



CID Book 1

Generalities

Harmonised text proposal

applicable as of timetable year 2020

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
Date of change shall be the version number	x.x.x			X

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This is Book 1, harmonised across all corridors. For ease of understanding and in order to respect the particularities of some corridors, common procedures are always written at the beginning of a chapter. The particularities of Corridor Amber are placed below the common texts and marked as follows:



The RFC Amber specific parts are displayed in this frame with the RFC Amber logo on the top.

Glossary

A general glossary can be found in the annex of this CID Book 1, which is harmonised over all RFCs and is available on the website of the Corridor under the following link. <http://www.rfc-amber.eu>



<http://www.rfc-amber.eu>

Abbreviations

AB	Allocation Body
AG	Advisory Group
CER	Community of European Railway Operators and Railway Infrastructure Companies
CID	Corridor Information Document
CIP	Customer Information Platform
CIS	Charging Information System
C-OSS	Corridor One-Stop-Shop
EC	European Commission
EEIG	European Economic Interest Grouping
EIM	European Rail Infrastructure Managers
ERFA	European Rail Freight Association
ERTMS	European Rail Traffic Management System
ETCS	European Train Control System
EU	European Union
ExB, EB, ExBo	Executive Board
FCA	Framework for Capacity Allocation
GA	General Assembly
IM	Infrastructure Manager
IP	Implementation Plan
KPI	Key Performance Indicator
LoI	Letter of Intent
MB, MaBo	Management Board

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NS	Network Statement
NSA	National Safety Authority
NUTS	Nomenclature of territorial units for statistics
PaP	Pre-arranged Path
PCS	Path Coordination System
RAG	Railway Undertaking Advisory Group
RB	Regulatory Body
RC	Reserve Capacity
RFC	Rail Freight Corridor
RNE	RailNetEurope
RU	Railway Undertaking
TAG	Terminal Advisory Group
TCCCom	Traffic Control Centres Communication
TEN-T	Trans-European Network for Transport
TIS	Train Information System
TMS	Transport Market Study
TPM	Train Performance Management
TT	Timetable
UIC	International Union of Railways
WG	Working Group

Introduction

Regulation (EU) 913/2010 of 22 September 2010 concerning a European rail network for competitive freight (hereinafter: Regulation) was published in the Official Journal of the European Union on 20 October 2010 and entered into force on 9 November 2010.

The purpose of the Regulation is to create a competitive European rail network composed of international freight corridors with a high level of performance. It addresses topics such as governance, investment planning, capacity allocation, traffic management and quality of service and introduces the concept of Corridor One-Stop Shops. According to the Annex of the Regulation, initially nine corridors were defined. In addition, Commission Decisions were issued about the establishment of two additional corridors. The schematic overview of the corridor network is displayed below.

Rail Freight Corridors (RFCs) map 2018



Corridor network map from the RNE website to be added here: <http://www.rne.eu/rail-freight-corridors/rail-freight-corridors-general-information/>

The corridors commit to fulfil their intended role of increasing the competitiveness of international rail freight, unlocking the tremendous growth potential for long-distance freight traffic and promoting rail’s key role in a sustainable transport system. The improved marketability of the corridors is key to maintaining and winning over end-customers to the rail solution.

In accordance with the Regulation, each corridor has set up a governance structure consisting of two levels: an Executive Board (composed of representatives of the ministries of the Member States) and a Management Board (composed of representatives of the Infrastructure Managers (IMs) and Allocation Bodies (ABs)). The corridors also set up two Advisory Groups (AGs): one consisting of representatives of terminal owners and managers, the other one consisting of representatives of Railway Undertakings (RUs).

The corridors have designated or set up Corridor One-Stop-Shops (C-OSS) for allocating certain types of international freight capacity (Pre-arranged Paths (PaPs) and Reserve Capacity (RC)) on the corridor.

More details about the Corridor structure are described in Chapter 4 of this Book 1 and in Book 5.

A corridor is a complex project that follows a new set of rules and procedures. For this reason, the Corridor Information Document (CID) was created to provide all corridor-related information and to guide all applicants and other interested parties through the workings of the corridor in line with Article 18 of the Regulation. Together with RailNetEurope (RNE), the corridors have harmonised the structure and most of the texts to allow easier access to and understanding of this information.

In order to achieve a stronger harmonisation of the corridors’ various implementation approaches, RNE provides a coordination platform for the corridors to jointly develop harmonised processes and tools, to the benefit of the applicants, as well as IMs and ABs that are part of several corridors.

Structure of the CID

The CID applies the RNE CID Common Texts and Structure so that all applicants can access similar documents for different corridors and in principle, as in the case of the national NSs, find the same information in the same place in each one.

The CID is divided into five books to clarify the specificity and independence of the key content of the document, and to facilitate the organisation and updating of information. The corridors, together with RNE, developed harmonised texts for all corridors valid for Book 1, Book 2 and Book 4.

The five books of the CID are as follows:

➤ **Book 1: Generalities**

The key purpose of Book 1 is to provide the reader with an introduction to the corridor concept and an efficient guide to the consultation of CID information. Book 1 is the only one not directly referred to in the Regulation.

➤ **Book 2: Network Statement Excerpts**

Book 2 gives an overview of all information published in the national NSs of the IMs/ABs of the Corridor for the corresponding timetable year. These documents follow an identical structure on the basis of the RNE NS Common Structure, allowing for a set of links to the NSs concerned.

➤ **Book 3: Terminal Description**

Book 3 provides information about the designated corridor terminals.

➤ **Book 4: Procedures for Capacity and Traffic Management**

Book 4 describes the procedures for capacity allocation by the C-OSS, planned Temporary Capacity Restrictions, Traffic Management and Train Performance Management. All conditions concerning applicants, the use of the C-OSS and its products (PaPs and RC) and how to order them are explained here.

➤ **Book 5: Implementation Plan**

As specified in the Regulation, Book 5 covers the following topics:

- Description of the characteristics of the Corridor,
- Essential elements of the TMS,
- Objectives and performance of the Corridor,
- Indicative investment plan,
- Measures to implement Article 12 to 19 of the Regulation.

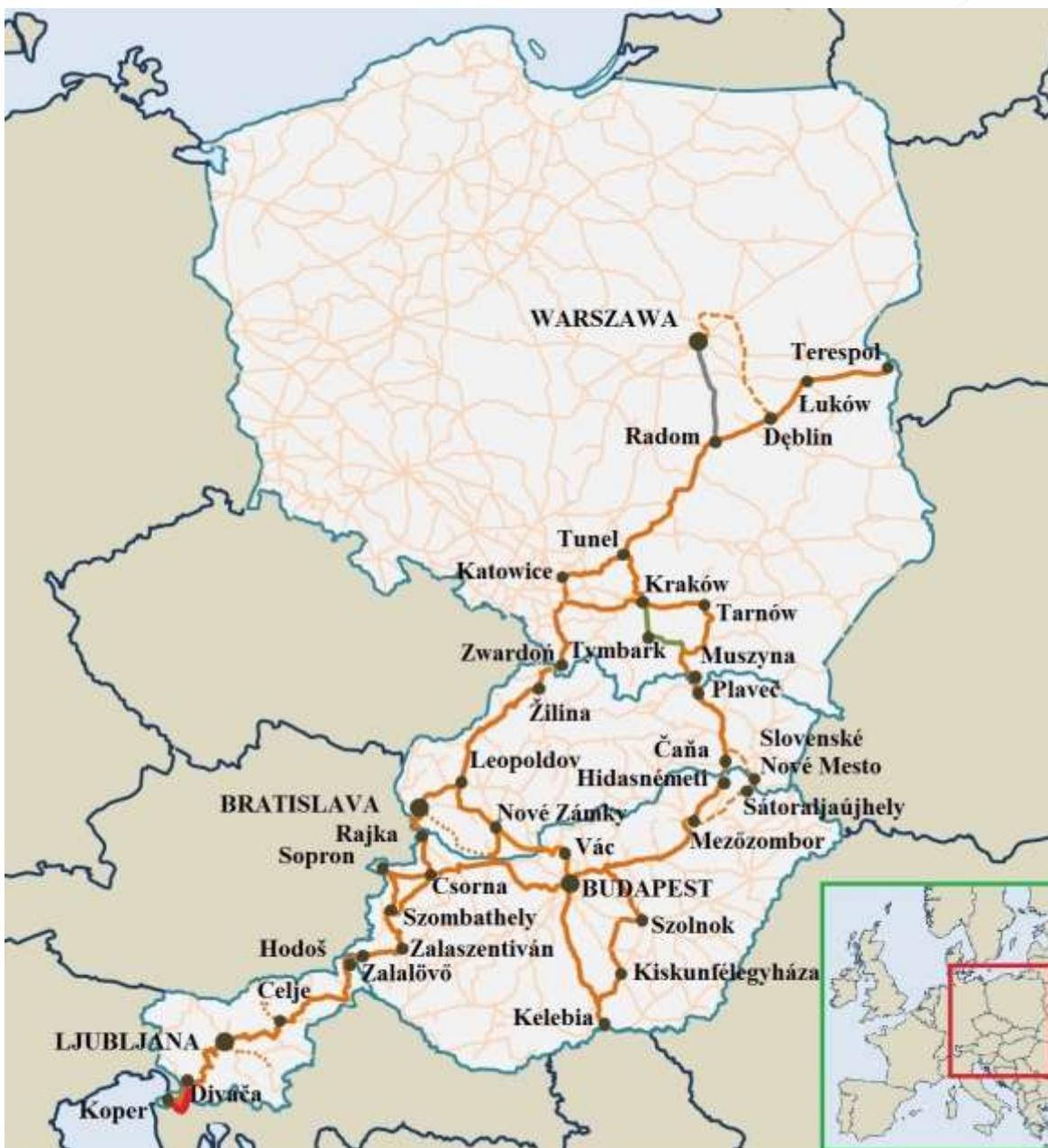
During the drafting of the Implementation Plan, the input of the stakeholders is taken into account following a consultation phase. The Implementation Plan is approved by the Executive Board of the Corridor before publication.

The CID is a single document and therefore all five books should be considered as integrated. However, the five books may have different updating needs.

Corridor description

The railway lines of the Corridor are divided into:

- **Principal routes:** on which PaPs are offered,
 - **Diversiónary routes:** on which PaPs may be considered temporarily in case of disturbances, e.g. long-lasting major construction works on the principal lines,
 - **Connecting lines:** lines connecting the corridor lines to a terminal (on which PaPs may be offered but without an obligation to do so). It is a routing bypassing places (where alternative options exist) on the principle route - related routes and destinations and PaPs apply.
 - **Expected lines:** Expected lines can be found in Chapter 2.1 of Book 5.
- The schematic map of Corridor Amber is displayed below.



Legend:
 — Principal line - - - - - Diversiónary line Connecting line — Expected line
 — Future principal line — Planned double line (principal line)



The corridor shall insert the schematic map or a link to the CIP here (proposal for a harmonised methodology for the creation of the schematic map is attached). <http://www.rfc-amber.eu>

Corridor organisation

In accordance with Article 8 of the Regulation, the governance structure of the Corridor assembles the following entities:

- Executive Board (ExBo): composed of the representatives of the Ministries of Transport along the Corridor



Members of the ExBo of Corridor Amber are as follows:

Ministry of Infrastructure and Construction of Republic of Poland

Ministry of Transport and Construction of the Slovak Republic

Ministry for Innovation and Technology of Hungary

Ministry of Infrastructure and Spatial Planning of the Republic of Slovenia

- Management Board (MB): composed of representatives of the IMs and (where applicable) ABs along the Corridor which are responsible for the implementation of the Corridor within their home organisations. The Management Board is the decision-making body of the Corridor.



Members of the MB of Corridor Amber are as follows:

PKP PLK Polish Railway Lines S.A. - IM, Poland

ŽSR - Railways of the Slovak Republic – IM, Slovak Republic

MÁV - Hungarian State Railways Company Ltd. – IM, Hungary

GYSEV - Győr-Sopron-Ebenfurti Vasút Zrt./ Raab–Oedenburg–Ebenfurter Eisenbahn AG – IM, Hungary & Austria

VPE - Hungarian Rail Capacity Allocation Office, AB, Hungary

SŽ-I - Slovenian Railways-Infrastructure d.o.o. – IM, Slovenia



- Railway Undertaking Advisory Group (RAG): composed of RUs interested in the use of the Corridor

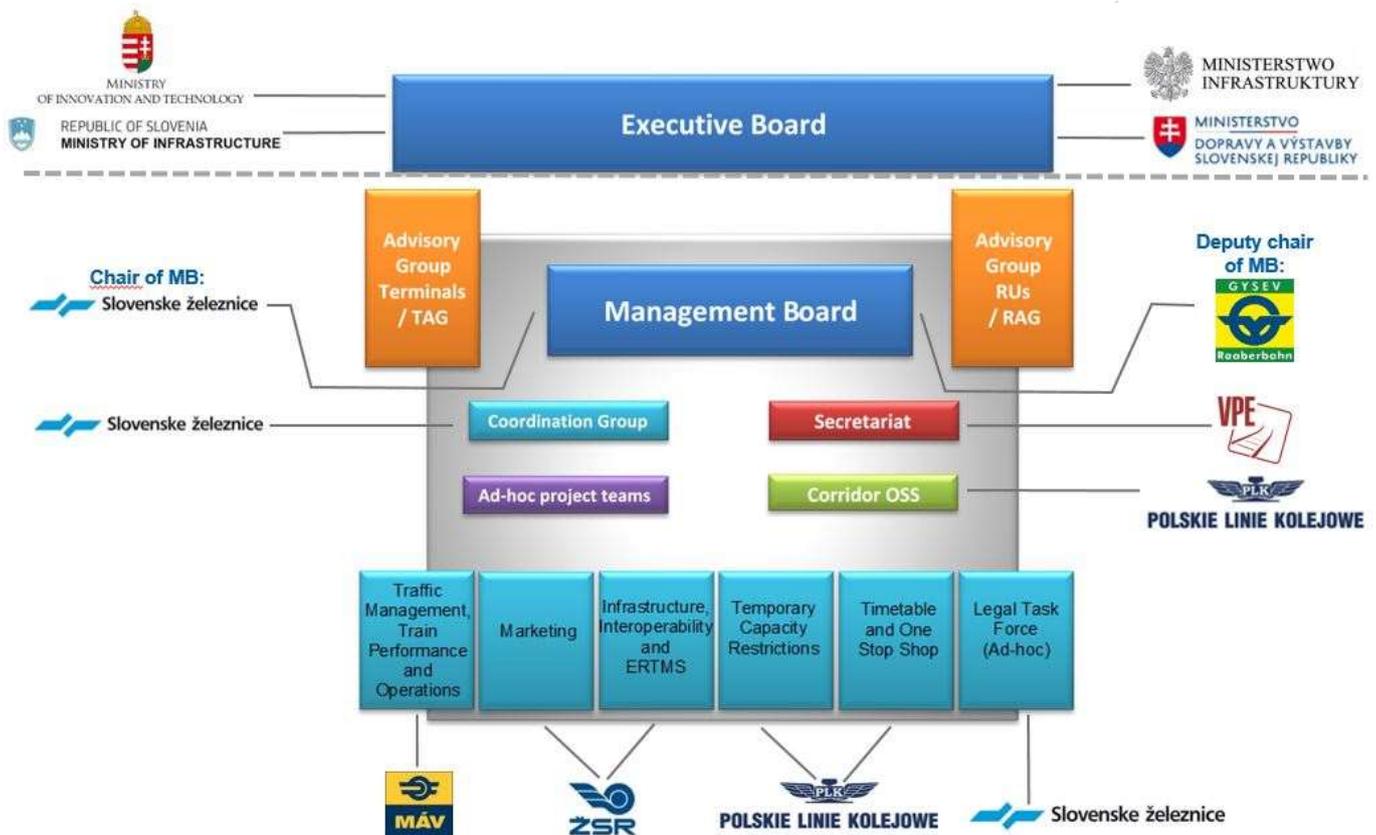
Amber
Rail Freight Corridor

Corridor Amber also invites non-RU applicants to its RAG meetings.

- Terminal Advisory Group (TAG): composed of managers and owners of the terminals of the Corridor including, where necessary, sea and inland waterway ports.

The internal working structures within the corridor organisation and the connection between the corridor organisation and other stakeholders, as well as conditions for participation in the RAG and TAG, are described in Book 5.

Organigram:



Amber
Rail Freight Corridor

Proposal for a harmonised methodology for the creation of the corridor organigram is attached or place a direct link here to the relevant page of the Corridor's website where the organigram is published.
<https://rfc-amber.eu/contents/read/organisation>

The Corridor organisation is based on a contractual agreement between the IMs and (where applicable) ABs along the Corridor.

For the execution of the common tasks the MB has decided to build up the following structure:

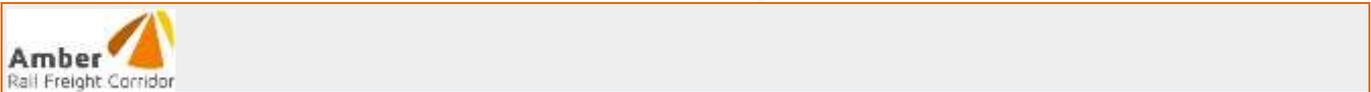
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The Memorandum of Understanding between Railway Infrastructure Managers of Slovenia, Hungary, Slovakia and Poland and Allocation Body of Hungary to establish the Management Board of the Amber Rail Freight Corridor “Koper – Ljubljana – Zalaszentiván – Sopron/Csorna – / (Hungarian-Serbian border) – Kelebia – Budapest - / - Komárom – Leopoldov / Rajka – Bratislava – Žilina – Katowice / Kraków – Warszawa / Łuków – Terespol – (Polish-Belarusian border)” was signed by all Parties on 6 April 2017 and established the Management Board which proceeds according to the functions laid down in Article 8 of Regulation (EU) No 913/2010.

The Management Board acts in the form of cooperation, apart from the Memorandum of Understanding which set up officially this body, the rules of cooperation are laid down in the document called Internal Rules of Procedure. The tasks of the Management Board are coordinated by a Secretariat, carried out by one of the Hungarian members, VPE. The Management Board set up working groups for managing a certain field of expertise. For supporting its activities the Management Board established the Coordination Group, where all Members are represented. The MB established by two different Memoranda of Understanding and via Rules of Consultation the cooperation with the railway and terminal advisory groups.

To fulfil the tasks described in Article 13 of the Regulation, a Corridor One-Stop-Shop (C-OSS) was established as a single point of contact for requesting and receiving answers regarding infrastructure capacity for freight trains crossing at least one border along the Corridor. For contact details see Chapter 5 of this Book 1 and Chapter 2.2 of Book 4.



In order to facilitate the work regarding the implementation of the Corridor, several permanent and/or temporary working groups were formed consisting of experts in specific fields delegated by the IMs/ABs.



<p>Management Board</p>	<p>Fulfilment of all MB tasks defined in Regulation (EU) No 913/2010. Determination of the legal form of the Amber RFC. Fulfilment of other tasks defined by decisions of the Management Board and Internal Rules and Procedures of the Corridor, including adoption of the latter. Ensuring organisational, technical and operational conditions to make Amber RFC operational on time. Management of the whole Amber RFC structure. Seeking good co-operation with the Executive Board of the Amber RFC, with the Advisory Groups and customers of the corridor and with the management boards of other RFCs. Implementation of new specific procedures with the aim to attract new transport business for railways.</p>
<p>Traffic Management, Train Performance and Operations</p>	<p>Developing and improving operational processes between the Amber RFC IMs’ (to facilitate and enhance cooperation). To put in place procedures for</p>

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	<p>coordinating traffic management along the Amber RFC (take care for their harmonisation and promotion). Adoption of common guidelines (also for traffic management) in the event of disturbance to train movements on the Amber RFC. Focus on the performance of rail freight services on the Amber RFC. Adoption of the list of performance indicators to be monitored and publish the results of this monitoring once a year. Preparation of relevant part of the Amber RFC implementation plan. To cooperate in drafting the CID. To assure the exchange of Traffic Management information in real-time. Adoption of appropriate IT solutions for enabling the communication (especially at the operational level between TCCs).</p>
Marketing	<p>Participating in the drawing up and periodically updating of a transport market study of Corridor 11 (as described in Article 9(3) of the Regulation); Identify final Amber corridor by identification of principle corridor railway lines, diversionary corridor lines, terminals and terminal connecting lines. To prepare part of the implementation plan as a result of TMS: the essential elements of the study; creation of the list and characteristics of terminals, in particular information concerning the conditions and methods of accessing the terminals (according to article 18 of the Regulation). Satisfaction survey of the users. Annual report (according to article 19(2) of the Regulation).</p> <p>Advisory Groups should be consulted due to the importance of customer orientation when MB chooses to define the marketing activity and implement the marketing strategy for the Amber corridor.</p>
Timetable and One Stop Shop	<p>Objectives of the corridor in terms of capacity. To evaluate the need for capacity to be allocated to freight trains running on Amber RFC taking into account the transport market study. Drafting procedures to ensure optimal coordination of the allocation of capacity between infrastructure managers (also access to terminals). To define and organize pre-arranged train paths for international freight trains. To define reserve capacity for international freight trains to respond to ad-hoc requests. To advise the Management Board about promoting coordination of priority rules relating to capacity allocation. Preparation of the operating rules to enable the Management Board to establish and manage the Corridor One-Stop-Shop on Amber RFC. Coordination and construction of pre-arranged paths and reserve capacity paths in response to ad-hoc requests. To prepare part of the Amber RFC implementation plan. To cooperate in drafting the CID. To provide effective and proactive support to the C-OSS in all its activities.</p>

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Temporary Capacity Restriction	To establish coordinated planning of works along Amber RFC to minimize traffic disruption. Coordination of infrastructure works as to minimize capacity restrictions on the Amber RFC. To define the TCR coordination process between RFCs and concerned applicants. To prepare part of the Amber RFC implementation plan. To cooperate in drafting the CID.
Infrastructure, Interoperability and ERTMS	Description of the lines of the whole Amber RFC - the table of parameters. To review and yearly update the corridor infrastructure parameters (if any change on corridor lines and terminals occurs) constituting the Amber RFC. To prepare part of the Amber RFC implementation plan. To draw up and yearly review an investment plan, which includes details of indicative medium and long-term investments for infrastructure on the Amber RFC. To prepare deployment plan for ERTMS – part of the investment plan. To meet the essential requirements and to ensure the interoperability (Technical specifications for interoperability - TSIs). To cooperate in drafting the CID.
Coordination Group	Support for the Management Board in deciding about proposals coming from the working groups and other corridor related issues. Together with the Secretariat preparing the suggestion of the agenda items, materials and decision proposals for the Management Board. Review of RFC11 documents for MB approval. Ensuring that the working groups respect the implementation timeline and all associated deadlines (monitor the implementation of the Management Board decisions). Together with relevant WGs and Secretariat drawing up the implementation plan of the Amber RFC (at the latest 6 months before making Amber RFC operational). Together with relevant WGs and Secretariat yearly review the implementation plan. To yearly review an investment plan, which includes details of indicative medium and long-term investment for infrastructure on the Amber RFC. Together with relevant WG ensure the publishing of the works that would restrict available capacity on the Amber RFC. Together with relevant WGs and Secretariat drawing up the CID. Together with relevant WGs and Secretariat regularly update the CID. Promotion to set up an Advisory Group of managers and owners of the terminals of the Amber RFC. To promote to set up an Advisory Group of railway undertakings interested in the use of the Amber RFC. To propose measures to cooperate with regional and/or local administrations in respect of the implementation plan. To provide general support for the Management Board in organizational and content matters. To evaluate and propose solutions

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	for organizational issues including legal form, statutes and internal rules and procedures.
Legal Task Force (ad hoc)	To assist the Management Board and working groups from a legal point of view. To provide support to all Corridor bodies + IMs as regards all legal issues relating to the Amber RFC (e.g. documents, contracts etc.). To prepare part of the Amber RFC implementation plan. To provide recommendations and legal interpretation (national and international) as well as providing legal expert input.
Secretariat	Keeping track of the names and contact details of the Members and their deputies with regard to the notification procedures. Preparing the draft agenda of the meeting of the Management Board and minutes as well providing other documents and materials, as needed by the Management Board. Assisting the Management Board in its work and supporting the organisational units of the RFC, with a view on the commonly agreed deadlines. Archiving the documents created in the framework of corridor activities, in particular the minutes of the meeting. Cooperation and contacts with Working Group leaders. Being information point for interested parties. Support the preparation of the Chairman's presentation for RFC related events, conferences. Compilation of the final Corridor Information Document. Preparing a list of participants of the meeting and ensuring that it is signed by all attendees.

5 Contacts

Applicants and any other interested parties wishing to obtain further information can contact the following persons

	
<p>Name: Mr Franc Klobučar Address: Kolodvorska 11, 1000 Ljubljana, Slovenija Email: franc.klobucar@slo-zeleznice.si Phone: +386 1 29 14 126 Mobile: +386 30 269 469</p>	

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Email: amosoczi@gysev.hu

Phone: +36 1 224 5824

Mobile: +36 30 248 5813



Name: Ms Eszter Boglárka Gádoros

Address: H-1054 Budapest, Bajcsy-Zsilinszky út 48

Email: amberrfc-secretariat@vpe.hu

Phone: +36 1 301 9906

Mobile: +36 30 184 7884



Any applicant wishing to obtain information about Pre-arranged paths and Re-serve Capacity can contact the C-OSS

Name: Mr Roman Stańczak

Address: PL-03-734 Warsaw, Targowa 74 ul

Email: Roman.Stanczak@plk-sa.pl

Phone: +48 22 473 34 69

Mobile: +48 22 473 23 59



Any applicant wishing to obtain information about the Railway Advisory Group or the Terminal Advisory Group of the Corridor can contact the Spokesperson of these Advisory Groups:

Name: Mr András Nyíri,

Address: H-1133 Budapest, Váci út 92.

Email: andras.nyiri@railcargo.com

Phone: +36 1 512 7658

Mobile: +36 20 579 9244



6 Legal framework

This CID complies with the current legal framework.

6.1. EU legal framework (excerpt)

- Regulation (EU) 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight,
- Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (Recast),
- Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure,
- Regulation (EU) 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No. 661/2010/EU,
- Regulation amending Regulation No 913/2013:
 - Regulation (EU) 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) 67/2010,
- Decisions under Article 5(6) of Regulation No 913/2013 (new corridors and corridor extensions):
 - Commission Implementing Decision 2015/1111 of 7 July 2015 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea-Baltic rail freight corridor with Article 5 of the Regulation 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight,
 - Commission Implementing Decision 2017/177 of 31 January 2017 on the compliance with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council of the joint proposal to establish the 'Amber' rail freight corridor,
 - Commission Implementing Decision 2017/178 of 31 January 2017 amending Implementing Decision (EU) 2015/1111 on the compliance of the joint proposal of the Member States concerned to extend the North Sea-Baltic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight,
 - Commission Implementing Decision (EU) 2018/300 of 11 January 2018 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the Atlantic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council,
 - Commission Implementing Decision (EU) 2018/491 of 21 March 2018 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea Mediterranean rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council,
 - Commission Implementing Decision (EU) 2018/500 of 22 March 2018 on the compliance of the proposal to establish the Alpine-Western Balkan rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council.

6.2. Framework for Capacity Allocation (FCA)

Referring to Article 14.1 of the Regulation, the Executive Board of the Corridor adopted the 'Framework for Capacity Allocation (FCA)' which is relevant for the allocation of train paths executed by the C-OSS. This FCA has been developed jointly by the ministries of transport on all corridors. The respective link is available in Chapter 3.1 and Annex 4.A of Book 4.

6.3. Other

The applicable national legislation is listed in the NSs of the respective IMs (and, if applicable, ABs). The respective links are available in Chapter 1 and Chapter 3 of Book 2.

7 Legal status

This CID is drawn up, regularly updated, and published in accordance with Article 18 of Regulation 913/2010 regarding information on the conditions of use of the freight corridor. By applying for capacity on the corridor the applicants accept the provisions of Book 4 of CID. Parts of this CID may be incorporated into contractual documents. Every effort has been made to ensure that the information is complete, correct and valid. The involved IMs/ABs accept no liability for direct or indirect damages suffered as a result of obvious defects or misprints in this CID or other documents. Moreover, all responsibility for the content of the national Network Statements or any external sites referred to by this publication (links) is declined.

8 Validity period and updating process

8.1. Validity period

This CID is valid for timetable year 2020 and all associated capacity allocation processes related to this timetable year.

8.2. Updating process

The CID is published for each timetable year on the 2nd Monday of January of the previous timetable year. All Books of the CID can be updated when necessary according to:

- changes in the rules and deadlines of the capacity allocation process,
- changes in the railway infrastructure of the member states,
- changes in services provided by the involved IMs/ABs,
- changes in charges set by the member states,
- etc.

9 Publishing

The CID is available free of charge in electronic format.



Link to the CID will be available as soon as the website becomes operational by the end of 2018.

10 IT tools

Corridor Amber uses the following common IT tools provided by RNE in order to facilitate fast and easy access to the corridor infrastructure / capacity and corridor-related information for the applicants.

10.1 Path Coordination System (PCS)

PCS is the only tool for publishing the binding PaP and RC offer and for managing international path requests on the Corridor. The advantage of this solution is that the displayed data for a PaP or RC may be used for creating a path request dossier – without any manual copying. Furthermore, this method simplifies the presentation and management of the paths, which remain in the catalogue for allocation as ad-hoc paths during the running timetable period.

Access to PCS is free of charge. A user account can be requested via the RNE PCS Support: support.pcs@rne.eu.

More information can be found in Book 4 Chapter 2.5 of this CID and via <http://pcs.rne.eu>.

10.2 Train Information System (TIS)

TIS is a web-based application that supports international train management by delivering real-time train data concerning international trains. The relevant data are obtained directly from the IMs' systems. The IMs send data to TIS, where all the information from the different IMs is combined into one train run from departure or origin to final destination. In this manner, a train can be monitored from start to end across borders. TIS also provides support to the Corridor Train Performance Management by providing information for punctuality, delay and quality analysis.



All IMs on Corridor Amber participate in TIS.

RUs and terminal operators may also be granted access to TIS. They are invited to join the RNE TIS Advisory Board as all members of this board grant all other members full access to TIS data if they are involved in the same train run. However, if the RUs and terminal operators concerned are not members of the RNE TIS Advisory Board, mutual agreements have to be signed between individual RUs and between RUs and terminal operators.

Access to TIS is free of charge. A user account can be requested via the RNE TIS Support: support.tis@rne.eu.

For more information please visit the RNE TIS website: <http://tis.rne.eu>.

10.3 Charging Information System (CIS)

The CIS is an infrastructure charging information system for applicants provided by IMs and ABs. The web-based application provides fast information on indicative charges related to the use of European rail infrastructure and estimates the price for the use of international train paths. It is an umbrella application for the various national rail infrastructure charging systems. The CIS also enables an RFC routing-based calculation of infrastructure charge estimates. It means that besides the conventional method, which is independent of RFC routing, the users can now define on which RFC(s) and which of their path segments they would like to make a query for a charge estimate.

Access to CIS is free of charge without user registration.

For more information please visit the RNE CIS website <http://cis.rne.eu> or contact the RNE CIS Support: support.cis@rne.eu.

10.4 Customer Information Platform (CIP)

The CIP is an interactive, internet-based information tool.

Access to the CIP is free of charge and without user registration.

For accessing the application, as well as for further information, use the following link:

<http://info-cip.rne.eu/>



RFC Amber does not use the CIP application. CIP will be updated with information about Amber RFC by the end of 2019.

11 Corridor language

The common working language on Corridor Amber, as well as the original version of the CID, is English. In case of inconsistencies between the English and the translated version, if existent, the English version of the CID always prevails. Any deviations from the above will be indicated separately.

The language used in operations is determined by national law.



RFC Amber does not have additional official language.