ÖBB GA	G2	100	D4		-
				East-West	30		Ebenfurt-Sopron-Győr		700m	no	1	P/C 80/ 410	MÁV GB /ÖBB GA	G2	100	ÖBBD4 GYSEV C4		-
7 - Orient-East/Med	Komarno-Komárom	ŽSR	MÁV	North-South	20		Komárno - Bratislava -Rusovce-Rajka-Budapest	2200 t	630 m	B	1	P/C 80/410	MÁV GB	MÁV G2	100	GYSEV C2		-
				North-South	20		Komárno - Nové Zámky - Stúrovo - Szob-Budapest	2850 t	750 m	B	2	P/C 80/410	MÁV GB	MÁV G2	160	MÁV C3		-
				South-North	20		Rajka-Rusovce	1900 t	690 m	B	1	P/C 80/410	MÁV GB	MÁV G2	100	GYSEV C2		-
				South-North	20		Budapest-Szob-Sturovo	2850 t	750 m	B	2	P/C 80/410	MÁV GB	MÁV G2	120	MÁV C3		-
7 - Orient-East/Med	Kulata-Promachonas	NRIC	OSE	North-South	20		Kulata - Promahon	1800 t	680 m	no	1	P/C 59/389	GB		25			-
				South-North	20		Promahon - Kulata	1800 t	680 m	no	1	P/C 59/389	GB		25			
7 - Orient-East/Med	Kúty - Lanžhot	SŽDC	ŽSR		30	ASAP	Břeclav - Hohenau / Budapest;	Via Gänserndorf 3000 t via Siebenbrunn 2500 t	660 m	D	-	P/C 78/402	ÖBB GA	ÖBB G2	120	ÖBB D4		
					30	ASAP	Břeclav - Hodonín - Kúty	not applicable	660 m	D	1	P/C 78/402	SZDC GC/ ŽSR GB	SZDC G2 /ŽSR G2	60	SZDC B2/ ŽSR C3		
7 - Orient-East/Med	Lőkősháza-Curtici	MÁV	CFR	North-South	20		Békéscsaba-Kötegyán-Salonta	1050 t	500 m	yes	1	P/C 45/375	MÁV GB	MÁV G2	40	A		-
				North-South	20		Szajol-Biharkeresztes-Episcopia Bihor	4350 t	750 m	yes	1	P/C 45/375	GB		60	MÁV C2		-
				South-North	20		Salonta-Kötegyán-Békéscsaba	1050 t	500 m	yes	1	P/C 45/375	MÁV GB	G2	40	A		-
				South-North	20		Episcopia Bihor-Biharkeresztes-Szajol	3700 t	750 m	yes	1	P/C 45/375	MÁV GB	MÁV G2	60	MÁV C2		-
7 - Orient-East/Med	Rusovce-Rajka	ŽSR	Gysev	North-South	20		Rusovce - Bratislava - Stúrovo - Szob-Budapest	2850 t	750 m	B	2	P/C 80/410	GYSEV GB	GYSEV G2	120	MÁV C3/ŽSR D4		-
				North-South	20		Rusovce - Bratislava - Komarno-Komárom-Budapest	2200 t	630 m	B	1	P/C 80/410	GYSEV GB	GYSEV G2	60	MÁV C2/ŽSR D4		-
				South-North	20		Komárom-Komarno	1900 t	630 m	B	1	P/C 80/410	GYSEV GB	GYSEV G2	160	MÁV C2		-
				South-North	20		Budapest-Szob-Sturovo	2850 t	750 m	B	-	P/C 80/410	GYSEV GB	GYSEV G2	120	MÁV C3		-
7 - Orient-East/Med	Štúrovo - Szob	ŽSR	MÁV	West-East	20		Komarno-Komárom-Budapest	2200 t	630 m	B	1	P/C 80/410	MÁV GB	MÁV G2	160	MÁV C2		-
				West-East	20		Rusovce-Rajka-Budapest	2200 t	750 m	B	1	P/C 80/410	GYSEV GB	MÁV G2	160	GYSEV C2		-
				East-West	20		Komárom-Komarno	1900 t	630 m	B	1	P/C 80/410	MÁV GB	MÁV G2	160	MÁV C2		-
				East-West	20		Rajka-Rusovce	1900 t	690 m	B	1	P/C 80/410	MÁV GB	MÁV G2	100	GYSEV C2		-
7 - Orient-East/Med	Svilengrad - Ormenio	NRIC	OSE															
8 - NorthSea-Baltic	Hergenrath-Aachen Sud	Infrabel	DBNetz	Not Relevant	ASAP	ASAP	No pre-defined operational scenarios	RU responsibility	750	B	2	P/C 70-390	GB/GC	G2	160	22,5		
8 - NorthSea-Baltic	Montzen-Aachen West	Infrabel	DBNetz		10	10	Kaldenkirchen - Venlo	RU responsibility										
8 - NorthSea-Baltic	Zevenaar Ost-Emmerich	Prorail	DBNetz		ASAP	ASAP	Bad Bentheim - Oldenzaal Kaldenkirchen - Venlo	RU responsibility		690 m	B	Double	P/C 80/ 410			130	D 4 (22,5 t)	

RFC (s)	Border section	IM 1	IM 2	line to/ via/ direction/ sub-section/ when relevant	Timeframe to inform the RUs in minutes	Expected time of restriction	Parameters on lines											
							Re-routing via pre-defined lines (indicate the new route)	Train weight ⁵ (in tons)	Total train lenght - limit (in meters)	Type of engine (E= electric; D= diesel; B= both)	Number of tracks	Profile ⁶	Loading gauge ⁷	Vehicle gauge	Speed km/h	Axle load	Train Control system	Other
8 - NorthSea-Baltic	Bad Bentheim-Oldenzaal	Prorail	DBNetz		ASAP	ASAP	Emmerich - Zevenaar Oost		690 m	DE 15000 AC - NL 1500 DC	Double	P/C 80/ 410	Lademaß nach RIV, Anlage II, Band I, Tafel 12, 13, 14.		130	D 4 (22,5 t)		
8 - NorthSea-Baltic	Bad Schandau - Děčín	DBNetz	SŽDC		10	10	Schirnding - Cheb	not applicable	610 m	D	1		GC	G2	90	D 4 (22,5 t)		
8 - NorthSea-Baltic	Horka Gbf - Węgliniec	PKP PLK	DBNetz		10	10	Görlitz - Zgorzelec									C 3 (20,0 t)		
8 - NorthSea-Baltic	Rzepin-Frankfurt(Oder)	PKP PLK	DBNetz		10	10	Guben - Gublin		620 m	B	double	only to inquiry		G2	140/160	D 4 (22,5t)	-	
8 - NorthSea-Baltic	Trakiszki – Mockava	PKP PLK	LitRail															
9-Czech-Slovak	Čadca - Mosty u Jablunkova	SŽDC	ŽSR		30	ASAP	Lúky pod Makytou – Horní Lideč	not applicable	650 m	B	2	P/C 67/ 391	G2	G2	90	CZ: D4		
9-Czech-Slovak	Lúky pod Makytou – Horní Lideč	SŽDC	ŽSR		30	ASAP	Čadca - Mosty u Jablunkova	not applicable	640 m	B	2	P/C 70/ 400	GB/5-0013-432	G2	80	CZ: D4		

9.2 IM-related

9.2.1 Dangerous goods

IM	Do you use RID regulation?	If no where is it defined?	Remarks
	Yes/No		
ADIF			
BDK	Yes		
BLS	Yes		
CFL	Yes		
CFR			
DB Netz	Yes		
HŽ	Yes		
Infrabel	Yes		
JBV			
MAV	Yes		The electric locomotives have to use the rear pantograph
MŽ			
Network Rail			
NRIC			
ÖBB	Yes		
PKP PLK	Yes		
ProRail	Yes		
REFER			
RFI	Yes		
SBB	Yes		
SNCF	Yes		
SŽ	Yes		
SŽDC	Yes		
Trafikverket			
ŽFBH			
ŽRS			
ŽS			
ŽSR	Yes		

9.2.2 Exceptional transport

IM	Do you use UIC 502-1 definition?		Contact			Working time	Remarks
	Yes/No	where is it defined?	Address	Telephone	Email		
ADIF							
BDK	Yes		Banedanmark Lene Løvbjerg Hansen Amerika Plads 15 2100 København Ø	0045 82349318	UT@bane.dk	Weekdays 08:00-15:00	
BLS	Yes		Kurt Hostettler	++41 58 327 29 74	kurt.hostettler@bls.ch	office hours	
CFL	Yes		9 place de la Gare L-1018 Luxembourg	49905588	emile.krantz@cfl.lu	day	
CFR							
DB Netz	Yes		Granitzstraße 55-56, 13189 Berlin	030-297-40151	ta-ost@deutschebahn.com	Weekdays 08:00-16:00	only application of technical transport- specifications and paths; no policy department; no technical department
			Lindemannallee 3, 30173 Hannover	0511-286-49574	ta-nord@deutschebahn.com	Weekdays 08:00-16:00	
			Hansastraße 15, 47058 Duisburg	0203-3017-4302 or 4303	ta-west@deutschebahn.com	Weekdays 08:00-16:00	
			Brandenburger Straße 1, 04103 Leipzig	0341-968-7041	ta-suedost@deutschebahn.com	Weekdays 08:00-16:00	
			Pfarrer-Perabo-Platz 4, 60326 Frankfurt am Main	069-265-19165	ta-mitte@deutschebahn.com	Weekdays 08:00-16:00	
			Schwarzwaldstraße 86, 76137 Karlsruhe	0721-938-7372	ta-suedwest@deutschebahn.com	Weekdays 08:00-16:00	

IM	Do you use UIC 502-1 definition?		Contact			Working time	Remarks
	Yes/No	where is it defined?	Address	Telephone	Email		
			Richelstraße 3, 80634 München	089-1308-71240	ta-sued@deutschebahn.com	Weekdays 08:00-16:00	
HŽ	Yes		Mihanovićeva 12, Zagreb	38513783391	branko.kerkez@hzinfra.hr	Weekdays 07:30 - 15:30	
Infrabel	Yes		Infrabel - Traffic Management & Services Directorate, Office 10-30 I-TMS.424, Avenue Fonsny 13 - 1060 BRUSSELS	+3224322928	yourxxl@infrabel.be	Weekdays 08:00-16:00	
JBV							
MAV	Yes		Dibácsi István	+3615113932	sondertp@mav.hu	Weekdays 08:00-16:00	
MŽ							
Networ k Rail							
NRIC							
ÖBB	Yes		Nordbahnstrasse 50, 03.021, A 1020 Wien	004319300035570	as.grundlagen@oebb.at	Weekdays 08:00-16:00	
PKP PLK	Yes		03-734 Warszawa, ul. Targowa 74	00 48 22 47 327 00	elzbieta.pawlowska@plk-sa.pl	Weekdays 08:00-16:00	
ProRail	Yes		ProRail Moreelse Park 3, 35 EP Utrecht	+31882313261	OSS-BV@prorail.nl	Weekdays 09:00-17:00	
REFER							

IM	Do you use UIC 502-1 definition?		Contact			Working time	Remarks
	Yes/No	where is it defined?	Address	Telephone	Email		
RFI	Yes		Stazione di Firenze S.Maria Novella, Piazza Stazione n.1, 50123 Firenze - Italia	Tel.: +39 055 2356 458 Cell.: +39 313 80 42 055	g.cheloni@rfi.it	Weekdays office hours	responsible: Cheloni Gabrio
SBB	Yes		Max Blaser	+41 79 865 7582	max.blaser@sbb.ch	Weekdays office hours	
SNCF							
SŽ	Yes		Planning and Technology Department Kolodvorska 11, 1000 Ljubljana	Tel. : +386 1 29 13 078 Fax: +386 1 29 12 282	joze.zidar@slo-zeleznice.si	Weekdays 8:00-15:00	
SŽDC	yes		Správa železniční dopravní cesty, státní organizace Odbor operativního řízení a výluk – URMIZA Dlážděná 1003/7, 110 00 Praha 1, Nové Město	00420 972 244 761 00420 972 244 405 00420 972 741 258	urmiza@szdc.cz	Weekdays 06:30-14:30	
Trafikverket							
ŽFBH							
ŽRS							
ŽS							

IM	Do you use UIC 502-1 definition?		Address	Contact		Working time	Remarks
	Yes/No	where is it defined?		Telephone	Email		
ŽSR	Yes		Železnice Slovenskej republiky, Generálne riaditeľstvo, Odbor dopravy, Oddelenie špeciálnych dopráv, Klemensova 8, 813 61 Bratislava	00421-2-2029-7117	URMIZA@zsr.sk	Weekdays 06:30-14:30	

10 Data collection form



TM_Info_template.xlsx

PART 3 – COMMON STRUCTURE

1 Foreword

On one side, the RFCs and the IMs are requested to provide the same kind of information to the same recipients: sometimes they have to do it more than once and in different ways; on the other side RNE has already experienced activities where a common structure by which different content should be given has been agreed upon (for example the Network Statement structure) and/or where a common, user-friendly tool to provide this information is made available (for example RNE priority rules in operation webpage).

In this document, the common structure for providing the traffic management information is defined.

2 Addresses and use of this common structure

RNE organised the project, which goal was to define the common structure for publishing the traffic management information.

Persons listed in the table below were the members of the project team, which has defined the structure and content of this document. In case, the revision or changes to the common structure are needed, they can be contacted and project can will be reestablished.

Table 7 IM members responsible for common structure

First Name	Surname	Company	Email	Phone
Ivana	Tomekova	RNE	ivana.tomekova@rne.eu	+421 905 717 031
Uroš	Zupan	SŽ	uros.zupan@slo-zeleznice.si	+386 129 13 226
François	Binet	SNCF	francois.binet@sncf.fr	
Eddy	Verzelen	INFRABEL	eddy.verzelen@INFRABEL.BE	+32 2525 4706
Robert	Reding	CFL	robert.reding@cfl.lu	
Tobias	Behringer	DB	tobias.behringer@deutschebahn.com	+49 69 265 19767
Jozef	Dudák	ŽSR	dudak.jozef@zsr.sk	+421 2 2029 7160
Maarten	Gutt	PKP PLK	maarten.gutt@plk-sa.pl	+48 60003700
Marie	Wallroth	TRV	Marie.wallroth@trafikverket.se	
Eric	Guenther	RFC 2	Eric.GUENTHER@rff.fr	+32 491 72 40 40

This common structure will be delivered to the RFCs and they have to follow it in their CID and/or any other document/tool used to provide their traffic management information.

2.3 Short term: CID

As the structure of the CIDs is already agreed upon between RFCs, this common structure will be proposed as an input for the CID update. Some adaptations might be needed and if this will be the case, the project team responsible for the common structure might be contacted.

2.4 Long term: CIP

Information to be fully integrated into CIP

3 Common structure

N. ¹	Heading	Implementation guide	Remarks
5	Border section information	<i>Generalities</i>	
5.1	Border crossing	<i>Describe infrastructure features and operational rules relevant for the border sections along the corridor – see Overview section 2.1 and Annex 9.1.1</i>	
5.2	Traffic management	<i>Briefly describe existing bi or multilateral agreement – link to the actual documents – see Overview section 2.2 and Annex 9.1.2 Includes safety issues</i>	
6	Priority rules in traffic management	<i>Briefly describe existing common priority rules or principle at corridor level (if existing) and/or link to national priority rules</i>	
7	Traffic management in event of disturbance		
7.1	Generalities		
7.2	Communication	<i>Describe the agreed procedures for communication between TCCs in case of disturbance or refer to RNE Guidelines (under construction)</i>	
7.3	Operational scenarios on border in case of disturbances	<i>Describe operational scenarios in case of disturbance (include alternative routes) – see Overview section 3.2 and annex 9.1.3</i>	
8	Traffic restrictions	<i>Describe where the information about traffic restrictions can be found or to whom should be asked</i>	
9	Dangerous goods	<i>Explain whether the RID regulation is used or not (if not, describe rules) – see Overview section 5 and annex 9.2.1</i>	

¹ Number of chapter / sub-chapter (refers to CID)

10	Exceptional transport	<i>Explain whether the UIC Leaflet 502-1 regulation is used or not (if not, describe rules); display national contacts - see Overview section 6 and annex 9.2.2</i>	
11	Contacts		
12	IT tools		