1 Introduction

The European cross-border traffic market offers good growth opportunities for carriage by rail. DB Netz AG’s objective is to make the cross-border range of services more transparent for our customers and to further develop it according to the market requirements in order to tap the full potential.

Not only for DB Netz AG, but also for adjacent foreign Infrastructure Managers, it is important to elaborate a common train path offer that is adequate and in line with the market requirements, especially, between big sea ports, agglomerations and commercial centers.

Within this guideline, we compiled crucial information from existing policies for Railway Undertakings (RUs) which already pursue cross-border traffic or intend to do so in future. These and additional information about the usage of DB Netz AG’s train paths is legally binding according to our Network Statements (SNB) and for service facilities according to the respective Conditions Governing Usage of Service Installations (NBS).

Moreover, this guideline contains general references about the infrastructure access, the authorization in adjacent countries, and conditions for train path application. At the end of this document, DB Netz AG added a list of contacts for further questions.

By clicking on the grey and bold highlighted words you will be transferred to websites or email addresses via a hyperlink.
### 1.1 List of Abbreviations

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<th>Abbreviation</th>
<th>Description</th>
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<tr>
<td>AVV</td>
<td>General Contract of Use for Wagons (Allgemeiner Vertrag für die Verwendung von Güterwagen)</td>
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<td>aT</td>
<td>Extraordinary Transport (Außergewöhnlicher Transport)</td>
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<td>AZF (X)</td>
<td>Analog Train Radio (for country x) (Analoger Zugfunk)</td>
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<td>BMVBS</td>
<td>Ministry for Transport, Building ans Urban Development (Bundesministerium für Verkehr, Bau und Stadtentwicklung)</td>
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<tr>
<td>Bza-Number of Feasibility Study aT</td>
<td>Authorization Number for Extraodinary Transports (Bza = Operation traction extraodinary)</td>
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<tr>
<td>DB</td>
<td>Deutsche Bahn AG</td>
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<tr>
<td>EBA</td>
<td>Federal Railway Authority (Eisenbahn-Bundesamt)</td>
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<tr>
<td>EBHaftPfV</td>
<td>Regulation on Railway Liability (Eisenbahnhaftpflicht-Verordnung)</td>
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<tr>
<td>EBO</td>
<td>Railway Construction and Operation Regulation (Eisenbahn Bau- und Betriebsordnung)</td>
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<td>EIBV</td>
<td>Railway Infrastructure Usage Regulation (Eisenbahninfrastruktur-Benutzungsverordnung)</td>
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<td>IM</td>
<td>Infrastructure Manager</td>
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<td>ETCS</td>
<td>European Train Control System</td>
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<td>RU</td>
<td>Railway Undertaking</td>
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<td>GSM-R (X)</td>
<td>Global System for Mobile Communication – Rail; National grid (X)</td>
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<td>INV</td>
<td>Infrastructure Usage Agreement (Infrastrukturnutzungsvertrag)</td>
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<td>KV</td>
<td>Intermodal Transport (Kombinierter Verkehr)</td>
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<td>NBS</td>
<td>Terms and Conditions Governing Usage of Service Installations operated by DB Netz AG</td>
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<tr>
<td>OSS</td>
<td>One Stop Shop</td>
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<tr>
<td>PZB 90</td>
<td>Intermittent Automatic Train Control (Punktförmige Zugbeeinflussung) from 1990</td>
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<tr>
<td>Ril</td>
<td>Directive (Richtlinie)</td>
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<tr>
<td>RIC</td>
<td>Regolamento Internazionale delle Carrozze</td>
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<td>RIV</td>
<td>Regolamento Internazionale dei Veicoli</td>
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<td>RNE</td>
<td>RailNetEurope</td>
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<tr>
<td>SiBE</td>
<td>Safety Certificate (Sicherheitsbescheinigung)</td>
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<tr>
<td>SNB</td>
<td>DB Netz AG`s Network Statement (Schienennetz-Benutzungsbedingungen)</td>
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<tr>
<td>TPN</td>
<td>Network Path Portal (Trassenportal-Netz)</td>
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<tr>
<td>UIC</td>
<td>International Union of Railways (Union Internationale des Chemins de fer)</td>
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2 Access to the German Rail Network

In general, the authorization of Railway Undertaking (RU) is necessary in order to use the railway infrastructure for train movements. Within the European Union, authorizations granted by a national admission office will also be recognized by other member states (including the Switzerland). Therefore, the authorization of a national admission office (EU License) is accepted as a valid network access license, even in Switzerland. Thus, it is necessary to apply for an authorization as a Railway Undertaking only once.

2.1 Authorization of Railway Undertakings in Germany

Carriers with their head office in Germany have to contact the federal state’s licensing authority of not federally owned railways for authorization as a RU. However, carriers based abroad have to address the Federal Railway Authority (EBA). The addresses of the admission offices can be found on the website of EBA:

EBA - Admission Offices.

Another condition for the company’s approval is, among its reliability and financial capacity, its personnel deployment of trustworthy and competent employees.

Further information is available on the website of EBA.

Point of Contact for General Questions:

Eisenbahn-Bundesamt (EBA)
Abteilung 1
Postfach 2861
53018 Bonn

EMail: poststelle@eba.bund.de

RUs apply for their authorization at the Ministry of Transport in the federal state of their headquarter location.

2.2 Safety Certificate from the Regulatory Body

According to the requirements of the European Union, RUs need to have a safety certificate in order to participate in public railway operations.

2.2.1 Regulations in Germany

In Germany, the safety certificate is granted by the EBA for railway operation services determined regarding type and regional expansion based on a written request for the concerning railway network of public RUs. Therefore, the RU has to prove the establishment of a security management system which meets at least the requirements of Article 9 section 2 and 3 of the directive 2004/49 EG, and, additionally, the particular requirements for safe traffic operations of personnel and vehi-
cles on the concerning railway network or an individual railway. For RUs with an already exiting safety certificate approved by another member state of the European Union for the same operation services according to Art. 10 of the directive 2004/49 with the intention to participate in the public railway business in Germany need to have an additional national certificate. Pursuant to this additional certificate, specific requirements for safe traffic operation of personnel and vehicles on the concerning railway network or on individual railways have to be met. In reference to this, the RU is obliged to submit the following documents to the EBA:

- Documents referring to the national safety regulations and other regulations that concern the operation, the personnel as well as the vehicles
- Documents referring to the personnel divided into the different categories of their personnel and
- Documents referring to the vehicles divided into the rolling stock used for the operation.

At the same time, involved RUs have to attach additional documents when submitting the European application form: A certificate of an approved security management system (Art. 10 section 2a directive 2004/49 EG), the authorization according to the Directive 95/18 EG, the verification of a liability insurance in accordance with the Regulation on Railway Liability (EBHaftPfV) as well as a visualization of the security management system.

The EBA will decide on the issue of the safety certificate at the latest four months after the submission of all required documents.

For further information please refer to the website of EBA which published a guideline explaining all the relevant cases for possessing a safety certificate. This guideline contains also information on the necessary conditions and the required verification.

Contact:
**Eisenbahn-Bundesamt**
Referat 34
Postfach 28 61
53018 Bonn
E-mail: poststelle@eba.bund.de

Contact Partner for Questions regarding the Approval of Traction Units (including the Cross-Border Routes):

**Eisenbahn-Bundesamt**
Referat 31
Postfach 2861
53018 Bonn
E-mail: poststelle@eba.bund.de
2.3 Framework and Individual Infrastructure Usage Agreement

Before the first use of DB Netz AG’s railway infrastructure, the Framework Infrastructure Usage Agreement (Framework INV) has to be concluded. A sample of this contract is available on Internet at: DB Netz AG - Sample INV. Individual usage contracts are concluded by the RU when accepting the path offer of DB Netz AG.

The Framework INV will be concluded by the regional district of DB Netz AG depending on the location of the RUs’ headquarters. For RUs based in a foreign country the responsible regional district is the one where the desired cross-border railway line is located. Exceptions may be made on a particular customer request or on special framework conditions.

2.4 Special Conditions of Access for Cross-Border Railway Lines

In order to use train paths, DB Netz AG’s currently valid Network Statements (SNB) have to be taken into account and respected.

For cross-border railway lines, additional provisions for cross-border railway lines hold according to section 2.4.4. of the SNB. These contain operational and technical particularities of certain railway lines.

Reference addresses of local additional provisions for cross-border railway lines for individual railway lines are listed in chapter six of this guideline.
3 Train Path Application with International Itinerary

3.1 Principles

Similar to the application of train paths with solely national itinerary, for train path applications with a cross-border itinerary for the working timetable or ad-hoc traffic on the German section hold the published regulations according to the current Network Statement of DB Netz AG.

Due to the involvement of different IMs, special knowledge about the infrastructure use and particular details in reference to the application of train paths for the working timetable and the ad-hoc traffic is required for cross-border traffic:

1. Knowledge of operational principles
   1.1 Additional local provisions or part II of the additional agreement of the agreement of infrastructure alliances for the respective railway line.
   1.2 In accordance with Poland: Regulations relating the operational management across the border together with the local cross-border agreements.

2. Required details for a train path application
   2.1 Departure and destination station (Long Text), station for operational changeover (e.g. cross-border station), border point.
   2.2 Usage of a cross-border train number or a train number of an especially announced range of train numbers (according to UIC-Leaflet 419-1 or. 419-2).
   2.3 Details on requested itinerary.
   2.4 Operational and scheduled stops
      - Duration of stop
      - In case of operational stop additional details on reasons are required (e.g. handling of borders, change of locomotive and brake position, operational change between RUs).
   2.5 Details of the partner RU (cooperation partner) in Germany or in a foreign country (without this information and a train path application from the cooperation partner at the neighboring IM, a train path allocation for the cross-border traffic is impossible).
   2.6 Specification of used traction units which have to be accepted and approved by the responsible regulatory body.
   2.7 Specification whether it is an extraordinary transport (aT) in accordance with section 2.5 and section 4.7.1 of the SNB. In case of cross-border transports, the RU has to apply for the required permissions nationally and internationally before applying for a train path. In the international context, train path applications for aT will only be accepted based on the UIC-Directive 502-1.
2.8 For train paths ending at operational changeover stations the following use has to be stated (transition to railway sidings, movement in continuation benefits, etc.) especially if storage/parking is needed.

2.9 If the train path application from or towards an operational changeover station consists of a national path with transition to an international path, and not a consistent international path, then it is crucial to indicate a train number of the preliminary and subsequent services.

2.10 Further technical information relevant for the path construction (mandatory data that is characterized respectively).

Separate train path usage agreements with the respective IM have to be concluded to request sections in neighboring networks (possibly in collaboration with the cooperation partners).

Since the borders run in the middle of the railway network, IMs agreed for each and every cross-border railway line on one operational station as the timetable processing station. On the cross-border railway lines a plausibility check on the train path applications (Pre-Check) takes place by the participating IMs before the start of the timetable process. If the adjacent IM does not approve for their jurisdiction because of missing or not plausible data, the timetable process of DB Netz AG can only deliver to a suitable upstream station.

For coordination purposes of cross-border train path applications between the participating RU and the IMs, the web based IT application called “Path Coordination System (PCS)” is disposable. The use of PCS is free of charge for customers of IMs of RailNetEurope (cf. chapter four). One condition is the conclusion of a user agreement with RailNetEurope:

**RailNetEurope**

Oezeltgasse 3/8  
A-1030 Vienna  
Phone:  +43 1 907 62 72 00  
Fax:  +43 1 907 62 72 90  
E-mail: mailbox@rne.eu

Furthermore, the requirements of the respective national IMs have to be taken into account.

### 3.2 Transmission Channels

Analogously to the domestic traffic, for the transmission of the train path application in the cross-border traffic the corresponding and current regulations of the Network Statements hold (cf. section 4.2) in combination with the directive 402 (regulations impacting on network access for train path coordination).
3.3 International Train Number

Every train (including the traction unit runs) has to be clearly identifiable for the train radio with GSM-R and are, therefore, allowed to run only with a consistent international train number according to the UIC-leaflet 419-1 or 419-2 or a clearly and international applicable train number in accordance to the UIC-leaflet 419-1 or 419-2 or a train number from a special announced train number contingent. Special train number contingents can be arranged in cooperation with the Key Account Management.

RUs without an own contingent of train numbers have to consider the following procedures during ad-hoc traffic and adjustments of the working timetable in the course of the year:

- After applying for train paths by using the Network Path Portal (TPN), the international train number has to be requested before submission at the train path order acceptance of the regional district, adjacent to the neighbor country and within which the concerning cross-border railway line is located. For train path applications, the international train number has to be entered in TPN. Otherwise, TPN generates automatically a train number for the national traffic.

- In case of an application via form, the international train number will be fixed by DB Netz AG after accepting the train path application.

- As far as DB Netz is concerned, train numbers of non-valid or cancelled trains cannot be reused on the concerning running day.

- For changing the train numbers a scheduled stop is necessary.

3.4 Service Facilities

DB Netz AG offers its customers service facilities with a variety of functionalities. This offer holds among others for railway stations eligible for operating regime changes. If an RU or other Access Parties (AAs) require for instance to perform train-handling operations or stabling facilities in the course of train movements, they have the possibility to order required capacity in service facilities of DB Netz. The products and services offered in service facilities by DB Netz AG are displayed in the Facility Pricing System (APS). An overview over the available services facilities with their features can be found on the Internet as well as in the Asset Portal.

The current “Terms and Conditions Governing Usage of Service Installations operated by DB Netz AG” as well as the “List of Charges concerning service facilities of DB Netz AG” are generally applicable. The regional Key Account Management would be pleased to consult you more in detail regarding usage possibilities of service facilities.

3.5 Deadlines for Train Path Applications

For train path applications with a cross-border itinerary apply the deadlines published in the current Network Statement (SNB) of DB Netz AG for the working timetable as well as for ad-hoc traf-
fic. The deadlines are internationally harmonized and should usually hold for all IMs who are a member of RNE (cf. chapter 4).

3.5.1 Working Timetable

Applications concerning the working timetable have to be submitted by the second Monday in April before the working timetable comes into force (cf. § 8 Abs. 1 Nr. 2 EIBV). Train path applications for the working timetable have to be sent to the following address:

DB Netz AG, Zentrale
Kundencenter Netzfahrplan (I.NMF2)
Theodor-Heuss Allee 5-7
60486 Frankfurt am Main
Phone: +49 (69) 265 31831
Fax: +49 (69) 265 21052
E-mail: kundencenter.netzfahrplan@deutschebahn.com

Specific dates and details regarding the procedure are listed in the current Network Statement (cf. section 4.2.1.3, SNB).

The working timetable is valid from 00:00 o’clock of the second Sunday in December until the next working timetable change at 23:59 o’clock of the second Saturday in December of the following year.

3.5.2 Ad-hoc Traffic

In reference to the processing of train path application for the ad-hoc traffic applies a deadline of four weeks after receipt of application. On the other hand, the RUs and the Access Parties have to accept the offer within five working days. Subsequently, the timetable has to be announced by DB Netz AG to all involved parties within five working days.

In difference to this, applications for short-term allocation of single train paths (cf. chapter 4.2.2.4, SNB) Deviating from this, a train ticket will be issued immediately in the case of registrations for short-term allocation of individual train paths, but no later than 48 hours after receipt. In this case, RUs and Access Parties have to accept the offer within 24 hours. Thereafter, the announcement of the timetable is made by DB Netz AG to all concerned parties within an hour. Deviating from this, the processing period also applies to short-term registrations, which are subject to particularly complex processing (§ 14 para. 2 sentence 2 EIBV, item 4.2.2.4) four weeks after receipt. The time for the acceptance of the offer by the railway undertaking or authorised parties is one working day. Thereafter, DB Netz AG will notify the timetable to all parties involved (time for the announcement of the timetable by DB Netz AG) within five working days.

Train path application outside the network timetable must always be sent to the regional units in which the route is to begin. With the Customer-specific regional unit, individual regulations can be derogated from this. In the case of foreign railway infrastructure operators, different deadlines and conditions must be observed.
3.6 Handling of Infrastructure Restrictions in the Course of Cross-Border Traffic

IMs, cooperating with RNE, announce long-term planned infrastructure restrictions on selected corridors until 24 months prior to the corresponding change of timetable on the website of RNE. DB Netz AG takes major restrictions into account when constructing train paths. Usually, these restrictions tend to affect the availability of infrastructure (e.g. due to construction works) and are known in good time before the publishing of planning parameters 17 months prior to the timetable change. Ten months before the timetable change, planning parameters can be adjusted by DB Netz AG. The following link allows you to find a description of the approach referring to the information and coordination of infrastructure restrictions due to construction:

Foreign IMs may follow different procedures. In case adjustments of train paths are required in Germany because of infrastructure restrictions due to construction works of foreign IMs, it is necessary to place an adjusted order at DB Netz AG.

3.7 Exceptional Transports and Hazardous Substances

Extraordinary transports (aT) are transports which place special requirements on infrastructure due to their outer dimensions, their weights or their nature (e.g. load of bridge construction, route class, vehicle perimeter etc.) or which can only be carried under special technical or operative conditions.

According to the regulations of policy modules 810.05 et seq. (attachment 2.4, SNB), it is necessary for train path applications of extraordinary transports to launch a feasibility study for aT which determines and delivers the corresponding transport specific carriage conditions. Consequently, the conditions specified in the feasibility study for aT have to be taken into account when using the railroads of DB Netz AG. The feasibility study for aT will be created within 14 working days (or in case of special transports within two months) after commissioning. The required form for the application of a feasibility study is disposable on the following website:

www.dbnetze.com/formulare

Exceedance of Loading Gauge

In this case, the cargo exceeds the smallest applicable loading gauge for the respective route by taking into consideration the mandatory limitations of the width according to the UIC Loading Guideline.

Codified consignments on permitted coded carrying wagons of the intermodal traffic, which exceed the smallest loading unit on the itinerary of one of the crossing railroads, will be carried without a feasibility study for extraordinary transports solely on determined intermodal traffic trains on a specifically checked railway routes.
- **Oversize Vehicles**

“Oversize vehicle” is a term which refers to vehicles that exceed the limited vehicle boundary line G1 or national G2.

- **Heavy Wagons**

Heavy wagons categorize all the vehicles whose loading properties exceed one or both of the following characteristics:

- An axle load of 22.5 t with a minimum diameter of wheels of 840 mm and a minimum axlebase of 1500 mm
- Load values of limit load trains (DB-route class D4)

In the international traffic, class division of routes and their corresponding load limits for freight trains comply with the UIC-Leaflet 700 VE.

- **Transports with Particular Features**

This refers to all vehicles or consignments with other technical or operational features, for instance vehicles whose nature does not correspond to the regulations of the ordinance on the construction and operation of railways as part of the GCU or the RIC or which do not carry the addendum “DB” within the agreement grid (e.g. vehicles without RIV/RIC-labelling, construction machinery, cranes, etc.).

In Germany, permanent transportation arrangements can be granted for regularly operating extraordinary transports. For international traffic, the agreement of all by the itinerary concerned IMs is required. Conditions regarding the clearance gauge and load limits vary depending on each IM. Consequently, it is possible that just in one involved network special conditions apply. As for the preparation of a feasibility study aT, specific deadlines apply according to the directive 810.05; however, for the international traffic according to UIC-Leaflet 502-1. The directive 810.05 can be found on [DB-Netz AG – Compilation of Network Access Relevant Policies](#).

Moreover, applications are possible at:

**DB Services Technische Diente GmbH**
Medien- und Kommunikationsdienste – Logistikcenter -
Kriegkstraße 136
76133 Karlsruhe
Phone: +49 (0) 721 938 5965
Fax: +49 (0) 721 938 3079
E-mail: DZD-Bestellservice@deutschebahn.com

DB Netz AG’s Network Statement contains further information about train path applications of extraordinary transports in section 4.7.1.

- **Hazardous Substances**

Special statutory apply for the transportation of dangerous goods. It is necessary to indicate the
substance number (UN number) when applying for train paths for trains that are ought to carry hazardous substances. The following websites contain further information on the carriage of dangerous goods: Federal Railway Authority –Hazardous Substances

OTIF – Intergovernmental Organization for the International Railway Traffic

3.8 RNE-Catalogue Train Paths

Together with the neighboring IMs, DB Netz AG offers coordinated and harmonized catalogue train paths on cross-border railway lines until the next node or even further. Until eleven months before the timetable change, adjacent IMs which are members of RNE, agree on provisional cross-border train paths (catalogue train paths) independently from particular train path applications. When applying for train paths of the working timetable, other Access Parties can refer to one of these cross-border catalogue train paths.

www.dbnetze.com/katalogtrassen

After the construction of the working timetable, DB Netz AG announces which catalogue train paths are still available. This information can be found on the following website:

www.dbnetze.com/restkapazitaeten

Additionally, information about catalogue train paths is also published on the website of RNE.

3.9 Particularities in Case of Cancelation

For cancelation of trains with international itineraries, the respective national cancelation policy has to be considered. On cross-border railway lines, a cancelation has to be performed always on both sections for clarity reasons since the involved train number cannot be reused by DB Netz on this particular day. An example of this would be the cancelation of a scheduled train and, consequently, the modification into a special train because of the inevitable construction of an alternative train path due to an extraordinary transport.
With the long-term aim of supporting and simplifying the cross-border traffic on European railroads, the European IMs joined together as members of RNE, an association of IMs in Europe with its headquarters in Vienna, and, additionally, they implemented a network of One Stop Shops (OSS) as a contact point for RUs and other Access Parties. According to the motto "one face to the customer", the OSS offers a competent and fast support regarding all cross-border traffics based on transparent, reliable and non-discriminatory processes. Furthermore, the OSS provides information on network access, train path prices, services and service fees and support regarding the procurement of train-running information or the monitoring of punctuality.

Contact details regarding the OSS and the respective Network Statements of the foreign IMs are available in English language on the website of RNE.

4.1 OSS at DB Netz AG

DB Netz AG is a member of RNE and implemented a central OSS which is supported by the regional Key Account Manager and timetable experts in the regional districts. The usage conditions stated in section 4.2.4 of the Network Statements hold concerning the elaboration for cross-border train path applications by the OSS.

Further information about cross-border train path applications is published in the Internet:
www.dbnetze.com/oss

Contact person for RUs and other Access Parties is the Key Account Manager or, in case of a specific train path application, the Timetable Manager. In general, Key Account Management and processing the timetable falls within the scope of responsibility of the regional districts of DB Netz AG. The jurisdiction in Key Account Management depends on the regional district in which the headquarters of the RU is located or, for foreign customers, it depends on the regional district in which the required cross-border railroad is situated. Exceptions can be agreed on separately. Existing customers can contact their familiar Key Account Manager.

4.1.1 OSS in Key Account Management

As contact point to the adjacent IMs, the following Key Account Manager and Timetable Manager are at your disposal with regards to consultation of new or already existing customers in the cross-border traffic as well as regarding cross-border train path applications:
Contact Person According to the Regional Districts (RD):

**RD East** Lars Kunzelmann
lars.kunzelmann@deutschebahn.com
Phone: +49 30 297 40160

**RD South East** Frank Bloch
frank.bloch@deutschebahn.com
Phone: +49 341 968 7033

**RD South** Gregor Thalhammer
gregor.thalhammer@deutschebahn.com
Phone: +49 89 1308 72108

**RD South West** Igor Ullmann
igor.ullmann@deutschebahn.com
Phone: +49 721 938 7186

**RD Centre** Nordin Kriep
nordin.kriep@deutschebahn.com
Phone: +49 69 265 19106

**RD West** Björn Valée
björn.valée@deutschebahn.com
Tel. +49 203 3017 4110

**RD North** Michael Genke
michael.gehnke@deutschebahn.com
Phone: +49 511 286 49102

Contact Person at the Headquarters:
Employees based at the headquarters are responsible for instance for the coordination with the OSS of adjacent countries and within RNE; in addition, they will be also at your disposal:

**DB Netz AG**
Mainzer Landstraße 203
60327 Frankfurt am Main
Marketing and Sales

Frank Schleinhege
Phone: +49 69 265-30550
E-Mail: oss@deutschebahn.com
4.1.2 OSS in the Timetable

Contact Persons at the Regional Districts

**RD East**
Heidrun Miedtank; Phone: +49 30 297 40162
heidrun.miedtank@deutschbahn.com

**RD South East**
Dietrich Schneider; Phone: +49 341 968 7661
dietrich.schneider@deutschbahn.com

**RD South**
Berta Schiller; Phone: +49 89 1308 72116
berta.schiller@deutschbahn.com

**RD South West**
Jürgen Stirm; Phone: +49 721 938 7267
juergen.stirm@deutschbahn.com

**RD Centre**
Simone Mattes; Phone: +49 69 265 37135
simone.mattes@deutschbahn.com

**RD West**
Wolfgang Bending; Phone: +49 203 3017 4243
wolfgang.bending@deutschbahn.com or
ta-west@deutschbahn.com

**RD North**
Henrik Maeier; Phone: +49 511 286 49211
henrik.meier@deutschbahn.com

Contact Person at the Headquarters:

**DB Netz AG**
Customer Center, Working Timetable (I.NMF 2)
Theodor-Heuss Allee 7
60486 Frankfurt am Main

Phone: +49 (0) 69 / 265-31831
Fax: +49 (0) 69 / 265-21052
E-Mail: kundencenter.netzfahrplan@deutschebahn.com

Working timetable and ad-hoc traffic (I.NMF 2 (N)), PCS
Matthias Beermann
Phone: +49 (0) 69 / 265-31961
Fax: +49 (0) 69 / 265-57134
E-Mail: matthias.beermann@deutschebahn.com
Catalogue train paths
Carola Schmieg
Phone: +49 (0) 69 / 265-31965
Fax: +49 (0) 69 / 265-57134
E-Mail: carola.schmieg@deutschebahn.com

Communication Connection for Train Path Application for Ad-hoc Traffic

<table>
<thead>
<tr>
<th>Regional District</th>
<th>E-Mail</th>
<th>Fax-No.</th>
<th>Phone number for queries about the timetable</th>
</tr>
</thead>
<tbody>
<tr>
<td>South East Leipzig</td>
<td><a href="mailto:ta-suedost@deutschebahn.com">ta-suedost@deutschebahn.com</a></td>
<td>069/265-20322</td>
<td>0341/968-7041</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>0341/968-7184 (shift supervisor)</td>
</tr>
<tr>
<td>East Berlin</td>
<td><a href="mailto:ta-ost@deutschebahn.com">ta-ost@deutschebahn.com</a></td>
<td>069/265-49180</td>
<td>030/297-40151</td>
</tr>
<tr>
<td>North Hannover</td>
<td><a href="mailto:ta-nord@deutschebahn.com">ta-nord@deutschebahn.com</a></td>
<td>0511/286-49210</td>
<td>0511/286-49573</td>
</tr>
<tr>
<td>West Duisburg</td>
<td><a href="mailto:ta-west@deutschebahn.com">ta-west@deutschebahn.com</a></td>
<td>069/265-49168</td>
<td>0203/3017-4302</td>
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<tr>
<td>Centre Frankfurt</td>
<td><a href="mailto:ta-mitte@deutschebahn.com">ta-mitte@deutschebahn.com</a></td>
<td>069/265-49163</td>
<td>069/265-19165</td>
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<tr>
<td>South West Karlsruhe</td>
<td><a href="mailto:ta-suedwest@deutschebahn.com">ta-suedwest@deutschebahn.com</a></td>
<td>069/265-20184</td>
<td>0721/938-7372</td>
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<td>0721/938-4386</td>
<td>0721/938-4380 (shift supervisor)</td>
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<tr>
<td>South München</td>
<td><a href="mailto:ta-sued@deutschebahn.com">ta-sued@deutschebahn.com</a></td>
<td>069/265 20469</td>
<td>089/1308-71240</td>
</tr>
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<td></td>
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<td>089/1308-72940 (shift supervisor)</td>
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4.2 Corridor-OSS

According to article 13 of the European regulation 913/2010, the IMs are obliged to implement one central point of contact (One Stop Shop) for cross-border train path applications concerning the European Rail Freight Corridors. In contrast to the traditional OSS approach, the COSS is an exclusive distribution channel for special cross-border catalogue train paths, so-called Pre-arranged Paths (PaPs). Thus, it is possible to grant train path applications and their allocation for an international itinerary from a single source. Thanks to the booking system called Path Coordination System (PCS), train path applications, train path allocation as well as the timetable offer for cross-border itineraries can be accumulated and can be processed consistently by the COSS.
4.2.1. Corridor OSS

Currently, nine Rail Freight Corridors, existing on the European rail network, offer Pre-arranged Paths (PaPs). These PaPs are exclusively promoted by the corresponding COSS and can be only applied for via the booking system PCS for the total international itinerary. Furthermore, each July international Reserve Capacity will be offered.

In reference to the application and allocation procedure of PaPs and Reserve Capacity apply corridor specific usage conditions which are published in the “Corridor Information Document” (CID) and can be found on the link below.

More precisely, the nine Rail Freight Corridors are:
5 Operation

5.1 Operations Centers
The responsibilities and availability of the operation centers are described on the following website:

Regional Additions of the Operations Centers of DB Netz AG referring to the directive 420

5.2 Agreement of Infrastructure Alliances and Special Local Supplementary Provisions
According to DB Netz AG’s Network Statements, the RUs have to take special regional supplementary agreements into account when using cross-border railway lines. In chapter six of this guideline (country-specific information), the border crossing points are briefly presented. The addresses to which the regional supplementary agreements correspond are indicated there.

The central contact person responsible for the editing of the supplementary agreements belonging to the border operation agreement is:

DB Netz AG (Headquarters)
Theodor-Heuss Allee 7
60486 Frankfurt am Main

Mr. Sebald Stumm
Phone: +49 (0) 69 / 265-31628
Fax: +49 (0) 69 / 265-31409
E-Mail: seebald.stumm@deutschebahn.com
6 Country-Specific Information

The implementation of cross-border traffic requires the RU to know about the regional conditions and coordination regarding: cross-border treatment, the use of traction units, personnel deployment, and the need for parking/storage and service facilities. The Key Account Management in regional districts will be glad to support you. Additionally, the OSS is at your disposal for general information: Phone +49 (0) 69 / 265-30550, E-Mail oss@deutschebahn.com.

RNE`s Corridors

In order to support cross-border traffic, RailNetEurope (RNE) defined special corridors on the most important routes. Further information on train path planning is available on RNE`s website at “Corridor Info”.

Further Important Topics regarding Cross-Border Traffic:

Brake Position

The national regulations and rules apply for braking in trains which can deviate from each IM and may require a handling in the station of operational change. Corresponding stops have to be taken into account and indicated when planning the train paths. In Germany, the indication of the brake position is relevant regarding the network.

Intermodal Transport (KV)

The implementation of transports within KV requires special knowledge regarding the particularities of this kind of traffic and a specific terminology. Different charging and handling technologies have been established on the market. Additionally, a variety of combination possibilities between carrying wagons and loading units with a corresponding range of profile dimensions exists. Due to the rectangular shape of loading units, intermodal transports usually exceed the loading gauge in the upper area and are, therefore, basically to be handled as extraordinary transports. However, specific profile dimensions are released in reference to the scheduled train services. Those profiles permitted for the intermodal transport are different in the international context. Further information is provided in the respective national Network Statement. The following addresses offer specific information regarding the intermodal transport:

- UIRR – Union Internationale des sociéctés des transporte combiné Rail-Route...
  www.uirr.com
- EIA – European Intermodal Association
  www.eia-ngo-com
- SGKV e.V. – Studiengesellschaft für den Kombinierten Verkehr
  www.SGKV.de