



☹️	on going action
😊	achieved, or first actions achieved
😐	no action taken at the moment
😄	not involved

Thematics	Sector Priorities	State of Play RFC North Sea - Baltic	
Planning	1.Following the timetable review project (TTR) implementation for infrastructure managers and railway undertakings composing the corridor	😐	RFC NS-B is today not involved in TTR project. Analysis has to be made how TTR implementation will affect RFC NS-B offer and C-OSS activities
	2.Improving the capacity offer given by the corridor, which has to pinpoint the expectations of the customers (more robust paths, less impact of temporary capacity restrictions (TCR), priority eventually given...)	😊	Implementation of improved flex PaP offer between Germany, Czech Republic, Poland and Lithuania for TT2019 with the aim to give more flexibility to RUs; evaluation will be made for TT 2020;
	3.Improving coordination on TCR, with better involvement of railway undertakings in the process	😊	A TCR WG exists and corridor TCRs are updated twice a year on corridor website. Organization of TCR Workshop on 27.09.2017 with the aim to inform RUs not only about planned closures and its duration but also about the impact on the traffic; to identify applicants expectations and IMs requirements towards RUs.
	4.Enhance use of path coordination system (PCS) e.g. for all international path requests, in developing with RNE a better and usable version of PCS for all players, and improve the handling of PCS requests by respecting the agreed processes & deadlines.	😊	C-OSS highly involved in the C-OSS Community tasks dealing with PCS developments; RFC NS-B involved in RNE Task force TT Quality.
Operations	5.Improving harmonization of processes at the borders, with support from Executive Boards	😐	RUs invited to inform ExBo and MB about problems identified at border sections during RAG&TAG meeting in Prague in 2016. Establishing of TPM WG with RUs may bring positive results. The Cross border interoperability overview was completed. RFC NS-B provides data to the Traffic Management Information file that is available on RNE website to assist the customers.
	6.Following Estimated Time Arrival implementation for all stakeholders, including estimated time of handover, implementation of telematics applications for freight service (TAF-TSI) & information of Train Information System (TIS) included in national systems.	😐	RFC NS-B is not involved but TIS is used to monitor train performance and the results of the ETA project will be applied in future operations to improve the quality of corridor services.
Infrastructure Investments	7.Monitoring and supporting rollout of the TEN T requirement on Rail Freight Corridors & Infrastructure Managers with a focus on 740m trains	😊	Study for the capacity improvement with the focus on 740 m trains and possibly other parameters.
	8.Following ETCS implementation decided by Member States.	😊	The implementation plan of the corridor is going to be updated taking into account EDP and national development plans, as appropriate.
Governance	9.Monitoring the quality of freight services with implemented and shared Key Performance Indicators.	😊	KPIs for RFC NS-B will be published on the corridor and RNE websites after data validation.
	10.Harmonising the Corridor Information Document (for all books except for Book V)	😊	CID Book 4 was already harmonized for TT 2018. Harmonization of Books 1 and 2 is expected to be finalised in 2017 for TT 2019.