

## **1. Principles of cooperation**

Pursuant to Article 47 (1) ERegG route operators in Germany are obliged to cooperate with other route operators in order to effectively create infrastructure capacity and to allocate train paths. In addition, route operators whose decisions on the allocation of train paths have an impact on other route operators, must cooperate with them pursuant to Article § 47 (2) ERegG in order to allocate cross-border train paths or to coordinate their allocation.

DB Netz AG has concluded agreements with other route operators with the aim of implementing the statutory requirements in close cooperation.

## **2. Offers to and contracts with Applicants**

DB Netz AG and its contractual partners each submit an offer about their own train path section to the Applicant. The submission of train paths offers, the conclusion of corresponding usage agreements and the use of the services by the Applicants shall be in accordance with the provisions of the Network Statements of the respective route operators.

## **3. Responsibilities in the coordination and decision-making procedure**

3.1 Each route operator performs a coordination and, if necessary, decision-making procedure for the railway infrastructure it operates, and carries out the required communication with the Applicant.

3.2 If a route operator intends to refuse a request for the allocation of train paths or rejects such an application, it shall immediately inform all route operators involved in this train path. The duties of notification otherwise, in particular pursuant to Article 72 ERegG, remain unaffected.

## **4. Organisation of cooperation on national train paths in the working timetable**

4.1 Each route operator whose railway infrastructure is affected by a path request of an Applicant must accept this request, irrespective of whose railway infrastructure is predominantly used.

4.2 The route operator receiving the request asks the Applicant to submit or correct any missing or incorrect information.

4.3 The route operator receiving the request forwards the path request to the involved route operators before starting the construction of his train path section. He also takes over the organisational coordination for the construction of the entire train path and is available to the Applicant as the contact person for the entire train path.

4.4 Before a route operator constructs a train path to the infrastructure border of its neighbouring route operator, both involved IMs agree on the timetable times at the infrastructure border. The neighbouring route operators agree in advance at which time this coordination should take place. When determining this time, it has to be taken into consideration that all involved route operators have sufficient time to construct their train path section and that the statutory deadlines will not be exceeded.

4.5 The route operator responsible for the organisational coordination requires the route operator in whose area the train path construction begins, to construct the train path in its area of responsibility.

4.6 The participating route operator hand over the results of the timetable construction for their area of responsibility to the next involved route operator. Already available timetable data will be provided. After the train path construction of the last involved route operator, the entire train path has been completed. The route operator responsible for the organisational coordination oversees the entire process and will be informed upon request by the route operator at which the train path construction of the entire train path ends about the result of the timetable construction.

### **5. Organisation of cooperation on national train paths in ad hoc traffic**

Applications for allocation of train paths in ad hoc traffic are processed in accordance with the procedure described under points 4 and 7, unless otherwise stated in point 6.

### **6. Organisation of cooperation on national train paths in particular events**

6.1 By way of derogation from point 5, applications for allocation of single train paths in ad hoc traffic are processed in accordance with the procedure described in points 6.2 et seq., if they

- a) are submitted at short notice and
- b) concern less than 30 days of operation.

6.2 Each route operator whose railway infrastructure is affected by a path request of an Applicant accepts this request, irrespective of whose railway infrastructure is predominantly used.

6.3 The route operator receiving the request asks the Applicant to submit or correct any missing or incorrect information.

6.4 The route operator receiving the request forwards the path request to the involved route operators before constructing its train path section. He is available to the Applicant as the contact person for the entire train path.

6.5 The route operator receiving the request requires the route operator in whose area the train path construction begins, to construct the train path in its area of responsibility.

6.6 The involved route operator hand over the construction results of their area of responsibility to the next involved route operator. Already available timetable data will be provided. After the train path construction of the last involved route operator, the entire train path has been completed.

□