

 **RFC 9**
CSCORRIDOR

RAIL FREIGHT CORRIDOR 9
CZECH-SLOVAK RAIL FREIGHT CORRIDOR
CORRIDOR INFORMATION DOCUMENT

BOOK 2
NETWORK STATEMENT EXCERPTS
TIMETABLE 2021


Version control

Version	Chapter changed	Changes compared to the previously published version	X marks which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
1.0		First version		x

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This is a harmonised Book 2 across all corridors. For ease of understanding and to respect the particularities of some corridors, common procedures are always written at the beginning of a chapter. The particularities of Corridor CS-Corridor are placed under the common texts and marked as shown below.

 RFC9 CS-Corridor
The corridor-specific parts are displayed in this frame.

1 Introduction

Each Infrastructure Manager (IM) and – if applicable – Allocation Body (AB) of a corridor publishes its Network Statement (NS) for each timetable year on its website.

 RFC9 CS-Corridor
<p><i>Links to the NSs of the IMs/ABs involved in Corridor CS-Corridor:</i></p> <p><i>Správa železnic, státní organizace:</i></p> <ul style="list-style-type: none"> • <i>English version:</i> https://www.szdc.cz/web/en//network-statement-2021 • <i>Czech version:</i> https://www.szdc.cz/prohlaseni-o-draze-2021 <p><i>Železnice Slovenskej republiky (ŽSR):</i></p> <ul style="list-style-type: none"> • <i>English version:</i> https://www.zsr.sk/en/railway-undertaking/infrastructure/network-statement/network-statement-2021/ • <i>Slovak version:</i> https://www.zsr.sk/dopravcovia/infrastruktura/podmienky-pouzivania-zel-infrastruktury/podmienky-pouzivania-zel-siete-2021/

Direct links to the NSs can also be found in the first row of the table in Chapter 3.

2 Objective

The aim of CID Book 2 is to give easy access to all NSs of the IMs/ABs involved in the Corridor in line with Article 18 of the Regulation.

3 NS excerpts

In order to facilitate the consultation of the NSs for the applicants, an overview of the NS per IM/AB involved in the Corridor and per chapter and sub-chapter is provided in a harmonised table used by all corridors. The structure of the table corresponds to the RNE Network Statement Common Structure. This table includes links that lead to the English versions of the IMs'/ABs' NSs or if not yet available temporarily to the national language version until the English version is available.

All the NSs and the NS excerpts published in this Book comprehend the main chapters 1-6, each containing a table with the following information:

1. General information
2. Access conditions
3. Infrastructure
4. Capacity allocation

5. Services

6. Charges

Information related to the structure of each NS is displayed according to the below legend:

Legend:

- ✓ Content exists (direct link to chapter is optional for timetable 2020)
- x Content does not exist
- 5.3.5 Content exists in this other chapter of the NS (direct link to chapter is optional for timetable 2020)

Network Statement for Timetable 2021
Správa železnic
ŽSR
[English version of NS](#)
[English version of NS](#)
[National version of NS](#)
[National version of NS](#)

1	GENERAL INFORMATION
1.1	Introduction
1.2	Objective
1.3	Legal framework
1.4	Legal status
1.4.1	General remarks
1.4.2	Liability
1.4.3	Appeals procedure
1.5	Structure of NS
1.6	Validity and updating process
1.6.1	Validity period
1.6.2	Updating process
1.7	Publishing
1.8	Contacts
1.9	Rail Freight Corridors
1.10	RailNetEurope – international cooperation between Infrastructure Managers

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√	√
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√	√
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√	√
√	√
√	√
√	√
√	√
√	√
√	√
√	√
√	√
√	√

1.10.1	One Stop Shop (OSS)
1.10.2	RNE tools

✓	✓
✓	✓

2	ACCESS CONDITIONS
2.1	Introduction
2.2	General access requirements
2.2.1	Conditions for applying for capacity
2.2.2	Conditions for access to the railway infrastructure
2.2.3	Licences
2.2.4	Safety certificate
2.2.5	Cover of liabilities
2.3	General business/Commercial conditions
2.3.1	Contracts with RUs
2.3.2	Contracts with non-RU applicants
2.3.3	Framework agreement
2.4	Operational rules
2.5	Exceptional transports
2.6	Dangerous goods
2.7	Rolling stock acceptance process guidelines
2.8	Staff acceptance process

✓	✓
✓	✓
✓	✓
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✓	✓
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✓	✓
✓	✓
✓	✓
✓	✓
✓	✓

3	INFRASTRUCTURE
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✓	✓
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3.1	Introduction	√	√
3.2	Extent of network	√	√
3.2.1	Limits	√	√
3.2.2	Connected railway networks	√	√
3.3	Network description	√	√
3.3.1	Geographic identification	√	√
3.3.1.1	Track typologies	√	√
3.3.1.2	Track gauges	√	√
3.3.1.3	Stations and nodes	√	√
3.3.2	Capabilities	√	√
3.3.2.1	Loading gauge	√	√
3.3.2.2	Weight limits	√	√
3.3.2.3	Line gradients	√	√
3.3.2.4	Line speeds	√	√
3.3.2.5	Maximum train lengths	√	√
3.3.2.6	Power supply	√	√
3.3.3	Traffic control and communication systems	√	√
3.3.3.1	Signalling systems	√	√
3.3.3.2	Traffic control systems	√	√
3.3.3.3	Communication systems	√	√
3.3.3.4	Train control systems	√	√
3.4	Traffic restrictions	√	√

3.4.1	Specialised infrastructure
3.4.2	Environmental restrictions
3.4.3	Dangerous goods
3.4.4	Tunnel restrictions
3.4.5	Bridge restrictions
3.4.6	Other
3.5	Availability of the infrastructure
3.6	Service facilities
3.6.1	Passenger stations
3.6.2	Freight terminals
3.6.3	Marshalling yards and train formation facilities, including shunting facilities
3.6.4	Storage sidings
3.6.5	Maintenance facilities
3.6.6	Other technical facilities, including cleaning and washing facilities
3.6.7	Maritime and inland port facilities
3.6.8	Relief facilities
3.6.9	Refuelling facilities
3.6.10	Other facilities
3.7	Service Facilities not managed by 'IM name'
3,8	Infrastructure Development

√	√
√	√
√	√
√	√
√	√
X	√
√	√
√	√
X	√
X	√
X	√
X	√
X	√
X	3.7.2.
X	3.6.7.
X	3.6.8.
X	√
√	√
√	√

4	CAPACITY ALLOCATION
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√	√
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5	SERVICES
5.1	Introduction
5.2	Minimum access package
5.3	Access to services facilities and supply of services
5.3.1	Access to service facilities
5.3.1.1	Passenger stations
5.3.1.2	Freight terminals
5.3.1.3	Marshalling yards and train formation facilities, including shunting facilities
5.3.1.4	Storage sidings
5.3.1.5	Maintenance facilities
5.3.1.6	Other technical facilities, including cleaning and washing facilities
5.3.1.7	Maritime and inland port facilities
5.3.1.8	Relief facilities
5.3.1.9	Refuelling facilities
5.3.2	Supply of services in service facilities
5.3.2.1	Shunting
5.3.2.2	Other services
5.4	Additional services

√	√
√	√
√	√
√	√
X	
X	√
X	√
X	√
X	√
X	√
X	√
X	√
X	√
X	√
X	√
X	√
X	√
√	√

5.4.1	Traction current
5.4.2	Services for trains
5.4.3	Services for exceptional transports and dangerous goods
5.4.4	Other additional services
5.5	Ancillary services
5.5.1	Access to telecommunication network
5.5.2	Provision of supplementary information
5.5.3	Technical inspection of rolling stock
5.5.4	Ticketing services in passenger stations
5.5.5	Specialized heavy maintenance services
5.5.6	Other ancillary services

√	√
√	√
√	√
X	√
√	√
√	√
√	√
√	x
√	5.5.4.
√	x

6	CHARGES
6.1	Charging principles
6.2	Charging system
6.3	Tariffs
6.3.1	Minimum access package
6.3.2	Track access to services facilities
6.3.3	Supply of services referred to in 5.3.2
6.3.4	Additional services

√	√
√	√
√	√
√	√
√	√
√	√
√	√
√	√

6.3.5	Ancillary services
6.4	Financial penalties and incentives
6.4.1	Non-usage / cancellation fees and charges
6.4.2	Reduction fee for framework agreements
6.4.3	ERTMS discounts
6.5	Performance scheme
6.6	Changes to charges
6.7	Billing arrangements

√	√
√	√
√	√
√	√
√	√
√	√
√	√
√	√

NS additional chapters

	2.9.
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