

NETWORK STATEMENT OF THE NATIONAL RAIL NETWORK

"2017 TIMETABLE"

VERSION 5 OF 29 MARCH 2016



VERSION CONTROL

The different versions of this document and their publication dates are given below:

- **Version 1 of 30 July 2015 (subject to consultation)**
- **Version 2 of 24 September 2015 (subject to consultation)**
- **Version 3 of 8 December 2015 (first publication)**
- **Version 4 of 18 December 2015**

The amendments are listed in the table in **Appendix 1.1**.

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CHAPTER 1

GENERAL INFORMATION



1.1 INTRODUCTION

In accordance with Article **L.2111-9 of the Transport Code**, SNCF Réseau, a national public industrial and commercial undertaking, has the task of *“ensuring, in line with the principles of public service, for the purposes of promoting rail transport in France and according to a sustainable development rationale:*

- 1° Access to the railway infrastructure of the national rail network, including the distribution of capacity and the charges for this infrastructure.*
- 2° Operational traffic management on the national rail network.*
- 3° The maintenance, including upkeep and renewal, of the infrastructure of the national rail network.*
- 4° The development, upgrading, coordination and exploitation of the national rail network.*
- 5° The management of the service installations it owns and their exploitation.*

SNCF Réseau is the manager of the national rail network. Its management aims to ensure optimum use of the national rail network, focusing on safety, service quality and cost control and under conditions designed to guarantee the independence of the functions listed in 1°, and ensure free and fair, non-discriminatory competition between railway undertakings.”

Since transparency and non-discrimination are essential to attain the objective of developing rail transport, SNCF Réseau has established this Network Statement, which describes the principles of and procedures for use of rail infrastructure, as required by the **Transport Code** and **Decree No. 2003-194 of 7 March 2003**.

1.2 OBJECTIVE

The national rail Network Statement contains the information needed by railway undertakings wishing to use the national rail network to provide passenger and freight transport services and, more generally, by all parties with an interest in rail transport.

All contracts or trade agreements signed with SNCF Réseau according to §§ 2.2.6, 2.3 and 4.1 will have to be drawn up in line with the rules set out in this document.

1.3 LEGAL FRAMEWORK

The present Network Statement is based in particular on the following legal and regulatory texts:

- **Regulation (EU) No 913/2010 of 22 September 2010** concerning a European rail network for competitive freight
- **Directive 2004/49/EC of 29 April 2004**, amended by Directives **2008/110/EC of 16 December 2008**, **2009/149/EC of 27 November 2009** and **2012/34/EU**, on the safety of the Community's railways
- **Directive 2008/57/EC of 17 June 2008** on the interoperability of the European rail system within the Community
- **Directive 2012/34/EU of 21 November 2012** establishing a single European railway area
- **Transport Code**, section on legislation
- **Act of Parliament 2014-872 of 4 August 2014** establishing railway reform
- **Decree No. 97-444 of 5 May 1997** (amended) concerning the role and articles of incorporation of SNCF Réseau
- **Decree No. 97-446 of 5 May 1997** (amended) on charges for the use of the national rail network payable to SNCF Réseau
- **Decree No. 2003-194 of 7 March 2003** (amended) concerning the use of the national rail network
- **Decree No. 2006-1279 of 19 October 2006** (amended) concerning railway operating safety and the interoperability of the rail system
- **Decree No. 2012-70 of 20 January 2012** relating to passenger stations and to other service infrastructure on the rail network
- **Administrative order of 19 March 2012** specifying the objectives, methods, safety indicators and technical regulations governing safety and interoperability applicable on the national rail network

Other legal and regulatory texts which particularly govern the conditions for access to the national rail network and its use are available on the **SNCF Réseau website**.

NB Decrees No. 2012-70 and No. 2003-194 quoted above are likely to change in view of the ongoing work to transpose the provisions of Directive No. 2012/34/EU, as yet unfinished when this document was drafted. If required, the necessary amendments will be incorporated in the next version of the Network Statement.

Some new provisions of Decree No. 2003-194 amended by Decree No. 2015-1040 of 20 August 2015 which have resulted from the transposition of Directive No. 2012/34/EU (related in particular to Chapter 4 of the Network Statement) and which could not be materially integrated into the 2017 draft Network Statement of 24 September 2015 submitted for consultation by the parties, will if necessary be integrated in an amended version of the 2017 Network Statement following prior discussion conducted during 2016.

1.4 LEGAL STATUS

1.4.1. LIABILITY

This document contains a description of the basic elements of the national rail network and its use, as they stood at the date of its publication.

However, given the sheer volumes of data and the difficulties in updating it, there may be a few inaccuracies or differences between the descriptions in this document and actual reality.

Railway undertakings are invited to consult SNCF Réseau for further details, in particular regarding any changes in the infrastructure of the national rail network occurring between the publication of this document and the period to which it applies.

SNCF Réseau also invites the reader to report any errors found in this document by writing to **observationsdrr@reseau.sncf.fr**, and undertakes to correct them at the earliest opportunity.

In addition, SNCF Réseau cannot guarantee the content of websites referred to in this Network Statement. If SNCF Réseau is informed of any rights violations regarding these sites, it undertakes to delete the links to the sites in question.

1.4.2. APPEALS PROCEDURE

Appeals may be lodged with the **Railway and Road Regulation Authority (ARAFER)** by those authorised to request railway infrastructure capacity or any infrastructure manager, if they consider themselves to be the victims of unfair treatment, discrimination or any other prejudice connected with access to the rail network, in accordance with the provisions of **Article L.2134-2 of the Transport Code**.

1.5 STRUCTURE OF THE NETWORK STATEMENT

The structure of this document in accordance with legal provisions has been refined and written down by RailNetEurope (§ 1.10).

The common structure and amendments to it are published on the **RailNetEurope website**.

In principle, Network Statements drawn up by infrastructure managers of networks neighbouring SNCF Réseau follow the same structure.

1.6 VALIDITY AND UPDATING PROCESS

1.6.1. VALIDITY PERIOD

With the exception of provisions related to charges for minimum services and to charges for access services to service installations and for the regulated services which are provided there that become enforceable after obtaining the assent of ARAFER, this Network Statement will come into force immediately after publication. It will be applicable to capacity requests and traffic movements during the 2017 timetable until the end of the timetable or 9 December 2017.

1.6.2. UPDATING PROCESS

The Network Statement may be regularly updated by SNCF Réseau. These updates will come into force following their publication by SNCF Réseau using whatever means appropriate.

With the exceptions of corrections of material errors, amendments aimed at bringing the document into line with reality (maps, technical data, processes, etc.) and updates relating to subjects not included in the scope of **Article 17 of Decree No. 2003-194**, SNCF Réseau will submit draft amendments to this document to interested parties. Moreover, all amendments will be communicated to customers and updated in **Appendix 1.1**.

ARAFER shall have two months from the date of publication to issue its considered opinion. In accordance with the provisions of **Article L.2133-6 of the Transport Code**, amendments that, according to this opinion, are necessary to bring the provisions in line with the regulations, may be made without consulting the interested parties again. For each consultation procedure, the opinions of the interested parties shall be considered favourable if they do not respond by the agreed deadline.

It should be noted that legal and statutory texts adopted following the publication of the Network Statement will be applicable, unless otherwise temporarily provided for in the text concerned, without it being necessary to update the Network Statement.

Moreover, these documents, which are binding by nature (**Article 10 of Decree No. 2006-1279 mentioned above**) or because they are mentioned in this document, are subject to a drafting and updating procedure that is different from that of the Network Statement. These documents and their corresponding preparation and update processes are given in **Appendix 1.2**.

With regard to documents that are not mentioned in the list in **Appendix 1.2** but which are referred to in this Network Statement, the information contained therein is not considered to be an integral part of the Network Statement.

1.7 PUBLISHING

The Network Statement is drawn up and published by SNCF Réseau, in French and English, on the **SNCF Réseau website**. In the event of discrepancies or difficulties in the interpretation of the different versions, the French version will hold sway.

1.8 CONTACTS

1.8.1. ONE STOP SHOP AT SNCF RÉSEAU

Any interested railway undertaking wishing to obtain details or further information regarding any of the provisions contained in this document may contact SNCF Réseau:

- by post:
SNCF Réseau
Sales and Marketing Division
One Stop Shop
92, avenue de France
75648 PARIS CEDEX 13
- by email: guichetunique@reseau.sncf.fr;

1.8.2. LOCAL SNCF RÉSEAU DIVISIONS

Aside from its national divisions, SNCF Réseau is locally organised into 11 local divisions and 1 Ile-de-France general division:

Bourgogne / Franche-Comté	+33 (0)3 80 23 71 39
Aquitaine / Poitou-Charentes	+33 (0)5 56 93 54 00
Ile-de-France	+33 (0)1 53 94 93 00
Nord-Pas-de-Calais / Picardie	+33 (0)3 20 12 45 20
Rhône-Alpes / Auvergne	+33 (0)4 72 84 65 70
Provence-Alpes-Côte-d'Azur	+33 (0)4 96 17 04 80
Languedoc-Roussillon	+33 (0)4 99 52 21 70
Bretagne / Pays-de-la-Loire	+33 (0)2 40 3592 50
Centre Limousin	+33 (0)2 38 80 99 10
Haute and Basse Normandie	+33 (0)2 32 76 03 66
Alsace-Lorraine / Champagne-Ardenne	+33 (0)3 88 23 30 70
Midi-Pyrénées	+33 (0)5 34 44 10 60

1.8.3. OTHER INFRASTRUCTURE MANAGERS ON THE NATIONAL RAIL NETWORK

- **LISEA, manager of the Tours-Bordeaux high speed line**

LISEA, manager of the Tours-Bordeaux HSL (the "Line") under the concession contract agreed with SNCF Réseau on 16 June 2011, is responsible for ensuring:

- The distribution of capacity on the Line (train paths/maintenance capacity)
- Operation of the Line (management of train movements, downgraded situations, etc.)
- Maintenance of the Line (maintenance and renovation work on the Line)

All information required for exercising access rights to the Line, including the scale of applicable charges, is given in **Appendix 14** of this document.

It should be noted that SNCF Réseau is completely separate from business relationship between LISEA and its capacity applicant customers (except where the operation of centralised installations on the non-privatised national rail network is concerned, referred to in Article 4 of the specimen contract for use of the Line and the contract for the allocation of train paths); in this context, any claim made by these customers must be addressed directly to LISEA.

- **Eiffage Rail Express (ERE), manager of the Bretagne – Pays de la Loire (BPL) high speed line**

In its capacity as signatory of a **partnership contract agreed with SNCF Réseau** (BPL contract), Eiffage Rail Express (ERE) is responsible for ensuring the design, construction, operation, upkeep, maintenance, renovation and financing of the BPL HSL between Connerré and Cesson-Sévigné and the connections to the existing network, including the Virgule de Sablé-sur-Sarthe project.

In accordance with the provisions of this contract, the signatory is responsible for damage to third parties (including railway enterprises) occurring in the performance of its obligations.

Railway undertakings shall address claims or procedures relating to the BPL HSL to SNCF Réseau which undertakes to transmit to the signatory those which fall under its scope of responsibility so they can be handled directly.

- **OC'VIA, manager of the rail Contournement de Nîmes – Montpellier (CNM)**

In its capacity as signatory of a **partnership contract agreed with SNCF Réseau** (CNM contract), OC'VIA is responsible for ensuring the design, construction, operation, upkeep, maintenance, renovation and financing of the rail Contournement de Nîmes – Montpellier.

In accordance with the provisions of the CNM contract, the signatory is responsible for damage to third parties (including railway enterprises) occurring in the performance of its obligations.

Railway undertakings shall address claims or procedures relating to the CNM to SNCF Réseau which undertakes to transmit to the signatory those which fall under its scope of responsibility so they can be handled directly.

1.8.4. INFRASTRUCTURE MANAGERS OF NETWORKS NEIGHBOURING THE FRENCH RAIL NETWORK

The rail networks of neighbouring countries or bi-national infrastructure elements are also subject to Network Statements, which are available from:

United Kingdom		Network Rail – Commercial Manager, Contracts & Franchising Kings Place, 90 York Way, London, N1 9AG www.networkrail.co.uk
United Kingdom		High Speed One 12th Floor, One Euston Square, 40 Melton Street, London NW1 2FD www.highspeed1.com
Belgium		Infrabel – Direction accès au Réseau – Section 15/1 Rue de Bara 110, B-1070 Brussels www.infrabel.be
Luxembourg		Administration des chemins de fer – Guichet Unique 1, Porte de France, L-4360 Esch-sur-Alzette www.railinfra.lu
Germany		DB Netz AG Theodor-Heuss-Allee 7, D-60486 Frankfurt-am-Main www.db.de
Switzerland		CFF Infrastructure – Horaire et design du réseau – Contrats et vente de sillons Mittelstrasse 43, CH-3000 Bern 65 www.cff.ch Sillon Suisse SA Schwarztorstrasse 31, PO BOX 8521, CH-3001 Bern www.sillon.ch/
Italy		RFI Rete Ferroviaria Italiana S.P.A Direzione Commerciale ed Esercizio Rete Piazza della Croce Rossa, 1 00161 Rome www.rfi.it
Spain		Adif – Dirección de prestación de servicios comerciales Calle Sor Ángela de la Cruz 3 – 28020 Madrid www.adif.es
TP Ferro		TP Ferro –Département d'Exploitation – OSS Train path requests Ctra. de Llers a Hostalets GIP-5107, km 1 17730 LLERS (Girona) – SPAIN www.tpferro.com
Eurotunnel		Eurotunnel UK – Terminal Directeur du Développement Ferroviaire P.O. Box 2000 – Folkestone, Kent CT18 8XY – United Kingdom www.eurotunnelfreight.com

Major French seaports or river ports which manage port railway lines are as follows:

Grand port maritime de Bordeaux	2, place Gabriel 33000 BORDEAUX	+33 (0)5 56 90 58 00 www.bordeaux-port.fr
Grand port maritime de Dunkerque	Terre Plein Guillain 59140 DUNKERQUE	+33 (0)3 28 28 78 78 www.dunkerque-port.fr/
Grand port maritime du Havre	Terre Plein de la Barre 76067 LE HAVRE CEDEX	+33 (0)2 32 74 74 00 www.havre-port.fr
Grand port maritime de Marseille	23, pl. de la Joliette – BP 81976 13226 MARSEILLE CEDEX 02	+33 (0)4 91 39 40 00 www.marseille-port.fr
Grand port maritime de Nantes Saint Nazaire	18, quai Ernest Renaud 44100 NANTES	+33 (0)2 40 44 71 41 www.nantes.port.fr
Ports de Paris	2, Quai de Grenelle 75015 PARIS	+33 (0)1 40 58 29 99 www.paris-ports.fr/
Grand port maritime de la Rochelle	BP 70394 17001 LA ROCHELLE	+33 (0)5 46 00 53 60 www.larochelle.port.fr
Grand port maritime de Rouen	34, boulevard Boisguilbert 76000 ROUEN	+33 (0)2 35 52 54 56 www.rouen.port.fr
Port Autonome de Strasbourg	25, rue de la Nuée Bleue – CS 80407 67002 STRASBOURG CEDEX	+33 (0)3 88 21 74 74 www.strasbourg.port.fr

1.8.5. OPERATORS OF COMBINED TRANSPORT TERMINALS (IN WHOLE OR IN PART)

TOURS Saint-Pierre des Corps	Brangeon Transports et Logistique 7, route de Montjean BP 46 49620 LA POMMERAYE (Appendix 9.5.)	+33 (0)2 41 72 11 59 www.brangeon.fr
PARIS Valenton	Decor 37, quai de Bosc 34 200 SETE	+33 (0)4 67 18 64 81
HENDAYE	Hendaye Manutention Cour Bidassoa BP 142 64 700 HENDAYE	+33 (0)5 59 20 02 86
COGNAC	Naviland Cargo 26 quai Michelet – CS 10095 92309 Levallois-Perret Cedex (Appendix 9.6.)	+33 (0)1 41 05 33 01 www.naviland-cargo.com
DIJON Gevrey		
BORDEAUX Hourcade		
MARSEILLE Canet 1		
TOULOUSE St-Jory		
PARIS Valenton		
LYON Vénissieux		
AVIGNON Courtine	Novatrans Tour onyx 10 rue Vandrezanne 75013 Paris, France	+33 (0)1 85 34 49 00 www.novatrans.eu
NOISY LE SEC		
PARIS Valenton		
LYON St Priest		
PARIS Valenton MARSEILLE Canet 2	T3M 1, rue Pierre Sépard 94 460 VALENTON (Appendix 9.7.)	+33 (0)1 41 94 16 50 www.t3m.fr
RENNES	Combiwest 21, avenue Chardonnet 35 000 RENNES	+33 (0)1 41 94 16 50 www.combiwest.com
CLERMONT-FERRAND Gerzat	Ferovergne 2 rue de l'Industrie 63360 GERZAT (Appendix 9.8.)	+33 (0)4 73 92 74 30
PERPIGNAN SAINT-CHARLES	Perpignan Saint Charles Conteneur Terminal SAEML 320 avenue de Barcelone 66000 PERPIGNAN	+33 (0)4 68 81 96 09
NANCY CHAMPIGNEULLES	SASU SE3M 9, chemin de la Rompure 54 250 CHAMPIGNEULLES (Appendix 9.9.)	+33 (0)3 83 36 27 14

As some occupancy agreements for the terminals above will come to an end during the year, their respective operators are likely to change. Moreover, the sites in Le Havre Plaine, Le Havre Soquence Paris Chapelle, Toulouse Fenouillet and Orléans are not subject to an occupancy agreement as of the date of publication of this document.

For these sites and for up-to-date information on the operators, please contact the dedicated account manager, or, if there is no identified contact person, the One Stop Shop.

Further information on the combined transport terminals is provided in §§ 3.6.2.1, 5.5, 6.2.2.1, and in Appendices 9 and 10.3.

1.8.6. OTHER RAILWAY PLAYERS

Other French railway players are listed below with their contact details:

Railway and Road Regulation Authority (ARAFER)	57, boulevard Demorieux – CS 81915 – 72019 LE MANS CEDEX 2	www.arafer.fr
Railway Safety Authority (EPSF)	60, rue de la Vallée – CS 11758 80017 AMIENS CEDEX 1	www.securite-ferroviaire.fr
The Ministry of Ecology, Sustainable Development and Energy	Tour Pascal A et B Tour Sequoia 92055 La Défense CEDEX	www.developpement-durable.gouv.fr
SNCF Gares & Connexions	Station access point for railway undertakings (GGEF) 16, avenue d'Ivry – 75013 PARIS	www.gares-connexions.com
International Union of Railways (UIC)	16, rue Jean Rey 75015 PARIS	www.uic.org

1.9 EUROPEAN FREIGHT CORRIDORS

- **Presentation of freight corridors**

Regulation (EU) No 913/2010/EC of 22 September 2010 concerning a European rail network for competitive freight provides for the creation of a freight railway network consisting of nine European corridors, and introduces international coordination regulations for the management of the corridor and the allocation of infrastructure capacity.

France is affected by the implementation of the North Sea-Mediterranean corridor (previously No. 2), the Atlantic corridor (previously No. 4) and the Mediterranean corridor (previously No. 6), described in the table below and presented in **Appendix 6.14** of this document.

	Member States	Main routes
North Sea-Mediterranean corridor (previously No. 2)	NL, BE, LU, FR, CH	Dunkerque/Lille/Liège/Paris/Rotterdam-Anvers-Luxembourg-Metz-Dijon-Lyon/Basel
Atlantic corridor (previously No. 4)	PT, ES, FR	Sines-Lisbon/Leixoes Madrid-Medina del Campo/Bilbao/Saint-Sébastien-Irun-Bordeaux-Paris/Le Havre/Metz Sines-Elvas/Algeciras
Mediterranean corridor (previously No. 6)	ES, FR, IT, SI, HU	Almería-Valencia/Madrid-Zaragoza/Barcelona-Marseille-Lyon-Turin-Milan-Verona-Padua/Venice-Trieste/Koper-Ljubljana-Budapest-Zahony (border between Hungary and the Ukraine)

- **Governing freight corridors**

For each corridor, the various bodies for governing freight corridors are as follows:

- an executive committee, composed of representatives from the Member States, specifically charged with defining the general objectives of the corridor;
- a management committee, composed of representatives of the infrastructure managers and bodies for distributing capacity, specifically charged with taking measures regarding the organisation and management of the corridor.

Each of these two committees makes its decisions by the mutual consent of its members.

- **Conditions of use for freight corridors**

Each management committee creates, regularly updates and publishes a corridor information document containing information relating to the conditions of use on all the freight corridor infrastructure, such as:

- information regarding the access conditions to railway infrastructure contained in the national Network Statements
- list and characteristics of terminals, in particular information relating to the conditions and methods of access to terminals
- the procedures drawn up for capacity management on the corridor
- the implementation plan of the corridor

The corridor information documents are available on the websites of the individual corridors.

- **One Stop Shops for freight corridors**

Each management committee has created a One Stop Shop, tasked with allocating infrastructure capacity for freight corridor train paths so that candidates can submit their train path requests for a freight train crossing at least one border along a freight corridor to, and receive a response from, a single body.

- **Useful contacts**

Any interested railway undertaking wishing to obtain details or further information regarding freight corridors should get in touch with the following points of contact:

	Management committee name	Contact	Contact details	Website
North Sea-Mediterranean corridor	GEIE RFC2	Thomas VANBEVEREN	+32 (0)2 432 28 08 oss@rfc2.eu	www.rfc2.eu
Atlantic corridor	GEIE CFM4	Félix BARTOLOME ALONSO	+34 (0)9 17 744 774 oss@corridor4.eu	www.corridor4.eu
Mediterranean corridor	GEIE Rail Freight Corridor 6	Pierre CHAUVIN	+39 (0)3 24 829 8130 oss@railfreightcorridor6.eu	www.railfreightcorridor6.eu

- **Appeals regarding the corridors and the competence of the regulators**

Any operator that considers itself to be the victim of unfair treatment, discrimination or any form of prejudice in connection with the allocation of infrastructure capacity by the One Stop Shops for freight corridors may submit a complaint:

- For the North Sea-Mediterranean corridor, to Institut Luxembourgeois de Régulation, 17 rue du Fossé, 2922 Luxembourg, Luxembourg
(www.ilr.public.lu/)
- For the Atlantic corridor, to ARAFER, 57, Boulevard Demorieux, CS 81915, 72019 LE MANS CEDEX 2, France
(www.regulation-ferroviaire.fr/)
- For the Mediterranean corridor, to Autorità di Regolazione dei Trasporti (ART), Via Nizza 230, I-10126 Turin, Italy
(www.autorita-trasporti.it; art@autorita-trasporti.it)

The cooperation conditions for handling these disputes are detailed in the cooperation agreements drawn up between regulators and are available on their websites.

1.10 RAILNETEUROPE – INTERNATIONAL COOPERATION BETWEEN INFRASTRUCTURE MANAGERS

To promote and facilitate international traffic on the European rail network, most European infrastructure managers formed a group in January 2004 called **RailNetEurope**, an association that has its headquarters in Vienna (Austria).

The association currently has 35 members, infrastructure managers and a distribution body. These cover a network of over 230 000 kilometres.

The Network Statements for these European infrastructure managers can also be found on **the RailNetEurope website** (or RNE), along with the contact details of the **One Stop Shops**.

1.10.1. ONE STOP SHOP (OSS)

The infrastructure managers have all set up one-stop-shops that work together as a network and constitute the single points of contact for existing and prospective customers wishing to obtain access to railway infrastructure, or for any interested parties seeking information about the railway networks.

The role of these One Stop Shops is to:

- provide advice and information on the range of products and services offered by the infrastructure managers;
- supply the information required to obtain access to and use the infrastructure of the infrastructure managers;
- handle requests for train paths on the networks of the infrastructure managers belonging to RailNetEurope in association with these infrastructure managers;
- ensure that requests for international train paths are duly taken into account in the annual timetabling process;
- together with the other infrastructure managers concerned, propose train paths for complete trips;
- finalise contracts;
- help customers with regard to invoicing and payment procedures.

1.10.2. OTHER SERVICES

The infrastructure managers offer their customers a number of common services to assist in ordering train paths and tracking international traffic movements.

RailNetEurope provides member infrastructure managers with support for international train paths for both passenger and freight trains.

In addition, RailNetEurope makes various tools available for candidates to facilitate the scheduling of international train paths:

- **Path Coordination System (PCS)**

PCS is a **web application** for use by railway undertakings and infrastructure managers, via which international train path requests can be made.

The tool simplifies the interfaces and coordination for international train path construction and integrates the preparatory processes for the timetable for the coming year.

- **Charging Information System (CIS)**

CIS is an **online tool** which allows the rapid estimation of infrastructure charges for international train paths. It combines the various national rail charging systems to calculate the price for the use of international train paths.

- **Train Information System (TIS)**

TIS is a tool which allows international passenger and freight trains to be visualised in real time. At the moment it is being developed on the main trans-European railway corridors.

The information currently available includes: current and past train locations, agreed timetables and reasons for delay, if necessary.

These various tools are described on the **RNE website**.

1.11 GLOSSARY

Appendix 2 consists of a glossary giving definitions of the terms and abbreviations used in the Network Statement.

RailNetEurope has also made a glossary available on its **website**.

CHAPTER 2

NATIONAL RAIL NETWORK ACCESS CONDITIONS



2.1. INTRODUCTION

The national rail network is made up of all the lines on French territory for which the management is entrusted to SNCF Réseau by law. The lines open to commercial traffic are defined in **Appendix 4.1**

In addition to access to tracks or lines, or lines belonging to other networks (see § 1.8.4) that do not form part of the national rail network, some installations are accessible from the network, including:

- platforms, stops and passenger station buildings
- marshalling or train formation yards
- storage sidings
- freight terminals, including combined transport work sites and non-railway infrastructure at these terminals
- fuel and sand replenishment facilities and walkways for inspecting roofs
- maintenance centre facilities and other technical facilities required for light maintenance services

Details of the service infrastructure managed by bodies other than SNCF Réseau are given in **Appendix 9**.

In this second chapter the conditions to be fulfilled by railway undertakings wishing to operate trains on the national rail network are described, including general and specific access requirements, commercial conditions and operational rules established for train operation.

2.2. GENERAL ACCESS REQUIREMENTS

2.2.1. REQUIREMENTS FOR OBTAINING ACCESS TO THE NETWORK

In application of Decrees **No. 2003-194** and **No. 2006-1279**, all railway undertakings wishing to operate rail transport services and to be granted access to railway infrastructure must be in possession of:

- a railway operator's licence,
- an insurance certificate,
- a contract for the use of the infrastructure,
- a safety certificate valid for the services concerned, to actually operate trains on the infrastructure.

2.2.2. APPLICANTS FOR ACCESS TO THE NATIONAL RAIL NETWORK

Without prejudice to the stipulations of **Article L.2141-1 of the Transport Code**, railway undertakings established in a Member State of the European Union or applying equivalent rules to those of the European Union by virtue of agreements with the latter shall have the right to access to the national rail network for the purpose of operating:

- freight transport services,
- international passenger transport services (access rights for railway undertakings wishing to offer domestic services at the same time as these services will have to comply with the provisions of **Article L.2121-12 of the Transport Code**).

All these railway undertakings will be described in the rest of the Network Statement by the generic term "railway undertaking(s)".

SNCF Réseau invites railway undertakings to contact its One Stop Shop, the details of which are shown in **§ 1.8.1**, for all enquiries into access to the national rail network.

2.2.3. LICENCES

Railway undertakings are granted licences in France for the types of services provided under an order issued by the Minister of Transport under the conditions set out in **Title II of Decree No. 2003-194, the Administrative order of 6 May 2003** and the **Administrative order of 20 May 2003**, or by the relevant authority of a Member State of the European Union or applying equivalent rules to those of the European Union by virtue of agreements with the latter. The licence is valid throughout the European Union.

Licences may only be granted if the conditions relating to professional skills, financial resources, good repute and risk coverage are fulfilled.

2.2.4. SAFETY CERTIFICATE

A railway undertaking cannot have access to the national rail network without possessing a safety certificate. This safety certificate consists of two parts:

- **Part A** can be issued by the Railway Safety Authority (EPSF) under the conditions set out in **Decree No. 2006-1279** and the **Administrative order of 14 April 2008** amended by the **Administrative order of 6 April 2010**, or by the safety authority of a European Union Member State or applying equivalent rules to those of the European Union by virtue of agreements with the latter.
- **Part B** is issued by EPSF to a railway undertaking that already possesses Part A, under the conditions set out in **Decree No. 2006-1279** and the **Administrative order of 14 April 2008** amended by the **Administrative order of 6 April 2010**. EPSF will seek the advice of SNCF Réseau on the factors covered by Part B, before issuing a safety certificate.

To conduct transport services on any line or line section mentioned on the safety certificate issued to it, a railway undertaking must, in particular, be in possession of the railway documents mentioned in § 2.4.2 below regarding the particular line or line section.

It should be noted that in the **Administrative order of 6 April 2010**, provision is made for a simplified procedure for obtaining a safety certificate for access to the border sections of the national rail network identified in the said order.

2.2.5. COVER OF LIABILITIES

The insurance certificate or an equivalent document must cover the period for which the railway undertaking desires access to the network. Its amount must, in particular, cover any damage caused by the activities of the railway undertaking to SNCF Réseau.

Railway undertakings and other candidates must submit a document to SNCF Réseau certifying that insurance cover has been obtained, at the latest at the time of signing the contract for infrastructure use or allocation of train paths on the infrastructure of the national rail network and before the start of each timetable for which they have been granted train paths.

This document will state the amount and scope of the financial coverage taken out, including any possible restrictions, and the period covered by the insurance. Railway undertakings and other candidates will have to inform SNCF Réseau of any major changes in the conditions of the insurance covering it under the contract.

In the event of doubts as to the amount covered by the insurance or the scope of the insurance coverage, SNCF Réseau will be entitled to report this insufficiency to the Ministry of Transport.

2.2.6. CONTRACT FOR USE OF THE INFRASTRUCTURE OF THE NATIONAL RAIL NETWORK

In application of **Article L.2122-11 of the Transport Code**, before any use may be made of the infrastructure of the national rail network for operation of a transport service, a contract must first have been signed between SNCF Réseau and the railway undertaking concerned. The general conditions applicable at the date on which this document is published are set out in **Appendix 3.1**, while a specimen of the special conditions is given in **Appendix 3.2.1**.

Bodies other than railway undertakings may also sign a contract for the allocation of trains paths on the national rail network (§ 4.1.3).

2.3. GENERAL COMMERCIAL CONDITIONS

SNCF Réseau, service provider, builds a commercial relationship with its customers which is simultaneously based on:

- contracts requiring a signature:
 - a contract for use of the infrastructure between SNCF Réseau and the railway undertaking (§ 2.2.6)
 - a contract for the allocation of train paths between SNCF Réseau and the other candidates (§ 4.1.3)
 - a contract for use of Information Systems (**Appendix 3.4**)
- other contracts aimed at strengthening commercial relationships with willing customers and boosting the use of contracts for network services:
 - infrastructure capacity framework agreements (§ 2.3.1)
 - train path quality agreements (§ 2.3.2)
- finally, a protocol is proposed to railway undertakings regarding the management of railway accidents and damage (§ 2.3.3)

2.3.1. INFRASTRUCTURE CAPACITY FRAMEWORK AGREEMENTS

According to the procedures set out in **Directive 2012/34/EC**, the Transport Code and **Decree No. 2003-194**, SNCF Réseau may enter into a framework agreement with any candidate as mentioned in § 4.1.2. This framework agreement will set out the rights and obligations of each of the parties in relation to the infrastructure capacity available for allocation and the practical procedures for invoicing for periods in excess of one timetable.

In order for the request for a framework agreement to be taken into consideration, the candidate must apply to the dedicated national (or regional) accounts manager or, if there is no identified contact person, to the One Stop Shop (§ 1.8), by the end of April Y-2. Such requests must indicate the origin-destination pairs concerned and the characteristics of the capacity corresponding to each origin-destination pair.

The technical characteristics of the framework agreement are negotiated between the candidate and SNCF Réseau on this basis to produce a finalised technical appendix by mid-September Y-2.

The request and the offer of train paths for each timetable will be conducted in accordance with the provisions of the framework agreement and **Chapter 4** below.

The framework agreement will not preclude the use of the infrastructure concerned by other railway undertakings; it may be amended or restricted, under the conditions set out in the agreement, to foster better use of railway infrastructure. It will make allowance for the targets and procedures for developing the general application of clockface timetabling.

In accordance with **Article L.2133-3 of the Transport Code**, the framework agreement may be submitted by the parties to the Railway and Road Regulation Authority in order to obtain a recommendation from this authority.

The outline of a framework agreement is given in **Appendix 3.3**.

2.3.2. TRAIN PATH QUALITY AGREEMENTS

SNCF Réseau shall offer candidates who have a rate of less than 90% of confirmed train path days when the definitive timetable is published a contract which aims on the one hand to monitor a limited number of train path-days "under examination" and, on the other, to put a compensation mechanism in place in the event that a definitive response is given after the contractually agreed deadlines. SNCF Réseau may restrict the number of train paths offered by a single train path applicant to be subject to a train path quality agreement on condition that a minimum rate of more than 25% is complied with.

The outline of a freight train path quality agreement and the outline of a passenger train path quality agreement are given in the appendices (**Appendices 3.5.1 and 3.5.2**).

2.3.3. PROTOCOL ON THE MANAGEMENT OF RAILWAY ACCIDENTS AND DAMAGE

A protocol on the management of railway accidents and damage may be agreed between SNCF Réseau and any railway undertaking that wishes.

This protocol applies to railway accidents and damage in which the railway undertaking is involved, and the responsibility for which lies with the railway undertaking or SNCF Réseau. It aims to promote the rapid organisation of information exchange between SNCF Réseau and the railway undertaking, and to facilitate and accelerate the settlement of files, particularly with limited financial stakes, and the payment of the associated compensation.

2.4. OPERATIONAL RULES

2.4.1. LANGUAGE

All operations in connection with use of the national rail network will generally be conducted in French. On the border sections designated in **Appendix 4.3**, the local operating instructions will specify the language in which these operations are to be performed, where this language is not French.

2.4.2. DOCUMENTS

In addition to compliance with the legal and regulatory provisions, use of the national rail network will be conditional upon compliance with the following documents. The classification of these documents may change in accordance with the provisions of **Article 124 III of the Administrative order of 19 March 2012**.

2.4.2.1 Documents drawn up in application of Article 10 of Decree No. 2006-1279

The documents drawn up in application of Article 10 mentioned above include the operating documents and the specific operating rules. The parties directly concerned with **the conception** and updating of these documents are consulted under the conditions described in **Appendix 1.2**.

● **Operating documents**

These operating documents, established and published by SNCF Réseau via the Doc.Explore (Network Operating Documentation) information system, and made available on **the customer and partner (Clients et Partenaires) portal on the SNCF Réseau website**, include:

1. Nationally applicable operating documents;
2. Local operating instructions (CLE), drawn up and updated in compliance with State regulations;
3. Technical Information (RT) or, for some lines, the documents that replace these (for example, the line instructions for single track lines with little traffic and single track lines operating under special conditions), the signalling diagrams and simplified schematic diagrams of the main stations which present the principle characteristics of the lines.

● **Specific operating rules**

In application of Article 10 of the above-mentioned decree, the specific operating rules are drawn up by SNCF Réseau for the following activities:

1. The movement from and towards work sites of trains used to carry out works on the national rail network
2. The movement of trains on the sidings or private sidings of the national rail network, when this stems from a transport service carried out on a public or private network connected to this, as well as shunting operations conducted of necessity in this connection on main lines
3. Activities carried out on the lines of the national rail network, including the movement of trains at periods during which no infrastructure capacity is offered

2.4.2.2 Temporary rules and instructions

SNCF Réseau will provide the railway undertakings in good time with the temporary operational rules and instructions related to infrastructure conditions, under the conditions described in the documents **RFN NG SE 01 D-00-N°003** "Driver information on modifications to infrastructure" and **RFN-IG-AG 07 A-05-N°001** "Management and provision of safety documents to railway operators and presentation of locations served".

2.4.2.3 Other documents

SNCF Réseau will draw up other network use documents, available on the **customer and partner (Clients et Partenaires) portal on the SNCF Réseau website**, for which parties concerned are consulted under the conditions described in Appendix 1.2.

2.4.3. OPERATIONAL TRAFFIC MANAGEMENT

The main operational traffic management roles of SNCF Réseau are the following:

- route setting, excluding the operation of safety installations considered to be simple;
- tracking and sequencing train movements, these operations being carried out for the most part in the COGC (Operational Traffic Management Centres). **Appendix 5** to this document specifies the relevant provisions;
- supervision in practice of the safety aspects, taking precautionary measures in the event of incidents or potential safety risks and informing the outside authorities.

2.4.4. SECURITY

Railway undertakings must obey the security requirements applicable for use of the national rail network as far as staff, inspection or supervision of the rolling stock used in train consists, the passengers and the goods carried are concerned.

2.5. EXCEPTIONAL CONSIGNMENTS

A consignment is considered exceptional if it poses particular transportation difficulties on the national rail network because its dimensions, its weight (§ 3.3.2) or its configuration do not comply with all the compatibility requirements of the characteristics of the railway infrastructure (**Article 2 of Administrative order of 19 March 2012**). It can only be admitted onto the network under special technical or operational conditions.

Exceptional consignments are made under the conditions set out in **Articles 108 and 109 of Administrative order of 19 March 2012** specifying the objectives, methods, safety indicators and technical regulations governing safety and interoperability applicable on the national rail network.

Access to the national rail network for exceptional consignments will be contingent on compliance with the specific provisions of § 4.7.1.

Railway undertakings must obtain an exceptional consignment note (ATE) from SNCF Réseau.

The relevant services involved are defined in § 5.2.3.3.

The charges related to these services are defined in **Chapter 6**.

Additional provisions related to operational traffic management are defined in **Appendix 5**.

2.6. Dangerous goods

"Dangerous goods" means substances and articles the transport of which is forbidden according to **RID** (Regulation concerning the International Carriage of Dangerous Goods by Rail) or only authorised under specific conditions.

In France, the surface transport of dangerous goods is subject to the RID the application conditions of which are detailed in the **Administrative order of 29 May 2009 amended**, known as the "Administrative order TMD".

Access to the national rail network for dangerous goods will be contingent on compliance with the specific provisions of §§ 3.4.3 and 4.7.2. It will also be contingent on the inclusion of permission to carry dangerous goods on the railway undertaking's safety certificate.

Additional provisions related to operational traffic management are defined in **Appendix 5**.

2.7. VERIFICATION OF TRACTION UNIT COMPATIBILITY WITH THE RAILWAY INFRASTRUCTURE

2.7.1. SCOPE AND OBJECT

The verification of compatibility is only relevant for traction units that have already been given authorisation for commercial use (locomotives, diesel and electric railcars, etc.); in exceptional cases it may be relevant for hauled stock (special wagon type, foreign vehicle, etc.). It is only carried out for main lines.

In addition, the process of verifying the compatibility of traction units described below in no way affects compliance with all legal and regulatory provisions or standards relating to all rolling stock.

The verification of compatibility of a traction unit, carried out by SNCF Réseau, allows it to certify that the actual characteristics of the sections of lines intended for first use of this unit are compatible with the technical characteristics of the unit.

This compatibility is studied in particular by applying the criteria defined in the commercial service authorisation. If required, this verification can lead to the operating documents being updated, particularly regarding use restrictions, or even to running becoming impossible.

2.7.2. PROCEDURE

The railway undertaking shall ensure that the traction unit used, authorised in accordance with the regulations in force at the time of this authorisation, is compatible with the infrastructure of the lines used in accordance with the versions of the documents relating to the lines (§ 2.4.2.1 subparagraph 1).

These documents indicate, for each section of line of the national rail network in particular, the types of traction unit compatible with the infrastructure and any applicable use restrictions.

If railway undertakings want to operate a type of traction unit which is authorised but not listed in one of these documents on a particular section of line, and if the technical characteristics of this type of traction unit do not show any incompatibility with the characteristics of the section considered, as in particular may be seen from the commercial service authorisation and the details given in this Network Statement, and until such a time as the infrastructure register for which provision has been made in **Article 31-II of Decree No. 2006-1279** has been published, they will ask SNCF Réseau to conduct a compatibility verification. Such requests must be made using the form in **Appendix 11.2** (form to be completed). SNCF Réseau will have 15 days to react in the event of the request file sent not being complete.

There are three cases to consider in the following order:

- **Case 1**

If the authorised traction unit is already included in the list in **Appendix 11.7**, SNCF Réseau then will certify, within a maximum of three months of receipt of a complete request, whether the traction unit is compatible or not with all the sections of line, given in the request.

- **Case 2**

If the authorised traction unit is not included in **Appendix 11.7**, if it satisfies the characteristics presented in **Appendix 11.3** for electrically-powered stock or **Appendix 11.4** for thermally-powered stock, and if the requested scope of application is included in **Appendix 11.5** for an electrically-powered traction unit or in **Appendix 11.6** for a thermally-powered traction unit, SNCF Réseau will then certify, within one month of receipt of a complete request, whether the traction unit is compatible with all the sections of line included in **Appendix 11.5** or in **Appendix 11.6**, as the case may be.

- Case 3

In all other cases, it is necessary to identify all the required verifications regarding the infrastructure to establish the compatibility between the traction unit and this infrastructure. The complete list of required verifications, drawn up on the basis of the technical data for the traction unit (**Appendix 11.1** in particular) and the various components and configurations present on the infrastructure, as well as the methods for performing them (hereafter called "verification rules") must be written down in a document called a "Technical File" (a template is suggested in **Appendix 11.8**), which must be directly applied by the SNCF Réseau services responsible for these verifications.

The maximum response time for SNCF Réseau is three months from the date the railway undertaking submits a complete and directly applicable Technical File that it has drawn up itself. In this case, the compatibility verifications carried out by SNCF Réseau at its expense, are provided by the direct application of the information supplied by the railway undertaking in the Technical File.

If the railway undertaking does not wish to draw up the Technical File independently, it may request that SNCF Réseau provide assistance in its technical measures. To this purpose, SNCF Réseau offers one of the two following services under the conditions set out in **Chapters 5 and 6** of this document:

- Assistance in preparing the Technical File

The railway undertaking sends SNCF Réseau all of the technical data listed in **Appendix 11.1** so that the latter can identify the required verification rules and then put the railway undertaking in contact with the relevant SNCF Réseau departments.

This connection aims to provide guidance for the railway undertaking as it draws up the Technical File, so that the number of verifications is limited to those absolutely necessary and the document is directly made applicable by the business formalisation of verification rules that can be understood by the territorial establishments which have to respect them.

SNCF Réseau and its relevant departments attend the meeting to validate the Technical File, organised at the culmination of the process by the railway undertaking.

- Validation of the Technical File

The railway undertaking independently draws up the Technical File and then sends it to SNCF Réseau, together with the technical data listed in **Appendix 11.1**. Unless SNCF Réseau has indicated that the documents are incomplete, SNCF Réseau will initiate a meeting one month after their receipt to validate the Technical File, bringing together the railway undertaking and experts from the relevant SNCF Réseau departments.

This validation meeting aims to limit the number of validations to those absolutely necessary, to identify any potential omissions, and to ensure that the business formalisation of the verification rules can be understood by the territorial establishments which have to apply them directly. This service is offered to railway undertakings that are capable of independently drawing up a Technical File.

In all cases, the railway undertaking accepts responsibility for all the documents that it sends (technical data listed in **Appendix 11.1**, **Appendix 11.3**, **Appendix 11.4**, Technical File, etc.).

A traction unit manufacturer or leasing company may also submit a request for a compatibility verification, if it so wishes. This is carried out according to the same methods and conditions as given above.

2.7.3. END OF THE PROCESS AND EFFECTS

The findings of these verifications will be set out in a certificate sent to all the railway undertakings with a copy to the EPSF.

On production of this certificate, vehicles will be allowed to operate without awaiting revision of the operating documents.

2.7.4. TRACTION UNIT THAT HAS NOT ALREADY BEEN GIVEN AUTHORISATION FOR COMMERCIAL USE

The verification of compatibility of a traction unit that has not already been given authorisation for commercial use is subject to a service to be offered by SNCF Réseau, the methods of which are negotiated with its Sales and Marketing Division. It is the subject of a quotation which must be accepted by the customer.

2.8. PROCEDURE GOVERNING THE STAFF OF RAILWAY UNDERTAKINGS

Railway undertakings must be in conformity with the regulations in force.

2.9. OTHER SPECIFIC CONDITIONS

The reference documents for this section are the operating documents, which are available in the Doc. Explore information system accessible on the **customer and partner (Clients et Partenaires) portal on the SNCF Réseau website.**

2.9.1. USE OF NATIONAL RAIL NETWORK TRACKS BY PRIVATE SIDING OWNERS

Private sidings owners may use the sidings of the national rail network connected to their private sidings for train operating purposes.

They may also use main lines for the shunting operations conducted of necessity in this connection. This type of use will possibly be subject to technical conditions and compliance with the safety regulations in force on the national railway network and with specific operating rules published by SNCF Réseau.

- If private siding owners operate under the safety certificate of a railway undertaking, they must obtain a rolling stock approval issued by SNCF Réseau in accordance with the document **RFN-CG-MR 03 A-00-No. 002**: "Rolling stock of private siding owners running on the national rail network. Approval. Maintenance. "
- If private siding owners operate "in their own name", they must:
 - obtain an authorisation for traffic movement issued by SNCF Réseau from the One Stop Shop (§ 1.8.1) in accordance with the specific operating rules **RFN-IG-TR 01 A-00-N°005** "Traffic and operation by private siding owners on the national rail network" and with the provisions of the document **RFN-CG-MR 03 A-00-N°002** mentioned above.
 - sign an agreement for use of sidings or main tracks that sets out the terms and financial conditions pertaining to this use by getting in contact with SNCF Réseau (§ 1.8.1).

SNCF Réseau will not issue any authorisation for traffic movement requests on main track sections longer than 4 km (1 km on single track).

In the above two cases, SNCF Réseau approval of the rolling stock is not necessary if the rolling stock possesses an authorisation for entry into commercial use issued by EPSF.

2.9.2. SPECIFIC CONDITIONS GOVERNING THE USE OF NATIONAL RAIL NETWORK TRACKS FOR REGULAR TOURIST TRAFFIC

Regular tourist traffic takes place on lines or sections of lines during periods with no infrastructure capacity.

Regular tourist traffic is conditional upon the signing of an agreement between SNCF Réseau, the legal entity designated for tourist operation on the line, and, if the latter is not a railway undertaking, the local authority concerned, according to **Article 20 of Decree No. 97-444 (amended).**

Regular tourist traffic is subject in particular to **Decree No. 2006-1279 (amended)** on railway operating safety and the interoperability of the rail system. The legal entity designated for tourist operation on the line must, among other things, conform to the specific operating regulation **RFN-IG-TR 01 C-05-No. 004** "Provisions regarding the safety of regular tourist traffic on the lines mentioned in the Network Statement", which provides for the establishment of a safety and operating regulations reference document (RSE), approved by an Approved and Qualified Organisation (OQA) regarding **Decree No. 2003-425** mentioned above. The safety and operating regulations reference document and its validation shall be appended to the agreement.

For sections of line that are not included in the Network Statement, regular tourist traffic is subject to the regulations in force outside the national rail network in Decree No. 2003-425 (amended) on the safety of guided public transport.

2.9.3. RUNNING TEST TRAINS

Test trains can run on the national rail network without being authorised for commercial service operation, under the conditions set out in the operating document **RFN-CG-MR 03 H-01-No. 001** "Running test trains". Test runs must be previously authorised by EPSF, following a proposal from SNCF Réseau and on the basis of a file submitted by the test applicant.

The test applicant must offer sufficient guarantees in terms of methods, instruments and its knowledge of the operating rules of the national rail network. Possession of a safety certificate or approval, COFRAQ accreditation under ISO IEC 17025 and certification according to ISO 9001 will be considered adequate guarantees.

2.9.4. ROLLING STOCK DEDICATED TO OR USED EXCLUSIVELY FOR INFRASTRUCTURE MAINTENANCE OPERATIONS

The conditions under which rolling stock dedicated to or used exclusively for maintenance operations may be operated are set out in the specific operating rules in **RFN-CG-MR 03 A-00-No. 003** "Vehicles belonging to works enterprises. Approval to run on national rail network lines in operation. Maintenance -inspection".

CHAPTER 3 INFRASTRUCTURE



3.1. INTRODUCTION

To allow the development of rail traffic, SNCF Réseau is firmly committed to developing the network and improving its quality. This policy of maintenance and development is necessary to ensure a quality network that meets the expectations of railway undertakings and authorities responsible for organising transport.

The scheduling of works for maintenance, renewal and network development and which affect the available infrastructure capacity, is dealt with in the present document in § 3.5.

This chapter gives details of the main network characteristics.

For those changes to the infrastructure of the national rail network that may occur between the issue of this document and the date it expires, the railway undertakings are invited to consult the operating documents that are essential for all those wishing to operate trains on the network (§ 2.4.2.1) or to contact SNCF Réseau (§ 1.8.1) for further details.

3.2. EXTENT OF THE NATIONAL RAIL NETWORK

3.2.1. LIMITS

The infrastructure of the national rail network comprises:

- The lines or sections of railway line on this network, the composition of which is set out in **Decree No. 2002-1359**, enabling trains to be operated between the different geographical places where the equipment forming part of the national rail network described in § 3.6 below or connected to the network.

Lines and sections of line are, in the rest of the Network Statement, referred to by the generic term "lines".

- The infrastructure of SNCF Réseau also includes service installations accessible to the railway undertakings that, in particular, make it possible to perform the services described in **Chapter 5**, such as:
 - passenger terminals (**3.6.1§**)
 - freight terminals (**§ 3.6.2**)
 - other facilities (**§§ 3.6.3 to 3.6.7**)

A section of the lines on the national railway network is restricted to particular services (**§ 3.4**).

The national rail network is presented in **Appendix 4.5**. Not all of its lines are open for commercial running. In particular, SNCF Réseau may decide not to make available to railway undertakings little-used and degraded lines that require expensive renovation which cannot be justified given their limited use. These lines are given in **Appendix 4.5** under the heading "Lines of the national rail network not included in the basic sections".

The map of basic sections (SEL) for charging (**Appendix 4.2**) presents the sections of the network open for commercial service. The corresponding list (the only authoritative list) is given in **Appendix 4.1**.

3.2.2. CONNECTED RAILWAY NETWORKS

The national rail network gives access:

- **to the railway networks in countries bordering on France and to infrastructure operated under concession at the limits of the national rail network** (the fixed rail link under the Channel and the international section from Perpignan to Figueras of the high speed line between France and Spain);

The list of frontier sections that give access to foreign railway networks and lines operated under concession is given in **Appendix 4.3**. The conditions for operating on these sections are set out by local operating instructions (**§ 2.4.2.1**).

- **to port railway tracks.**

Contact details for the major French seaports are given in **§ 1.8.3**. The principles governing access and allocation of capacity between the national rail network and port railway tracks are defined in the present document and the Network Statement for each port concerned. Access to ports other than the major seaports is also possible under conditions agreed with these ports. Further information on this topic is available from SNCF Réseau (**§ 1.8.1**).

- **to private sidings.**

A list of the physical locations of private sidings belonging to freight shippers and local authorities connected to the national rail network is given in **Appendix 4.4**.

Connection to the national rail network is only possible under the terms of agreements signed between SNCF Réseau and private siding owners. Information about the possibilities for connecting private lines to the network may be obtained from the One Stop Shop (**§ 1.8.1**).

A private siding owner may have access to certain parts of the sidings and main lines accessible from his siding subject to a number of technical and financial conditions governed by an agreement for the use of the sidings concerned.

This is a facility granted by SNCF Réseau. It does not apply to private siding owners working under sub-contract to a railway undertaking, who therefore act vis-à-vis SNCF Réseau as a sub-contractor of a railway undertaking within the framework of the railway undertaking's contract for infrastructure use (**§ 2.2.6**).

The second part of these interconnected private lines, including sidings located on SNCF Mobilités property connected to the national rail network, is managed by its owner and under its responsibility. It is up to owners to take all appropriate operating measures to

ensure that access to or exit from these sections for their trains, train movements or shunting operations occurs during the period agreed.

When such installations are made available to another applicant by their owner, in particular in application of the legal principle of essential facilities, it will be up to the applicant requiring access to supply SNCF Réseau (§ 1.8.1) with the times, dates and conditions for operating the points leading to the lines to which it has been granted access by the owner.

3.2.3. FURTHER INFORMATION

Additional, but essential information is available in the documents described under § 2.4.2.

3.3. NETWORK DESCRIPTION

This section summarises the essential characteristics of the network and refers to **Appendices 4, 6 and 7**. The technical details are available in the operating documents (§ 2.4.2.1) and can be obtained from SNCF Réseau (§ 1.8.1).

3.3.1. GEOGRAPHICAL IDENTIFICATION

3.3.1.1 Line types

Lines consist of a main track ("single track" or "two-way track" line), two main tracks or more ("double-track" or line with several "two-way tracks"). This type is represented on the map of the relevant national railway network provided in **Appendix 4.5**.

Lines may also provide access to sidings that are part of stations, freight yards or other facilities (§ 3.6).

3.3.1.2. Track gauge

Apart from local exceptions, all the main lines of the national rail network are standard European 1.435 m gauge.

The map of the national railway network (**Appendix 4.5**) provides these exceptions ("narrow gauge").

3.3.1.3. Stations

The list of stations is given in the Stations Statement in **Appendix 9.1**. The Statement includes a description of the characteristics of these stations.

3.3.2. TECHNICAL CHARACTERISTICS

SNCF Réseau offers the railway undertakings access to the "Infrastructure data" database containing details of the main technical characteristics of the track on its network. Access to this database is offered as part of the IS services according to the conditions defined in the contract for use of IS (**Appendix 3.4**).

In addition, the main characteristics of sidings are given in the local operating instructions accessible in the Doc. Explore (§ 2.4.2.1).

The installation dimensions of the platforms with regard to the track in station areas are subject to specific monitoring. If specifically requested, they can be consulted at the One Stop Shop (§ 1.8).

In the event that new rolling stock needs to run on the national rail network, the platform/train interface must be subject to a special study to ensure the compatibility of the rolling stock with the installation dimensions of the platforms. This study is performed as part of the verification of traction unit compatibility (§ 2.7).

3.3.2.1. Loading gauge

Trains operated by railway undertakings must comply with the most restrictive gauge of all the lines on which they run, according to the maximum loading gauge defined as:

- the clearance gauge indicated for each specific route, in relation to the various installations encountered on the way (civil engineering structures, platform shelters, signals, etc.);
- the limit not to be fouled by the maximum loading gauge of vehicles standing or moving on adjacent tracks.

When the vehicle gauge of the train exceeds the limits defined above on one section of its route, it has to be operated as an exceptional consignment only acceptable on the national rail network subject to the provisions stated in § 4.7 and on network lines accessible for this purpose (**Appendix 6.9**):

There are also exceptional consignments:

- exceptionally large and bulky JUMBO consignments which must be subject to a case-by-case analysis. The required studies are invoiced under the conditions defined in Chapter 6.
- trains in envelope M and with the maximum permissible load D4 (**Appendix 6.11**).

Each gauge is classified on the basis of a cinematic reference contour and, after application of the associated rules, in compliance with the provisions of **UIC Leaflets 505-4 and 506**.

The International Union of Railways (UIC) has classified structure gauges, ranking them as in the following tables:

• For freight traffic

Gauge	UIC Leaflet	Characteristic
G1	505-4	Minimum guaranteed on lines with standard European track gauge
GA	506	Reference gauge of the national rail network
GB	506	Exists on several main trunk routes on the national rail network
GB1	506	Transport services for high cube containers
GC	506	High speed lines

• For passenger traffic

Gauge	UIC Leaflet	Characteristic
G1	505-4	Minimum guaranteed on lines with standard European track gauge
FR3.3		For running certain types of double-decker passenger rolling stock
G2	505-1	Certain cross-border traffic (Germany, Switzerland, Luxembourg)

These gauges are also described in European standard EN 15 273.

For combined freight traffic, the gauge of the wagon/intermodal transport unit combination is obtained from the indications marked via a system of codes, themselves obtained by combining the overall dimensions of the wagon and its ITU thereby establishing the gauge requirement.

Generally speaking, the reference gauge of the national rail network is GA.

The maps in **Appendix 6.1** indicate the maximum clearance gauges by sections of lines on the national rail network and by type of activity (page 1 for freight and page 2 for passenger).

3.3.2.2. Load limits

- **Maximum permissible weight per axle**

In the classification of the International Union of Railways (UIC) a distinction is made between the maximum permissible weight per axle and the maximum permissible weight per linear metre.

Standard gauge lines on the national rail network permit:

- a maximum permissible weight per axle of 22.5 tonnes (Category D4) and 20 tonnes (Category C4);
- a maximum permissible weight per linear metre of 8 tonnes.

Appendix 6.2 shows the classification of the main lines on the national rail network.

Sidings are normally placed in Category C4, unless otherwise specifically indicated in the operating documents delivered to railway undertakings by SNCF Réseau.

When the load limits are exceeded on a section of line, trains may only be operated as exceptional loads, and may only be authorised to run on the national rail network under the conditions set out in § 5.2.3.3 below.

According to the rules for rolling stock marking, the load limits must be marked on wagons used for freight traffic on the national rail network.

- **Permissible weights of traction units**

For traction units, authorisation to run on the national rail network lines also depends on the track equipment, the type of rails and, in some case, the curve radius on the particular line.

Lines are ranked from 1 to 5 (DEMAUX Groups):

- lines ranked from 1 to 3 have running restrictions placed on them (tonnage and speed), in particular for lines with small radius curves;
- lines ranked 4 and 5 are accessible without restriction to traction units respecting the **Administrative order of 19 March 2012** mentioned above, provided that their characteristics are compatible with those of the line sections on which they are to run.

The map in **Appendix 6.3** shows the classification of the lines on the national rail network according to this index, plus those lines equipped with bull-headed rails that are subject to additional restrictions. Railway undertakings should contact SNCF Réseau (§ 1.8.1) for specific details of the running conditions on particular lines (§ 2.7).

3.3.2.3 Line gradients

The operating documents (§ 2.4.2.1) indicate the typical gradients of main lines on the national rail network. The signalling diagrams indicate the real gradients and curve radii on these lines. The operating documents also indicate the gradients for sidings.

3.3.2.4 Line speeds

Appendix 6.4 shows the maximum permissible speed for each section of line. The operating documents indicate the maximum speeds on each line for each train category allowed on the line.

3.3.2.5 Train length

The rules governing train lengths, consists and permissible loads are indicated in the operating documents for each train category allowed on the national rail network.

The maximum length of freight trains is generally 750 metres, locomotives included, except for those worked at speeds in excess of 140 km/h or on lines for which the operating documents specify a different length.

Consists longer than 750 m are only authorised to run on routes named in the "Route Book" and may be subject to special arrangements.

MA 100 and ME 120 trains may be as long as 850 m and have a hauled axle weight of 1 800 tonnes: Le Havre-Paris-Marseille and Bettembourg-Perpignan (**Appendix 6.13**), if:

- They are composed exclusively of vehicles with bogies equipped with automatically adjustable braking devices, carrying a marking that indicates a permissible LCF of at least 400 kN in a 190 m radius curve with no superelevation followed by a curve in the opposite direction with the same radius and no superelevation (for example, HP) and,
- they are braked according to the "long locomotive" principle.

For more details, please consult the EPSF recommendation RC A-B 7a No 1 available (in French only) on the **EPSF website**.

3.3.2.6. Traction current

With a few local exceptions linked to cross-border sections, electrified lines on the national rail network are mainly supplied with 1 500 volt direct current or 25 000 volt, 50 Hz alternating current.

Appendix 6.5 indicates which lines are electrified and the type of current in each case.

On electrified lines, technical standards define the height of the contact wire and the pressure of the pantograph on the contact wire. SNCF Réseau will supply railway undertakings wishing to apply for permission to place an electrical traction unit in operation on the national rail network with copies of these standards.

On some electrified lines with 1 500 volt Midi-type overhead lines located in the South and South-West of the network, train movements are restricted by pantograph bow widths (1.96 metres instead of 1.6 metres). These restrictions are given in **Appendix 6.5**.

3.3.3. OPERATING AND SAFETY SYSTEMS

The operating documents indicate the type of operating and safety system for each of the lines on the national rail network.

● Train spacing systems

The different systems used on the national rail network to maintain the requisite distance between trains are:

- **Automatic block (colour-light or with reduced permissiveness) or manual block systems:** These systems enable the distance between trains to be maintained by dividing the line into blocks. The entry to the block is automatically controlled (using track circuits or axle counters to identify whether the block is free or occupied) or manually controlled (with human intervention).
- **Cab signalling (TVM type on high speed lines):** To move away from lateral signalling, high speed lines are equipped with TVM (track-to-train transmission) which means that signalling information is directly retransmitted in the cab.
- **ETCS:** ETCS is an automatic European train control system which works using balises in the track and an IT system in the driver's cab of the train and is deployed in Europe and France and aims to achieve interoperability between different networks allowing for smooth border crossing while still guaranteeing traffic safety.
 - The deployment date of ETCS Level 2 which conforms to version 2.3.0d (TSI 2010/79/EC) on the HSLs South-Europe Atlantic (high speed line from Tours to Bordeaux), Brittany-Pays de la Loire (high speed line from Le Mans to Rennes, with a branch line towards Nantes from Sablé-sur-Sarthe), etc. is set for 2017. The deployment date of the other existing high speed lines will be specified at a later date. As for the East-European HSL phase 2, it will be equipped to open for commercial use in 2016.

The ETCS Level 2 system consists of cab signalling which relies on the continuous transmission of data via the GSM-R network; the whole system making up ERTMS.

- ETCS Level 1 version 2.3.0d should be deployed in several phases, superimposed on KVB, between Mont-St-Martin (FR-BE-LU border), Zoufftgen (FR-LU border) and St-Louis (FR-CH border), on one of the branches of the European North Sea-Mediterranean corridor. The aim is to complete the equipment for this route by 2019; two pilot sites will be put into service from the beginning of 2016: Mont-St-Martin – Longuyon and Zoufftgen – Uckange. ETCS Level 1 version 2.3.0d should be deployed on the Nîmes-Montpellier diversion in April 2017.

- **other types** (telephone block, etc.)

Appendix 6.6 indicates the train spacing system used on each of the lines of the national rail network. The ETCS equipment is presented in **Appendix 6.7**, as a speed control system.

● **Speed or transition control**

The different types of speed or transition control are the KVB system (automatic speed control using balises on conventional railway lines), DAAT (automatic train stopping system), TVM on high speed lines and ETCS, which is currently being deployed. There are also specific types of control on certain border sections. These systems are specified in the corresponding joint instructions.

On lines equipped with ETCS, trains with ETCS do not necessarily have to be equipped for KVB or TVM.

Appendix 6.7 indicates the lines equipped with the KVB, TVM and ETCS speed control systems. The operating documents indicate those lines equipped for DAAT.

● **Communication with trains**

Communication with trains takes place via the ground-to-train radio system (with or without data transmission) and GSM-R.

The GSM-R system provides both ground-to-train radio links and mobile means of communication between users of this system, and possibly even between these users and the users of other systems, within the limits set out in the agreements that SNCF Réseau has managed to negotiate with the operators of these systems.

Trains running on lines equipped with GSM-R must be fitted for GSM-R in compliance with the EIRENE technical specifications available from the **ERA** and **UIC** websites.

On some lines not equipped for ground-to-train radio communications, drivers and operators on the ground can communicate via the GSM-GFU ARES system in the event of imminent or potential train hazards. However, this system is not a safety system.

Appendix 6.8 indicates lines equipped with train communications systems and the type of system in each case.

The deployment programme of the GSM-R network on the national rail network is available on the **SNCF Réseau website**.

● **Hot box detectors**

The infrastructure of the national rail network includes hot box detector equipment which is used to:

- boost train running safety, particularly in densely trafficked or high speed operating areas;
- monitor train condition before trains approach tunnels or certain other civil engineering structures;
- reduce the number of times freight trains have to be stopped to conduct the necessary running safety inspections.

A map showing the position of the different hot box detectors is given in **Appendix 6.12**.

3.4. PARTICULAR OPERATING ASPECTS

3.4.1. RESTRICTION OF SERVICES CONCERNED

- **Infrastructure reserved for freight transport**

Some of the lines on the national railway network may be reserved for freight transport (Appendix 6.10).

- **High speed lines**

Some lines on the national rail network have been built to technical standards that, for transport services requiring high speeds, enable trains to be worked speeds equal to or above 250 km/h.

3.4.2. ENVIRONMENTAL RESTRICTIONS

Local restrictions may be placed on the use of certain lines or sets of sidings on the national rail network by the public authorities for environmentally-related reasons (noise and other forms of pollution). This is particularly the case as regards restrictions on night traffic on some high speed lines. The restrictions in particular are repeated in the reference document "Opening times for lines, stations and signal boxes".

3.4.3. DANGEROUS GOODS

The infrastructure applicants mentioned in § 4.1.2 must contact the dedicated national accounts manager or, if there is no identified contact person, to the One Stop Shop (§ 1.8) for all requests relating to the possibilities for using the infrastructure of the national rail network and for running trains containing wagons carrying dangerous goods.

The operating document **RFN-CG-TR 02 E-04-No. 003 "Stabling of wagons containing dangerous goods"** supplements the provisions of the **Administrative order (TMD) of 29 May 2009 (amended)**, for the temporary holding of wagons transporting dangerous goods on the national rail network.

3.4.4. TUNNEL RESTRICTIONS

The particular conditions applicable to trains passing through certain tunnels are given in the operating documents for the lines concerned or indicated by means of wayside signalling.

3.4.5. BRIDGE RESTRICTIONS

The particular conditions applicable to trains passing over certain bridges and other civil engineering structures are given in the operating documents for the lines concerned or indicated by means of wayside signalling.

3.4.6. DEDICATED TRAM-TRAIN LINES

Due to their technical characteristics (in particular gauges), certain lines on the national rail network can only be used by tram-trains. These are Aulnay Bondy (line 958000), Mulhouse (line 132 000), Nantes Châteaubriant (line 519 000) and the Tassin link (line 782 310).

3.4.7. TRAIN WHEEL FAULT DETECTORS

The entries to the new line Bretagne-Pays de la Loire (HSL BPL) and the upcoming Contournement de Nîmes – Montpellier (CNM) are equipped with measuring systems which can detect train wheel faults while driving and in real time.

Railway undertakings will be able to access the results of these measures under the conditions defined in § 5.2.2.2 in order to adapt their train maintenance process with regard to wheel faults. The applicable charges will be defined in the modified version of this document.

Once the HSL BPL is inaugurated, if freight trains scheduled to take the mixed section of the line are identified as faulty, they will be diverted in real time from their original itinerary and kept on

existing conventional lines. Furthermore, the identification of repeated faults on the freight or passenger trains of a railway undertaking may lead to appropriate measures being taken regarding this railway undertaking and in particular, the application of penalties. These measures will be specified in the modified version of this document.

These same provisions will be applied once the CNM is implemented.

The measuring stations are positioned on the following lines, at the kilometre markers listed below:

Measuring stations	BPL		CNM			
	Sillé-le-Guillaume	Nogent le Rotrou	Frontignan	Théziers	Beaucaire	Marguerittes
Exact location	420 000-1 (655) PK 244+901	420 000-1 (655) PK 162+850	810 000-1 (1137) PK 96+225	800 000-1 (33) PK 760+736	810 000-1 (1137) PK 5+751	800 000-1 (33) PK 783+030

3.5. AVAILABILITY OF THE INFRASTRUCTURE

The conditions for opening the lines, stations and track access are specified in the reference document "Opening times for lines, stations and signal boxes", available on the **customer and partner (Clients et Partenaires) portal on the SNCF Réseau website**.

Works periods can also have an effect on the availability of the network (§ 4.5). The TCap information system allows SNCF Réseau customers to consult the planned works windows and track capacity on the national rail network online via the **customer and partner (Clients et Partenaires) portal on the SNCF Réseau website**.

3.6. SERVICE INSTALLATIONS

3.6.1. PASSENGER TERMINALS (STATIONS)

The infrastructure of the passenger stations open to the public and information on their use is specified in the Stations Statement in **Appendix 9.1**.

3.6.2. FREIGHT TERMINALS

3.6.2.1. Combined transport terminals

Developed to meet the demands of transporting swap bodies, containers and road semi-trailers ("ITU" for "intermodal transport unit"), combined transport is a specific consignment which uses the road transport mode for pre or post forwarding to and from specialised terminals and the rail, river or maritime mode for the main route.

SNCF Réseau combined transport terminals are spaces exclusively used for rail/road transport and which make it possible for ITUs to be loaded or unloaded using mobile or gantry cranes (no SNCF Réseau sites at ports). The road platforms at these sites are specially designed for lorry traffic and the use of road cranes with particularly heavy axle loads.

The list of combined transport terminals is given in **Appendix 10.3**.

The names of the terminal operators are detailed in § 1.8.5. Railway undertakings must contact these operators regarding the use of the terminals.

Main characteristics of combined transport terminals, such as the identification numbers, length and useful length of each track and the type of supply, as well as detailed characteristics, such as the permissible wagon load limit on the track, certain functions and available services, and options for receiving dangerous goods and exceptional consignments, are collected together in

the "Infrastructure data" database, available on the **customer and partner (Clients et Partenaires) portal on the SNCF Réseau website**.

For all useful information about the precise location of the sites concerned and the possibilities on offer, enquiries should be addressed to the dedicated account manager, or, if there is no identified contact person, the One Stop Shop (§ 1.8).

The conditions of access to freight terminals on the national rail network are given in the **local operating instructions**.

The service offerings on combined transport terminals, owned by SNCF Réseau (§ 1.8.5) and owned by other bodies, are described in **Appendix 9**.

3.6.2.2. Freight yards

Freight yards are places where wagons may be loaded or unloaded or goods transhipped from rail to another mode of transport and vice versa. They are made up of one or more sidings, as well as halls, platforms or buildings where necessary, and an access road ensuring trucks can reach the site.

Immediately accessible SNCF Réseau freight yards, together with their location and technical characteristics, are listed in **Appendix 7.1.1**.

SNCF Réseau freight yards accessible after diagnostics and any necessary repair work, together with their location and technical characteristics, are listed in **Appendix 7.1.2**.

3.6.3. GRAVITY MARSHALLING YARDS

Gravity marshalling yards are operating locations where, as part of a transport plan, gravity wagon shunting operations, the reorganisation of trainsets and the composition of block marshalled trains can be carried out. Gravity marshalling yards are formed of a hump and sidings which enable wagon shunting operations and the reorganisation of wagons in block marshalled trains.

These marshalling yards are listed in **Appendix 10.3**.

Main characteristics of gravity marshalling yards, such as the identification numbers, length and useful length of each track, as well as detailed characteristics, such as the permissible wagon load limit on the track, certain functions and available services, and options for receiving dangerous goods and exceptional consignments, are collected together in the "Infrastructure data" database, available on the **customer and partner (Clients et Partenaires) portal on the SNCF Réseau website**.

3.6.4. SIDINGS

The SNCF Réseau infrastructure includes sidings classified as follows:

- tracks reserved for operational traffic management purposes (passing tracks, reversing tracks, sidings for dealing with traffic incidents). They must not in principle be used for shunting and stabling trains;
- working sidings, tracks allocated for RU operations other than train paths (shunting, train formation, access to lines);
- stabling sidings (short-term stabling with no guarantee of capacity availability).

Other sidings may be made available by SNCF Réseau for a defined specific use such as long-term stabling of rolling stock (without movement) or the use of the site with a view to carrying out maintenance or holding operations, for example:

- under the guise of an agreement for the temporary use of sidings with a duration of a year at most, particularly for those used for recurring stabling;
- under the guise of an agreement for the temporary occupation of sidings with a minimum duration of one year, particularly for those which are affected by a property hold that is also available and which are specifically used for carrying out maintenance operations or stabling vehicles.

Document **RFN-IG-TR-1 A 00-No. 004** "Principles governing the use of sidings" (**Appendix 1.2**) sets out the principles governing the use of sidings. The local operating instructions, accessible in Doc.Explore (§ **2.4.2.1**), specify the conditions of use of each individual siding.

The location of the stations that have sidings is given in **Appendix 4.6**.

The list of sidings, their main characteristics such as the identification numbers, length and useful length of each track and the type of supply, as well as their detailed characteristics, such as the permissible wagon load limit on the track, certain functions and available services, and options for receiving dangerous goods and exceptional consignments, are collected together in the "Infrastructure data" database, available on the **customer and partner (Clients et Partenaires) portal on the SNCF Réseau website**.

3.6.5. MAINTENANCE AND LOGISTICS DEPOTS

Railway undertakings have access to the maintenance facilities managed by SNCF Mobilités under the conditions set out in the SNCF Mobilités Reference Portfolio described in § **5.5**.

Maintenance and logistics facilities other than those managed by SNCF Mobilités can be accessed from national rail network tracks (§§ **5.5.9, 5.5.10 and 5.5.11**). Further information can be obtained from SNCF Réseau by contacting the dedicated national accounts manager or, if there is no identified contact person, to the One Stop Shop.

3.6.6. REFUELLING FACILITIES

Railway undertakings have access to two sources of fuel supply (diesel): diesel fuel pumps themselves and sidings where access is possible.

Railway undertakings have access to diesel fuel supply points managed by SNCF (SNCF Combustible Division) under the conditions set out in **Chapter 5**.

Refuelling operations must for preference be conducted at existing supply facilities managed by SNCF (SNCF Combustible Division), Euro Cargo Rail or other keepers.

These days it is not always possible for railway undertakings to refuel at service stations on tracks accessible from the national rail network. In this context, SNCF Réseau allows railway undertakings to refuel outside of these service stations if specific provisions are implemented and the existing regulations are observed.

In justified cases (lack of facilities in the vicinity, non-availability of the facilities on the days or at the times required, etc.) and at the request of a railway undertaking, SNCF Réseau will examine the feasibility of establishing a fuelling point to allow refuelling directly from a road tanker parked alongside the train or from a tank fixed to the track and a zone dedicated to and converted for this purpose, in accordance with the relevant statutory provisions.

Every refuelling point must be located on a non-electrified siding suitable for refuelling operations. This location must include road access compatible with the characteristics of the delivery vehicle.

The feasibility of the following solutions will therefore be studied according to the order of priority below:

- Using existing on-site service station or refuelling point (as essential facilities);
- Using existing or soon-to-be-built private sidings and equipment (ITE);
- Arranging a refuelling point on a non-electrified siding on the national rail network (with a temporary occupancy agreement).

The railway undertaking that has made the request must cover all the costs resulting from any rail or road installations and adjustments (in particular, construction costs, the technical feasibility study, electrical earthing, soil pollution checks before and after the site is used, verification of anti-pollution measures, any necessary anti-contamination measures, etc.).

The railway undertaking will be responsible for drawing up a risk prevention plan and for ensuring compliance with the safety measures imposed on refuelling operations.

An agreement will be drawn up regarding the use of the track as a refuelling point.

As SNCF Réseau would like to offer those railway undertakings that request it the option to carry out or have carried out the necessary works on sidings, an agreement can be signed between SNCF Réseau and the railway undertaking, which will contain the specific operating conditions and the works adapted for each case.

Wherever the refuelling operation takes place (dedicated track or refuelling point), the railway undertaking owning or operating the facility will be fully responsible for the distribution facility in compliance with the statutory requirements and the conditions governing refuelling operations.

Refuelling points must be established according to the principles of the document setting out the necessary safety standards for the installation and the conditions of use of refuelling points (**RFN-IG TR 03 B-09-N°1** " Reference document for refuelling").

Requests for the creation of fuelling areas should be addressed to the One Stop Shop (§ 1.8.1).

3.6.7. OTHER TECHNICAL FACILITIES

- **Electric traction installations**

Electric traction installations consist, in particular, of the sub-stations and overhead contact lines and of the traction power supply and distribution cables for all of the electrified lines on the national rail network.

3.6.8. EFFECT OF THE LAW CONCERNING RAIL REFORM ON THE SERVICE INSTALLATIONS PROVIDED

Article 31 of Act of Parliament 2014-872 of 4 August 2014 establishing railway reform establishes the transfer of ownership to SNCF Réseau of freight terminals, excluding those that were subject to a transfer on 1 January 2015, and service installations, excluding passenger stations and maintenance centres, listed in the SNCF Mobilités reference portfolio for the 2016 timetable as published in December 2014.

An agreement between SNCF Réseau and SNCF Mobilités determining the scope of this transfer is currently being finalised and will be submitted to ARAFER for consent. This Network Statement will be updated during 2016 to take the content of this agreement into account.

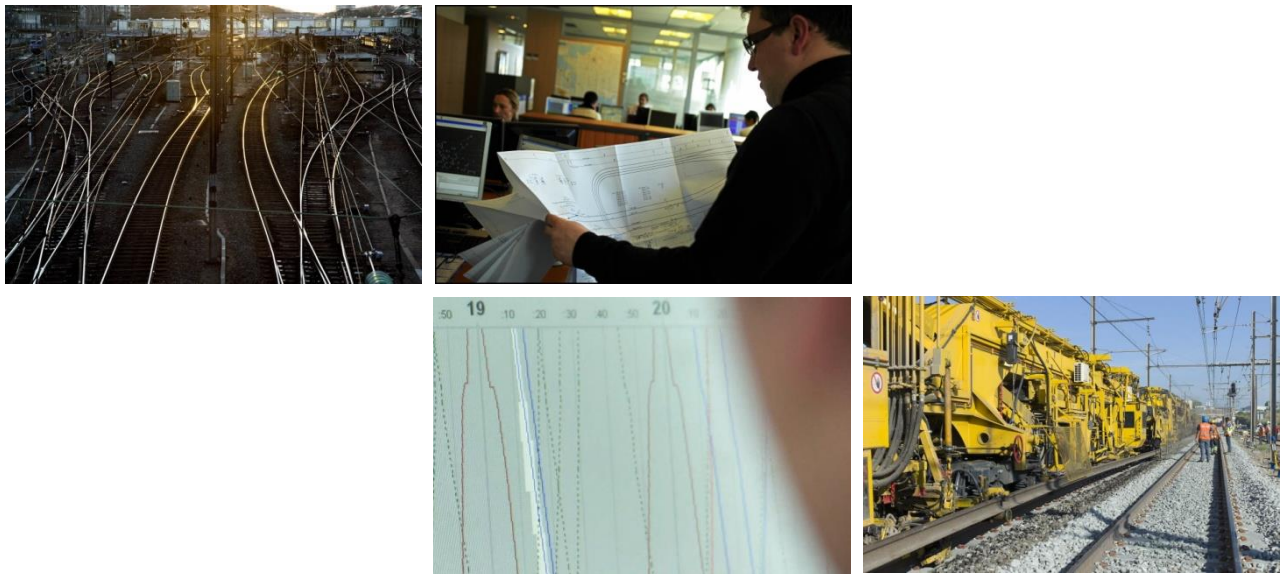
3.7. DEVELOPMENT PROJECTS

The most important national rail network development projects and the dates when the new infrastructure is scheduled to be commissioned are available on the **SNCF Réseau website** and regularly updated.

Many ongoing and planned projects will have an effect on network capacity, the service offer, operational management and quality, and on accessibility for people with reduced mobility. Certain projects exist as **programmes**, and others are defined as part of contracts such as **central-regional government project contracts (CPEP)**, which give regional authorities the opportunity to finance and develop the regional rail network for reasons of consistency and local competition.

CHAPTER 4

CAPACITY ALLOCATION



4.1. CAPACITY APPLICANTS AND CONTRACTUAL CONDITIONS

4.1.1. INTRODUCTION

The purpose of this chapter is to describe the process by which infrastructure capacity is allocated by SNCF Réseau, the network access provider, to various capacity applicants.

It also deals with the procedures arising during the different phases of the timetable preparation and adaptation process that link the infrastructure capacity applicant and the infrastructure manager.

4.1.2. CAPACITY APPLICANTS

In accordance with **Article L.2122-11 of the Transport Code**, any candidate fulfilling the conditions defined in §§ 2.2.2 and 4.1.3 may submit train path applications.

A "candidate" is, in legal terms, a railway undertaking, an international grouping of railway undertakings or any other person who has commercial or public service reasons to acquire infrastructure capacity, such as combined transport operators, ports, shippers, forwarding agents or railway transport organising authorities.

Transfers of infrastructure capacity from one train path applicant to another that do not fall into the category of being from a candidate (who is not a railway undertaking) to a railway undertaking will not be allowed and will preclude any subsequent train path allocation.

All the above-mentioned candidates will be referred to by the generic term "applicant" in **Chapter 4**.

4.1.3. CONTRACT FOR ALLOCATION OF TRAIN PATHS ON THE NATIONAL RAIL NETWORK

Railway undertakings can use contracts for use of the infrastructure of the national rail network (§ 2.2.6) which ensure that they can be allocated train paths.

Before train paths on the national rail network can be allocated to a candidate other than a railway undertaking that wishes to place them at the disposal of one or several railway undertakings to provide the transport services that it organises, a contract will first have to be signed between SNCF Réseau and the said candidate regarding train path allocation on the national rail network. The general conditions applicable to such contracts on the date of publication of this document are given in **Appendix 3.1** and a specimen of the corresponding special conditions in **Appendix 3.2.2**.

Such contracts must be signed before the beneficiary informs SNCF Réseau of the name(s) of the railway undertaking(s) that will provide the transport service.

SNCF Réseau may have to ask applicants to provide information demonstrating their financial robustness before any contract may be signed.

4.1.4. RESPONSIBILITIES OF APPLICANTS

This article is not intended to completely define the applicants' level of responsibility, but aims to help them with the process by explaining their responsibilities when submitting a train path request depending on the characteristics of the corresponding train.

In fact, applicants prepare train path applications on their own responsibility.

Each request consists of information about the applicant and the requested route, the originating station, any intermediate stops, the destination station and the characteristics of the train, as defined and described in the "**Manual for commercial capacity applicants**".

Applicants are also responsible, whether a railway undertaking or another candidate, for indicating if the particular details of capacity requests may have an effect on the construction of a train path or on the network's conditions of use, stated particularly in §§ 4.7.1 to 4.7.3 below.

Note that prior to submitting a capacity request applicants must also verify that the rolling stock used is compatible with the infrastructure of the lines used, with the versions of the operating documents in force (supplemented if necessary by compatibility certificates drawn up by SNCF Réseau while waiting for these to be updated).

Prior to submitting a capacity request, it is recommended that applicants verify the availability of the infrastructure elements made available to them, so that the request may be made in full knowledge of the facts (any extra opening of lines, stations and signal boxes, windows and track capacity, temporary speed limits, etc.).

Applicants are also responsible for verifying prior to submitting a request that it will be possible for their train to be received in the siding(s) at the time indicated.

4.1.4.1. Specific responsibilities of railway undertakings

Regardless of the nature of the applicant, the railway undertaking that will use the train path shall be responsible for only deploying trains compatible with the characteristics of the train path allocated (traction, weight, length, dangerous goods, exceptional consignments, etc.) and, in particular, ensuring that his train(s) pass the designated landmarks on this train path at the appointed time in each case.

If the characteristics of the train path do not allow the train to be run respecting the timetable landmarks, a request will have to be made that the train path allocated be changed or that a tailor-made train path be created if it is not possible to change the existing path to account for the actual restrictions of the train.

This request must be made by the applicant, whether a railway undertaking or another candidate, in accordance with the conditions specified in the "**Manual for commercial capacity applicants**".

In addition, railway undertakings are responsible for meeting the obligations to provide information prior to running that are laid down in the documents "Provisions concerning operational traffic management on the national rail network", appended to this document (**Appendix 5**).

4.1.4.2. Specific responsibilities of other candidates

Candidates who are not railway undertakings must ensure that they have sufficient resources (human, technical and financial) to manage the organisation required (particularly in terms of access to information) for dealing with capacity requests.

In contractual terms (**Article 5.2.1 of Appendix 3.1** of this document), candidates shall guarantee SNCF Réseau that the railway undertakings selected are capable of meeting the traffic timetable they have been sent by SNCF Réseau as regards capacity allocation, other than in exceptional cases for which provision is made in the regulations. To this end the candidate shall pass on the information he possesses to the railway undertaking enabling the latter to deploy trains compatible with the characteristics of the train path allotted and, in particular, to ensure that his train(s) pass the designated landmarks on this train path at the appointed time in each case.

4.1.5. THE BODIES INVOLVED IN THE TRAIN PATH ALLOCATION PROCESS

Different bodies are involved in the process and are in contact with the applicants. The National Technical-Commercial Platform of the Sales and Marketing Division may help candidates to identify and make contact with the relevant body or can transmit the request itself.

● The Capacity and Train Path Division (DCS)

The main objective of the Capacity and Train Path Division (DCS) is to ensure the distribution and allocation of capacity while best meeting train path requests to satisfy the commercial requirements of candidates and freeing up capacity to allow for the maintenance, renovation and development of the network.

It is made up of the following entities in particular:

- The Capacity Distribution Service (RCAP) is responsible for defining and formalising, on a national level, the capacity system of the national rail network from Y-6 to April Y-2. Its main core tasks are to research solutions for optimising capacity (use of the available commercial capacity on the one hand, and optimisation of the conditions for operations on the network for works on the other) and to anticipate the time frames for major reorganisation of the timetable.
- The Annual Timetable Design and Steering Service (CPSA) is responsible for producing the pre-built "24-hour train diagram" in the time frame Y-2, and then for building the timetable between May and September Y-1.
- The Timetable Adaptation Service (SAS) is responsible for adapting the current timetable (handling the works timetable, replying to adjusted train path requests) and carrying out capacity studies (train path study, volume study).
- Platform for Coordination and Allocation of Train Paths and Works (PCAST)

PCAST operates from April Y-2 and is tasked with delivering the General Programme of Windows (PGF) in December Y-2.

PCAST also then deals with the management of discrepancies (creation, cancellation or modification of works capacity after publication of the General Programme of Windows) via an appraisal process specifying a systematic industrial dialogue with the capacity applicants affected (train paths or works).

- **Capacity and operational offices**

The capacity office is responsible for dealing with last minute requests (from D-7, where D is the day the service is due to run). From 5 pm on D-1 this task is taken on and continued by the operational office. The contact details of capacity and operational offices are provided in the policy document "**Last minute capacity**".

- **The National Technical-Commercial Platform (PNTC)**

The National Technical-Commercial Platform of the Sales and Marketing Division, which also acts as a One Stop Shop, may be contacted by current and potential SNCF Réseau customers in place of any other body for all enquiries regarding SNCF Réseau.

It also ensures coordination and iterations with capacity applicants in order to find solutions which meet their requirements.

4.2. DESCRIPTION OF PROCESSES

4.2.1. PRINCIPLES

SNCF Réseau distributes and allocates the capacity over the whole of the national rail network (including in passenger stations) and, in so doing, strives to ensure the best possible use of the infrastructure and a balanced development of all rail services.

The capacity of a section of line depends, in particular, on the variety and sequencing of the train paths, on the technical characteristics of the infrastructure, and on the target level of regularity. It therefore varies depending on time of day, type of line and type of traffic.

Capacity allocation has to reconcile the needs, both qualitative and quantitative, expressed by applicants, on the one hand, and the possibilities of the combination of infrastructure, safety requirements and line performance, on the other.

The process has to comply with the rules for calculating train paths and preparing a train movement diagram, the principles and standards of which are described in **Appendix 8.1**.

The creation and allocation of a train path is based on the timetable preparation process. It is based on four main stages, discussed in more detail in **§ 4.2.3**.

At the same time as the timetable preparation phases, consultations and information exchanges are organised at national and regional level to discuss the highlights of the current timetable and exchange information about expected developments in transport services as a whole.

4.2.2. MANAGEMENT OF CAPACITY

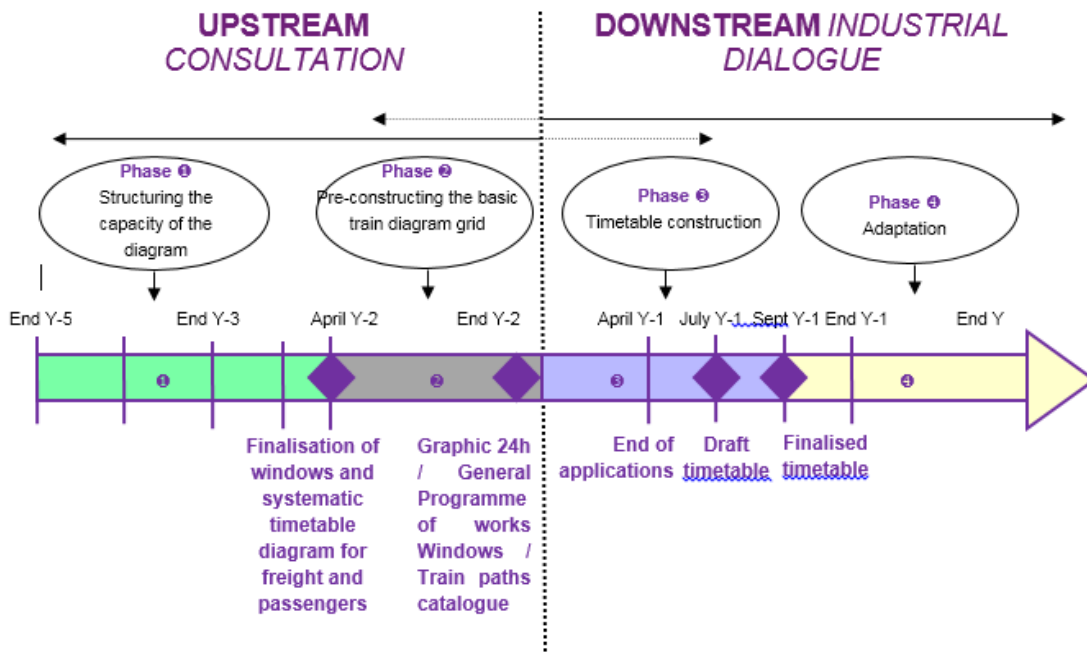
The capacity available for commercial traffic is the time-distance when stations and lines are open, excluding any capacity dedicated to works in the form of windows defined on sections of lines or works capacity granted on sections without windows (station areas, hubs, sidings, etc.).

4.2.3. THE FOUR MAIN STAGES OF THE DEVELOPMENT OF THE DIAGRAM

The organisational arrangements adopted at SNCF Réseau as regards capacity allocation are structured around the following four main stages:

- From Y-5 to the end of April Y-2: Structuring the capacity of the diagram
- From May Y-2 to December Y-2: Pre-constructing the train diagram
- From December Y-2 to September Y-1: Constructing the timetable
- From September Y-1 to December Y: Adapting the timetable

These stages are summarised in the diagram below:



4.2.3.1. Capacity structuring

Structuring the capacity of the train diagram, two to five years in advance, particularly aims at defining the organisational principles for the train path combinations and for the works capacity. During this same stage, following consultations with its customers and partners, SNCF Réseau therefore prepares a "systematic timetable diagram" for freight and passenger trains and "works windows"/works capacities that are mutually coherent. To do this it relies on the following elements:

- its obligations via the framework agreements
- the requirements expressed by its customers and partners
- traffic actually existing
- an analysis of likely traffic and new rail services
- a programme of investment and maintenance work

The "systematic timetable diagram" is based on the principle of networked clockface timetabling. It comprises a combination of train paths, at 2-hour time intervals, that are compatible both mutually and around the key hubs. This diagram serves to respond as best as possible to the demand expressed but also aims to maximise the utilisation of the commercial capacity.

The "works windows" are capacity reserved for work of all kinds. These windows are defined on line sections of the network. On sections without windows (station areas, junction points, sidings, etc.), specific work capacity is allocated by SNCF Réseau.

4.2.3.2. Pre-construction

The pre-construction of the diagram called the "24-hour train diagram" defines the systematic train path plan for an ordinary 24 hour day that will best use the capacity in relation to the information supplied by the different capacity applicants (including works).

Similarly, between May and June Y-2 SNCF Réseau will consult its customers and partners regarding the orders they plan to place for a typical day (basic working day) either by activating train paths within the diagram or by requesting reinforcement or specific train paths. This is an expression of 24-hour requirements.

If SNCF Réseau finds it technically impossible to fulfil the requirement expressed by its customers, a consultation will be organised with the applicants.

The train paths for the "24-hour train diagram" are compatible with the commitments made as part of framework agreements.

Both "works windows"/works capacity and the "24-hour train diagram" are the subject of consultation with all customers and partners. They are finalised in December Y-2 and form the basis for annual timetable construction.

Feasibility studies

For specific requirements relating to international traffic, over and above this planning work, applicants may submit requests for international feasibility studies to help them in fine-tuning their own transport plans.

The response, coordinated at international level, allows a first attempt to be made to optimise and express transport plan requirements, but does not give an idea of what response SNCF Réseau and the relevant infrastructure managers will give when the path application is submitted.

A request for an international feasibility study is submitted via the Path Coordination System (PCS) or by using the RNE form (§ 1.10.2).

It may be requested up to 18 January 2016 for train paths anticipated for traffic during the 2017 timetable. It is however recommended that such requests be submitted as far in advance as possible (from June Y-2) to allow time for the necessary iterations.

The deadline for SNCF Réseau and the relevant infrastructure managers to respond is 14 March 2016.

The response given by SNCF Réseau in conjunction with feasibility studies will not be a firm offer of train paths and will not dispense applicants from the need to make formal international train path requests under the conditions indicated in § 4.2.5.

4.2.3.3. Construction of the timetable between December Y-2 and September Y-1

From December Y-2 to September Y-1, SNCF Réseau constructs the finalised timetable for year Y on the basis of the train path requests received by mid-April Y-1 at the latest, the final date set precisely for the 2017 timetable is 11 April 2016.

This stage encompasses two periods:

- an initial period during which applicants make their capacity requests
- a second period during which SNCF Réseau deals with these requests

During this stage, SNCF Réseau also works on improving its relations with the applicants with the main purpose of offering them a suitable solution as closely as possible in line with their needs despite major network constraints.

The volume of service applications recorded and the time allotted to SNCF Réseau to respond to these are such that the application processing system needs to be enhanced.

The purpose of this stage is to answer and allocate the train paths formally requested by the applicants and integrated into a timetable.

- **Catalogue of paths**

The "train path catalogues" are extracts from the "24-hour train diagram". In order to facilitate the allocation of capacity, SNCF Réseau sets aside a certain level of capacity for preferential use for the most regular traffic, before proceeding with the general distribution of capacity for the timetable and on certain specific corridors. Some of these train paths are developed in cooperation with the infrastructure managers of neighbouring countries. Applicants may therefore claim the allocation of one or more of the paths on this list. These train paths are available in the GESICO and PCS tools (for international applications).

All the pre-built train paths are published in December Y-2 on the **customer and partner (Clients et Partenaires) portal on the SNCF Réseau website** in the form of a file summarising all the train paths plotted in the 24-hour train diagram with a link to the associated route file.

- **Communication on capacity constraints**

SNCF Réseau informs applicants in mid-December Y-2 of the opening times for lines, stations and signal boxes as applicable for the timetable period.

SNCF Réseau places the General Programme of Windows (PGF) at the disposal of the applicants in mid-December Y-2, which describes the windows and capacities allocated to works (§ 4.5.2).

SNCF Réseau organises discussions with the applicants during the period when service requests are made, during which SNCF Réseau will communicate the relevant data about available capacity and known constraints.

The process and these instances are described in more detail in the "**Guide for industrial dialogue**".

- **Handling requests**

The service timetable will be compiled on the basis of the pre-built "24-hour train diagram". When carrying out this procedure, which takes account of windows and capacity allocated for works and integrates capacity allocation in stations, SNCF Réseau will apply the following provisions, in the order of priority given below, intended to guide the timetable compilers responsible for finding a slot for the train path in the train diagram with a view to satisfy, as far as possible, all the requests.

- Handling requests formally demanding pre-built freight and passenger (*) train paths, or train paths technically comparable to pre-built train paths, starting with international freight corridor train path requests and framework agreement train path requests.
- Handling other train path requests, starting with those over the longest distances ordered for more than 200 days per year.
- Handling other train path requests, starting with those over the longest distances ordered for less than 200 days per year.

(*) Applicants are requested to note that demanding a pre-built train path implies that they accept the positioning and performance parameters of this train path and that the said values take priority over all other declarations made in the request. Only very limited amendments of less than 5 minutes, which do not jeopardise the succession of the train paths, linked for example to the fact that a train will start off instead of passing an intermediate point on a train path, allow the request to retain its "Demanding" status.

In the event that a requirement is formulated by several applicants for the same transport service, SNCF Réseau will check the information given in the train path request and will, if necessary, question the applicants in order to obtain more details on the nature of the proposed service and determine whether it needs to be kept in reserve. The reserve status of the service will be removed as soon as possible, once SNCF Réseau has obtained the information necessary to allocate the train path to the relevant applicant.

Specific cases for high speed lines : trains running at the maximum permissible speed on the line will be given priority. Exceptionally, other trains fulfilling the technical conditions set out in the contract for the use of the national rail network may also be allowed to run, if their maximum speed is at least 200 km/h.

- **The principles for coordinating the requests**

In accordance with **Article 46 of Directive 2012/34/EU**, when faced with competing requests SNCF Réseau, by coordinating the requests, does its utmost to ensure the best possible harmony between these requests.

The procedure for coordinating requests, the aim of which is to ensure that all train path requests can be met, is applied in application of the **directive mentioned above** and of **Decree No. 2003-194** and in accordance with the following principles:

- SNCF Réseau adapts the coordination process to the nature of the requests submitted and must take account of the information obtained during consultations with the applicants during the structuring and pre-construction of the diagram phase.
- The paths allocated at the end of the coordination process must offer the best possible response to the requests received, it being understood that when the paths requested are incompatible with other requests, with line access conditions, with windows and capacity reserved for works or maintenance, or with the type of train for which the path was requested, other paths may instead be allocated; similarly, the opening times for lines, stations and signal boxes and windows and capacity reserved for works may be subject to adjustments to allow train paths to be constructed and allocated.
- To be effective, the coordination process must therefore take account of all requests received, irrespective of whether they are in conflict with other requests at the start of the procedure, given that some requests that are not incompatible when the procedure begins may become so as it progresses.
- To improve the quality of the responses, the process, facilitated by the National Technical-Commercial Platform (PNTC), makes it possible to clarify where necessary the subject of the request and the associated leeway possible and to seek advice from the applicant(s) in order to find a solution should there be any remaining conflict.
- The process relies on the free communication, in any written form (including electronic communication), of information falling within the scope of the coordination to the applicants concerned:
 - The train path requests submitted
 - The provisional responses made to these requests, and in particular, where necessary, proposed responses which differ from the capacity requested
 - Complete and detailed information regarding the capacity distribution criteria

This information is provided without deliberately revealing the identity of the other applicants, unless the applicants concerned have agreed to this.

In addition, the PNTC ensures the traceability of discussions and the decisions made.

This coordination process is presented in detail in the "**Guide for industrial dialogue**".

If difficulties are encountered during the coordination process, SNCF Réseau will refer to the order of priorities in the criteria indicated by applicants in their requests, in particular the train path request, and to the provisions set out below, when deciding on the structure of the train diagram. In cases where a conflict remains, SNCF Réseau will consult the applicants concerned to try to find a solution with the aim of optimising the diagram.

- **Arbitration of remaining conflicts**

The purpose of coordinating the requests as described above is to resolve the remaining incompatibilities between the different requests. In the event that the completed coordination process has not been able to handle isolated conflicts between train path requests (*), the allocation of train paths will be performed in the following order of priority:

- formal and compliant requests demanding pre-built freight and passenger train paths, prioritising:
 - framework agreement train path requests, followed by
 - for a given train path-day, requests for the greatest number of days in the pre-built system (as published in the catalogue of train paths), and, if necessary
 - taking account of the number of clockface train path-days demanded for a single day,
- other train path requests, starting with those over the longest distances ordered for more than 200 days per year,
- other train path requests, starting with those over the longest distances ordered for less than 200 days per year.

(*) Arbitration of conflicts between requests demanding the same international freight corridor train path falls under the allocation rules described in the corridor information documents.

4.2.3.4. Adaptations to the timetable between September Y-1 and December Y

Once the timetable has been finalised in September Y-1, SNCF Réseau allocates the train paths on the basis of the remaining capacity. Requests issued late (after the second Monday in April Y-1) and then, from October Y-1, the adapted requests are thus dealt with and given a priority level that corresponds to the date they were received by SNCF Réseau. This means that if there is a timetable clash between two late or adapted requests, the request that was submitted first will take priority.

The train paths proposed must not require changes to train paths already allocated under the coordination procedure described above, unless SNCF Réseau requests and obtains the agreement of the owners of these train paths.

- **Assistance in formulating train path requests**

SNCF Réseau offers a help service for submitting late requests for adaptations to the annual timetable. At the request of the customer, studies in particular may be carried out to provide guidance for train path requests connected with new traffic or requests to modify existing traffic. It is also possible to request that studies be carried out to attempt to optimise existing train paths in conformity with the applicant's requirements as set out in the original train path request.

A study carried out as part of this help function will not be a firm offer of a train path and is not binding for the insertion of a train path in the train diagram. It serves to facilitate the applicant's order by ensuring that the status of the train diagram is taken into consideration when the study is performed.

The process is presented in detail in the "**Guide for industrial dialogue**".

- **"Fret Express" (Express Freight) train paths**

In order to better meet the volatile and seasonal needs of freight train paths, an additional adapted train paths service, known as "Fret Express", is available according to the framework described below:

- The request must only be relevant for national freight train paths (except exceptional consignments).
- The request must only be relevant for the creation of train paths; the following requests are therefore excluded from the Fret Express service:

- requests for amendments of existing train paths,
- repeated requests for a train path-day already requested and not allocated.
- The start of operation must be between 15 and 35 working days after the date on which the request is made.
- The end of the operation must be no more than 9 days after the start of the operation (maximum of 10 consecutive days). It is not permitted to split an overall request into several requests to ensure these are compatible with this maximum duration of 10 consecutive days.
- The response given forms part of the remaining capacity (a notice of refusal is submitted if this does not allow a route that respects the tolerance allowed).
- The response given, whether for a regular or an optional train path and once it respects the tolerances allowed, may be cancelled by the applicant up to 24 hours after the offer has been received; the train movement remains optional for the applicant.
- The request is submitted as soon as possible and, for the first 20 requests received by SNCF Réseau before midday each day for a given capacity applicant, is guaranteed at the latest by 2 pm on D+3 from the submission of the request.

Requests made as part of the "Fret Express" service but which do not fulfil the conditions will be inadmissible.

- **Amendment of opening times for lines, stations and signal boxes**

When a late train path request is not compatible with the opening times for lines, stations and signal boxes, the applicant has the option to request that SNCF Réseau alter these times under the conditions defined in § 5.2.2.1 of this Network Statement.

A feasibility study and an estimation of the cost of the requested opening extension are then performed. The feasibility study may refer specifically to an implementation deadline linked to the restrictions for setting up the organisations required for modifying opening times.

Depending on the result of the feasibility study, SNCF Réseau will give a positive or negative response to the request. If the response is positive, the service will be the subject of a price quotation based on the cost study, sent to the applicant for their approval. If this is accepted, the service will be invoiced under the conditions defined in § 6.6.2.1 of this document.

4.2.3.5. Last minute capacity

The last minute train path (SDM) is a path scheduled between D-7 and day D when the train is due to run, in cases where a train path request:

- has been submitted via the Last Minute Train Path Request application between D-7 and D, or
- has been submitted in GESICO and it was not possible to deal with it until D-8.

The following capacity requests (or restitutions) may be submitted:

- Creation of a last minute train path.
- Cancellation (in full or in part) of a train path, whether it be a train path allocated when the timetable was constructed or when it was adapted, or a last minute train path.
- Authorisation and renouncement of authorisation to run as a train of undefined timing.

The allocation of capacity forms part of the remaining capacity with a priority corresponding to the order in which the requests are received, except in the special cases described in the "**Last minute capacity**" reference document.

Last minute train path requests submitted between D-7 and 5 pm on D-1 are handled by capacity offices, it being specified that the handling times for requests given in the "**Last minute capacity**" reference document are given as a guideline only.

Subsequent requests or those that the capacity offices were unable to complete are handled by operational offices.

Each office (capacity or operational) handles the train paths for a given geographical area. A single train path request may thus be handled by several offices, one after another, each responsible for the section of the train path request that is located in their geographical area.

When several offices (capacity or operational) are involved one after another in the handling of a single request, they take account of the date and time the request was received in GESICO or the Last Minute Train Path Request application, to determine the order of priority of the requests.

Special cases:

- last minute train paths relating to some long distance train paths are handled in a single block by the last minute long distance train path unit of the Capacity and Train Path Division.
- on High Speed Lines, in addition to fulfilling the technical conditions set out in the contract for the use of the national rail network, the speed limit of the trains, as requested in the last minute train path, must be at least 160 km/h.

4.2.4. SPECIFIC CAPACITY ALLOCATIONS

4.2.4.1. *International train paths*

For international train paths, the train path allocation principles have been laid down by RailNetEurope. Details may be found in a manual available on **their website**. Specific tools (§4.2.5) are provided for capacity applicants so that they can submit their requests; the responses to these requests are subject to a process of coordination between the infrastructure managers affected by the route.

In the event that international requests are submitted by a single applicant in both GESICO and PCS at the same time and that the requests seem to match the same transport service, SNCF Réseau will contact the applicant to check whether this is a duplicated order.

If the latter fails to respond within a period of five working days from the date of its referral, SNCF Réseau shall deem the demand submitted in GESICO to be inadmissible. The specific procedures that apply to international train path requests are specified in the "**Manual for commercial capacity applicants**". The planning and allocation of international train paths on the national rail network follows the same procedure as for national train paths.

International passenger train path requests submitted by the PCS or by the form available on the **RailNetEurope website** will receive a draft train path proposal on 4 July 2016 and a definitive train path proposal on 22 August 2016. The complete train path request and allocation schedule is detailed in § 4.3.

4.2.4.2. *Pre-built international passenger train paths*

On the high speed network in Northwest Europe (the Paris-Brussels and London-Brussels axes) where coordinated upstream pre-construction of train paths is required due to the international nature, the density of traffic of trains capable of high speeds and the multiplicity of applicants, the infrastructure managers concerned (Infrabel, Eurotunnel, SNCF Réseau, HS 1, Network Rail) have defined the following rules for pre-construction, drawn up after consultation with the railway undertakings:

- The infrastructure managers shall first collect the requirements and restrictions expressed by applicants (existing or with a clear interest).
- The infrastructure managers shall cooperate to construct a timetable diagram, and then a catalogue of train paths, published in the PCS in December Y-2 ("joint offer").
- The pre-built train path capacity that has not been subject to requests in April Y-1 is released.

Furthermore, in the event of competing requests for the same listed train path, this case is handled, if required, by means of a coordination meeting led by the infrastructure managers involved with the railway undertakings concerned (formal coordination meeting), on the basis of the common guidelines listed below.

1. Coordination at international level and attempt to find solutions with the applicants
2. Consideration of the existence of a framework agreement
3. Examination of the credibility and reliability of the request with regard to:
 - a) the capacity to produce the rolling stock associated with the train path requests
 - b) the existence (where necessary) of a safety certificate or of proof of the request, of the availability of the approved rolling stock or of rolling stock in the process of approval
 - c) the requirement (where necessary) for authorisation in the event of "cabotage" or proof that authorisation has been requested from the relevant authorities
4. Continuity rules of the train path on the corridor (priority is given to the request that covers the greatest part of the pre-built train path)
5. Consideration of the number of return train paths in the timetable diagram requested per year.

The schedule for the 2017 timetable is as follows:

- **June 2015:** the railway undertakings express their commercial requirement (ideal train path, and detours to certain stations)
- **July/September 2015:** the infrastructure managers work together to draw up their coordinated offer, on the basis of their strategy and the requirements received
- **October/December 2015:** iterations with the railway undertakings involved
- **January/March 2016:** the railway undertakings define their pre-built train path requests
- **April/June 2016:** after the period for making train path requests to the service, the infrastructure managers work together to prepare the allocations, on the basis of their common criteria in the event of multiple requests for the same pre-built train path

4.2.4.3. International freight corridor train paths

The capacity allocation rules for freight corridor train paths are set through the application of **Regulation No 913/2010**, particularly as regards the capacity allocation decided by the corridor executive committees and set out in the corridor information documents (§ 1.9).

The main principles are detailed below.

● **Principles relating to proposed freight corridor train paths**

So that railway undertakings and other bodies can submit their train path requests for a freight train crossing at least one border along a freight corridor to, and receive a response from, a single body, each management committee has created a Corridor OSS (One Stop Shop) responsible for allocating infrastructure capacity for freight corridor train paths.

Infrastructure managers provide the Corridor OSS for each of the corridors with the capacity for pre-established train paths (as part of the international listed freight train paths established for the 2017 timetable) and the capacity set aside for the corridor.

This capacity is derived from the national capacity dedicated to freight traffic, taking the following, among other things, into consideration:

- market research concerning transport, which analyses the demand for international freight traffic on the corridor and takes account of the various types of traffic, particularly passenger traffic

- the demand for infrastructure capacity linked to past and present timetables
- national framework agreements

The specific calendar for establishing the train diagram for pre-established train paths and capacity set aside is described in the table below:

Date/period M = date the timetable begins D = day when train is due to run	Activities
11 January 2016	Publication in the PCS of the pre-established train paths provided by the infrastructure managers
11 April 2016	Final date for submitting train path requests as part of construction
29 April 2016	Deadline for the allocation of train paths by the Corridor OSS. Possibility that some available pre-established train paths (not claimed when services were requested) may be returned to the relevant infrastructure managers – based on the decision of the corridor management committee – to be used when the infrastructure managers are drawing up the timetable. New publication in the PCS of the pre-established train paths available for late requests.
4 July 2016	Publication of the draft timetable by the Corridor OSS giving the complete response to requests
5 July to 5 August 2016	Period during which applicants can submit their remarks on the draft
22 August 2016	Definitive responses from the Corridor OSS to requests submitted when producing the timetable
10 October 2016	Publication of the capacity set aside in the PCS
D-21, D being the day when the train is due to run	Restitution to infrastructure managers of train paths from the capacity set aside and not yet ordered by that date.

● **Priorities applied by the corridor One Stop Shop in the event of competing requests**

On receipt of all the train path requests for pre-established train paths submitted before 11 April 2016, the Corridor OSS concerned decides on the allocation for the pre-established train paths.

In the event of competing requests, the Corridor OSS concerned applies the common priority rule for coordination which aims to favour the candidates who offer the best commercial value from the perspective of the infrastructure managers and optimise the capacity use. The formula is described in the information document of the corridor concerned.

This priority rule for coordination only deals with pre-established train paths requested on the corridor concerned before 11 April 2016, and is only applied between 12 April 2016 and 29 April 2016, in the event of competing requests.

Once the allocation decision has been made for requests submitted before 11 April 2016, the Corridor OSS concerned may offer other pre-established train paths to unsatisfied applicants.

If these alternative solutions are not adequate enough for the applicant, the Corridor OSS concerned passes the requests to the relevant infrastructure managers. These train path requests are dealt with by the infrastructure managers as if they had been submitted to them before the

final deadline of 11 April 2016. The IMs inform the Corridor OSS concerned of their decision regarding the action to be taken.

As far as requests submitted after the 12 April 2016 are concerned, a "first come, first served" rule will be applied.

- **Allocation requests for freight corridor train paths**

Railway undertakings and any other body are entitled to submit requests for pre-established train paths or train paths from the capacity set aside.

A train path request incorporating a freight corridor train path must be submitted by the applicant in the PCS. The response from the Corridor OSS concerned is provided in the PCS.

- **Pre forwarding or post forwarding train paths**

In the event that the available pre-established train paths do not fully cover the desired route, applicants may include a pre forwarding or post forwarding train path (defined as a train path that facilitates joining or leaving the pre-established train path) in their international request via PCS. The request for the pre-established train paths and for pre/post forwarding train paths must consist of a single file in the PCS.

In accordance with book IV of the corridor information documents, the Corridor OSS is responsible for passing on the requests for pre/post forwarding train paths to the infrastructure managers or to the bodies for distributing the relevant capacity (IM/ORC), so that they can respond to these requests. The IMs/ORCs then propose pre/post forwarding train paths to be associated with the pre-established train paths, provided that the candidates are authorised to receive these pre/post forwarding train paths on their respective network.

4.2.4.4. Capacity on single-track lines

There are capacity restrictions (maximum number of daily train paths) on the following single-track lines:

- Single track with normal telephone block signalling (VUSO)
- Single track with simplified signalling (VUSS)
- Single track with low traffic volume (VUTR)
- Single track managed according to S4C instructions

These capacity restrictions are defined by applying the criteria assessed at the beginning of each year.

The list of the affected lines and the corresponding capacity restrictions applicable for the year Y timetable are sent to the capacity applicants at the first quarter of year Y-1.

If the number of train paths requested would exceed the capacity defined above, SNCF Réseau may, after assessing the requirement in discussion with the applicants and where the operating and safety conditions allow, carry out studies with a view to increasing capacity beyond the defined levels. The document providing the detailed capacity thresholds on single-track lines will be updated to take account of the results of these studies and sent out to applicants.

In order to facilitate access to and allocation of capacity on some restricted single-track lines, specific procedures have been put in place on these lines. These specifically concern the management of the request schedule, or the allocation, from D-7, of optional train paths constructed in the train diagram and made available by the services responsible for operational traffic management within SNCF Réseau.

The lines concerned and the details of these procedures are communicated directly to the applicants, and where necessary are also given in detail in the "**Manual for commercial capacity applicants**".

4.2.4.5. Major seaports

SNCF Réseau and all of the major seaports have established principles allowing either SNCF Réseau to allocate train paths on port lines or the coordination of capacity allocation between their networks and the national rail network.

Similar provisions have been organised with the other ports. Applicants may obtain information from the One Stop Shop.

4.2.4.6. Capacity allocation in stations

Any establishment which is open to train service and which includes all the functions necessary for ensuring the safety of trains and for organising operation is considered a train station.

Taking into account the interaction between the organisation of capacity in stations (track occupation diagram – GOV) and the organisation of line capacity (train diagram), the expression and handling of capacity requirements in stations must be coordinated with the allocation of train paths, and especially for capacity requests for so-called "key" stations.

The list of stations currently identified as key is available on the **SNCF Réseau website** (on the "Technical documents and reference documents" page). This list may evolve as a result of studies held by the stakeholders in the event that a new need may arise.

As required, SNCF Réseau then asks applicants during the timetable pre-construction, construction and adaptation phases to provide information relating to their requirements for capacity in stations (re-use of vehicles, theoretical work programme, in-station operations, etc.), which makes it possible to implement the necessary iterations for the allocation of capacity.

4.2.4.7. Allocation of capacity on sidings for normal use

This process of allocating capacity on sidings is relevant to railway undertakings, and to the relevant services of SNCF Réseau (Infrarail and in part, to the services responsible for infrastructure maintenance) (see the consultation process described below).

The sidings affected by this allocation process are working sidings and stabling sidings as described in **§ 3.6.4**.

This process is applicable both to sites managed in groups and sites managed "dynamically", as defined in the reference document on the "Principles governing the use of sidings" (**RFN-IG-TR 01 A00-No. 004**).

The track occupation per 24 hours may be temporary or constant. In the event of temporary occupation, it is possible to manage the site on a spatial and temporal basis between several occupants.

Sidings used for the requirements of the operational traffic management and combined transport terminal sidings are not affected by the process described below. The term "combined transport terminal siding" covers the handling sidings within combined transport terminals and the support sidings for these combined transport terminals that are specifically dedicated to them.

Furthermore, the specific use of any siding defined in **§ 3.6.4** is not affected by the process described below. This process is exclusively applicable to requests relating to the normal use of sidings.

1. Formalisation of the application

It is obligatory for every allocation request for sidings to be submitted by the railway undertaking using the "*Siding Requirements Form*" (hereafter known as the "*Requirements Form*"). There is a template available on the **customer and partner (Clients et Partenaires) portal on the SNCF Réseau website**. The railway undertaking must first verify, using the tools available to it (the "Network Access" database or the local operating instructions), that the physical features of the sidings and their type of use will a priori enable the intended use to take place.

Every allocation request for sidings applies for a specified duration or, by default and as a maximum, for the time period of one timetable. It is understood that in the absence of a new

allocation request or the return of capacity, capacity allocation in force is tacitly renewed from one timetable to the next.

This Requirements Form must be submitted to the national SNCF Réseau accounts manager who, after checking it for completeness, will send an acknowledgement of receipt to the railway undertaking within 3 working days (except in exceptional circumstances), from which date SNCF Réseau will have 20 working days to provide the applicant with a response.

At the end of these 20 working days, the national SNCF Réseau accounts manager will give the response to the request as it has been expressed in the Requirements Form.

This request can be submitted at any time. If the request coincides with a new service starting at the beginning of the timetable, the request must be submitted at least 75 calendar days before the start of the timetable, insofar as the allocation does not necessitate the redistribution of groups, which would require a revision of the local operating instructions (CLE) after its submission to the EPSF. In fact, the deadline for updating the CLE in the event of the redistribution of groups is 150 days (this deadline is given as a guideline only and may vary). SNCF Réseau cannot guarantee a definite response before the start of the timetable in question if the requests are not made by the deadlines given above, at the latest.

In the event that a train path is modified by SNCF Réseau and this results in the revision of an allocation request for sidings that needs to be handled very quickly, an "urgent" process can be considered. In this case, the railway undertaking can submit a request directly to the EIC, sending copies of the communication to its national accounts manager. Its request will then be treated as a priority. This process is only possible for the case described above.

It is understood that this process cannot be applied in the event of a change to a train path that cannot be blamed on the IM. SNCF Réseau cannot guarantee handling within the deadlines for requests considered urgent and motivated by reasons other than the modification of the train path due to SNCF Réseau.

2. Response types

There are four possible types of response, which are chosen in accordance with the analysis set out in § 3:

- a. Complete allocation of capacity:** the sidings capacity requested by the railway undertaking on the Requirements Form is available and is therefore allocated. The railway undertaking is notified via the response given on the Requirements Form returned to the railway undertaking by the national SNCF Réseau accounts manager. In this case, the local document detailing the distribution of capacity on sidings is updated within 30 calendar days of the allocation. If the start date of the allocation is before the actual update of the local document detailing the distribution of capacity on sidings, the railway undertaking may begin using the site allocated before this update is carried out.
- b. Partial allocation of capacity:** the sidings capacity requested by the railway undertaking on the *Requirements Form* is partially available. The available capacity is therefore allocated. The process described in § 2a applies. With regard to the remaining requested capacity that is not allocated in the first instance, there are two possible scenarios:
 - The remaining capacity requested by the railway undertaking conflicts with other requests; in this case the process described under § 2c below applies.
 - The allocation of the remaining requested capacity is refused and the process described under § 2d below applies.
- c. Under consideration:** some capacity requests may conflict with each other. In this case, SNCF Réseau, via the contact person for the local management in question, organises a consultation meeting within 40 calendar days (following the date that SNCF Réseau communicates its response) for all the railway undertakings affected by this conflict.

Each railway undertaking is requested to submit the detailed programme of their intended operations on the sidings to the national accounts manager, in the form of a template provided by SNCF Réseau and made available on the **customer and partner (Clients et Partenaires) portal on the SNCF Réseau website**, at the latest 15 calendar days before the consultation meeting is held. If a railway undertaking does not submit its detailed programme or submits a programme that is not correctly completed, it will not be allocated the requested capacity.

Following the consultation meeting, the final arbitration response will be communicated to the railway undertakings involved by the national accounts manager within 15 calendar days. There are thus two possible responses: the allocation of the requested capacity (partial or complete), according to the process described under **§§ 2a and 2b** above, or refused capacity allocation described under **§ 2d** below.

- d. Refused allocation:** capacity on sidings cannot be allocated in view of the analysis set out under **§ 3** below. Every refusal to allocate capacity on sidings gives rise to a justified decision by SNCF Réseau, which is communicated by the national accounts manager. Regardless of the cause and where possible and appropriate, SNCF Réseau undertakes to do its utmost to suggest an alternative solution within reasonable economic conditions in view of the requirements expressed by the railway undertaking. This will be communicated by the national accounts manager no more than 30 calendar days after notification of the refusal to allocate the requested capacity. This new suggestion may then be accepted or refused by the railway undertaking.

For all types of response, the document effective between the applicant and SNCF Réseau that provides proof of allocation or non-allocation of capacity shall remain the "Requirements Form" that has been returned to the applicant.

3. Elements for analysis

Aside from the elements submitted by the railway undertakings (Requirements Form, work programmes in the event of conflict) and any feedback, SNCF Réseau responds to all allocation requests for sidings on the basis of the following key criteria, classified by family:

- The possibilities of the infrastructure, particularly:
 - The first destination of the tracks, as described in the local operating documents;
 - The other characteristics of each site (state of tracks, plan of tracks, electrification, ability to withstand loads, type of operational traffic management tools, etc.);
 - The conditions for operating the sites (local operating instructions in particular);
 - Planned works.
- The requirements and the services operated by the railway undertakings and all the players on the site, which cover in particular:
 - The seasonal nature of operations (some tracks are only used by their beneficiaries for predefined periods during the year, meaning that it may be appropriate to apply a flexible management system);
 - The characteristics of the rolling stock used by the railway undertaking (traction units and hauled stock: type of traction, gauge, load, etc.);
 - The nature of the transport being carried out (dangerous goods, exceptional consignments, etc.);
 - The nature of the activities carried out by the railway undertakings (in addition to sorting operations and manoeuvres, light maintenance, specific requirements such as refuelling, etc.).

- As the communication, in terms of operation, of the whole first two families of criteria, this point evidently entails the arrangement of the requests of railway undertakings and their work programmes, as well as the safety regulations relating to the operation of the site (for example, shared activity).

In the event of remaining difficulties for the allocation, four criteria will inform the arbitration between the applicants:

- The capacity utilisation (in other words the relationship between the time used and the time allocated) desired for the requested sidings in view of the work programmes submitted by the different railway undertakings and any feedback;
- The destination of the requested sidings (usually indicated by the customary name of sites) depending on the intended activity on these tracks. As an example, a gravity sorting operation will be prioritised in a gravity marshalling yard;
- Respect of the capacity already allocated to other applicants for the timetable in question, without any prejudice to the reconsideration of this capacity, particularly where it is not being used;
- The ability of the request to fit into the existing distribution of groups of sites used according to this organisation so as to prevent the need to revisit the distribution of the groups.

4. Capacity requirement for works on sidings

Except in emergencies or cases of absolute necessity, works (maintenance, renovation or repairs) on these tracks are scheduled in periods during which they are not being used. As it is impossible to know in advance what the actual usage of the tracks will be or that the scope of the planned works will require more time or more space than that available, works are planned in coordination with the operational traffic management and works are carried out in coordination with the railway undertakings, who are granted sufficient notice to allow them to adapt their operation. The railway undertakings are encouraged to prioritise the works, with the aim of ensuring the longevity of the infrastructure and ultimately the transport services.

5. Special case of sites with restricted capacity: consultation committees

For sites with restricted capacity, SNCF Réseau may institute a permanent consultation committee which is charged with encouraging consultation regarding the allocation of capacity and generally optimising the use of the sites.

It meets at regular intervals decided in accordance with the need for coordination and brings together the railway undertakings operating on the site, any new capacity applicants, SNCF Réseau, and its services that also require capacity on sidings (such as those responsible for operational traffic management on the national rail network, Infrarail and, where necessary, those responsible for infrastructure maintenance). It works by means of a search for consensus, but the final decisions are taken by SNCF Réseau.

Furthermore, the final arbitration will be justified and communicated to the parties involved via the minutes of the consultation meeting or by any other written document.

6. Returning capacity on sidings

Railway undertakings have the option to return their sidings capacity at any time using the "*Form for returning sidings*". There is a template available on the **customer and partner (Clients et Partenaires) portal on the SNCF Réseau website**.

7. Reporting

An annual summary of the allocation of sidings is drawn up and sent to the railway undertaking.

Furthermore, primarily for sites that have been the subject of a consultation committee, SNCF Réseau organises an annual site meeting with the railway undertakings affected on the one hand and its services responsible for operational traffic management on the national rail network and those responsible for infrastructure maintenance on the other, which covers the following points:

- Feedback on the use of the site;
- Requirements expressed by the railway undertaking on the one hand and by the services responsible for infrastructure maintenance within SNCF Réseau on the other;
- The state of the tracks and their classification;
- The planning of maintenance for Y+1, where possible;
- Review of the local operating instructions;
- Review of the capacity allocation.

4.2.4.8. Capacity allocation on very restricted combined transport terminals

Competing requests for access to combined transport terminals (handling sidings and sets of support sidings) are subject to a consultation process with the capacity applicants. In order to resolve outstanding conflicts, SNCF Réseau shall apply the following priority keys or rules:

1. Key "Type of train path"
 - Framework agreement train paths
 - Unmodified listed train paths
 - Requested modified listed train paths
 - Batch-requested non-listed train paths
 - Requested adapted train paths in order of arrival
2. Key "Number of train paths requested in the annual timetable"
3. Key "Length of train requested on the site in question"
 - Less than or equal to the length of the track extension
 - Greater than the length of the track extension in increasing order of length
4. Key "Pick-up/drop-off"
 - "Drop-off"
 - "Pick-up"
 - "Pick-up/drop-off"
5. Key "Length of the route travelled"
6. Key "Running speed"
7. Key "Sensitivity of the goods transported"

4.2.5. TRAIN PATH APPLICATION

In accordance with the "**Manual for commercial capacity applicants**", requests to create, alter or cancel train paths are made:

- to request a domestic path up until D-8 from the first day the train is to be worked – by using the GESICO information system.
- to request for a last minute domestic path (in the 7 calendar days before the date when the proposed train is to be worked) – by using the Last Minute Train Path Request (DSDM) module in the GESICO application, in accordance with the policy document "**Last minute capacity**".

- to request an international train path – via the IT system, Path Coordination System (PCS) (§ 1.10) or by using the form available on the **RailNetEurope website** addressed to one of their One Stop Shops (§ 1.10). Where relevant, such requests should be made together with the other applicants concerned by the particular journey.

Requests for access to freight terminals and marshalling yards should be made at the latest at the same time as requests for train paths to SNCF Réseau by filling in the "comments" section, in order to give SNCF Réseau all the details it will need to calculate the train path and make arrangements to ensure access to the equipment concerned.

Applications for capacity in "key" stations must be made at the same time as the train path request by providing the necessary information and filling in the appropriate fields on the application form.

● **Modelling traction units in the train path tool**

As indicated in § 4.1.4, the applicant is responsible for ensuring that the train can pass the designated landmarks on the allocated train path at the appointed time.

The schedule is calculated and constructed based on the performance of the traction unit specified by applicants in their requests.

If applicants wish to ensure that the calculator uses the performances of the traction units which will be running, they are asked to contact the SNCF's materials engineering centre (hotline.cim@sncf.fr), which on receiving their request and after signing a contract, can model and configure the traction unit in the THOR train path tool.

In particular, the applicant must provide, with the support of the traction unit supplier, all the data required to perform this task. These elements are described in detail in the document SAM X 006 "Data required for calculating train runs and determining hauled loads and acceleration capacities", available on the **EPSF website**.

Taking account of the time required to produce these models (variable depending on the traction units and number of consists), the applicant is asked to anticipate these operations as far as possible. If there is no reference traction unit specifically modelled in THOR (as chosen by the applicant or while waiting for the modelling process to be completed), applicants shall indicate in the request and under their own responsibility the equivalent traction unit to be used for the calculation and construction of the train path.

4.3. TRAIN PATH REQUEST AND ALLOCATION PROCEDURE SCHEDULE

The train path request and allocation procedure schedule distinguishes between requests made by 11 April 2016 at the latest and requests made after this date (late requests or adjusted requests).

4.3.1. TRAIN PATH APPLICATIONS SUBMITTED UP TO 11 APRIL 2016

Some dates are harmonised at European level. This means the deadline for requesting paths – for integration into the finalised timetable – is set annually as the second Monday in the month of April preceding the date on which the timetable concerned will come into force.

Requests made up until 11 April 2016 are therefore integrated into the production of the timetable that is finalised on 5 September 2016. Requests made after 12 April 2016 are allocated out of the "remaining timetable capacity". This is the infrastructure capacity that is left after the proposed finalised timetable.

13 December 2015 to 11 April 2016	Requests for paths for the 2017 timetable, including for requests for path passing by the HSL Sud Europe Atlantique (SEA), as indicated in §4.4.3.1 of the Line reference document (appendix 14), in the prospect mentioned in §1.4.1 of this very appendix that the HSL SEA would be operational on 2 July 2017.
18 January 2016	Deadline for receipt of international feasibility study requests
14 March 2016	Deadline for response to international feasibility study requests
12 April 2016 to 11 July 2016	Preparation of the draft timetable by SNCF Réseau, using the procedures described in § 4.4.
4 July 2016	Publication in PCS of the draft train path proposals in response to the requests for international train paths submitted in PCS. Also publication in PCS of the draft timetable by the Corridor OSS.
5 July 2016 to 5 August 2016	Period during which applicants can submit their remarks on the draft train path proposals in response to the requests for international train paths submitted in PCS (including international freight corridor train paths).
12 July 2016	Draft timetable transmitted to applicants by SNCF Réseau. Each applicant can then see all the planned train paths and receive a precise description of the paths envisaged in response to its request, using the e-HOUAT and FLUX HOUAT tools. This data is updated in the GESICO application on 13 July 2016.
12 July 2016 to 12 August 2016	Period during which applicants can submit their remarks on the draft timetable.
16 August 2015 to 5 September 2016	Continuation of industrial dialogue between SNCF Réseau and each applicant on the basis of observations made regarding the draft timetable and the development of the definitive timetable by SNCF Réseau.
22 August 2016	Publication in PCS of the definitive train path proposals in response to the requests for international train paths submitted in PCS. Also publication in PCS of the definitive responses from the Corridor OSS.
5 September 2016	SNCF Réseau finalises the timetable.
6 September 2016	Timetable for the new period transmitted to applicants by SNCF Réseau via the e-HOUAT and FLUX HOUAT tools. This data is updated in the GESICO application on 7 September 2016.

The 2017 timetable will run from 11 December 2016 to 9 December 2017.

4.3.2. TRAIN PATH APPLICATIONS SUBMITTED AFTER 12 APRIL 2016

SNCF Réseau responds to requests submitted after 12 April 2016 according to the following deadlines:

Application date	Type of path allocated	Deadline for train path allocation	
12 April 2016 to 10 October 2016 (late requests)	All path types	Between 23 August 2016 and 7 November 2016	
11 October 2016 to 9 December 2017 (adapted requests)	Listed train path	1 working day	From 8 November 2016
	Listed train path with minor change	Less than 5 working days	
	Tailor-made train path	30 calendar days	
	"Fret Express" (Express Freight) train path	3 calendar days	
	SDM (less than 8 calendar days before the date when the train is scheduled to run)*	According to the guideline deadlines set out in Appendix 8.2 "Last minute capacity – Schedule of conditions for submitting requests and response times"	

* SDM = last minute train path (Sillon de Dernière Minute), from 4 December 2016.

4.4. ALLOCATION PROCESS

4.4.1. RESPONSE FROM SNCF RÉSEAU

A response is given for all requests. The types of responses are explained in the table below.

These responses are given in accordance with the calendar defined in § 4.3.

The GESICO information system automatically produces the response, including:

- the type of response and the comments entered by the timetable planner;
- the route file(s) for positive responses.

To enable applicants to monitor the allocation of train path-days, SNCF Réseau offers them the possibility of using the e-HOUAT tool to check the theoretical timings of all trains from the time when the proposed timetable for the timetable concerned is first announced.

Train paths allocated will be valid at the most for the duration of the timetable for which or during which they are granted.

The types of response given by SNCF Réseau to train path requests are given in the following table:

Response type	Characteristic
Inadmissible	The train path request is incoherent or does not contain all the information required to set up the route. The response is accompanied by a comment specifying and justifying the reason for the rejection or lack of handling of the request.
Unfeasible	The application of the rules set out in this document, the reference documents and the train path construction standards, and/or the restrictions of the train diagram (availability of the infrastructure, capacity allocated for works or train paths) do not make it possible to give a positive response to the request submitted. The response is accompanied by a comment specifying and justifying the reason for the response.
Cancellation	Cancellation request carried out.
Confirmed allocation	The train path is allocated with no conditional allocation, no partial allocation and no provisional allocation, and it has not been identified as a train path awaiting validation.
Conditional allocation	Only applies to train paths requests to the service: The train path is allocated under the conditions described and given in detail in the following section entitled "Conditional allocation of the train path". The status of the train path ("train path-day under examination"), for the dates in question, is temporary.
Partial allocation	The train path is allocated, except for certain dates on which it is impossible to run the requested train path within the tolerances allowed by the applicant. In this case, the allocation is limited to the days on which the train path can be run. This response is definitive. It is therefore composed of confirmed train path-days and non-allocated train path-days (it does not include, for train paths requests to the service, "train path-days under examination").
Provisional allocation	Only applies to requests made as adaptations. Train path-day proposed where the number of train path-days offered is less than the number requested (when SNCF Réseau is not immediately in a position to examine the whole series of requests placed). This is a provisional response. As the whole request is not dealt with, the status of the reply will remain "provisional allocation" but the applicant will be informed of progress in the production of the timetable by receiving new train path-days. After the complete request has been dealt with, the final reply will be "confirmed allocation" if the reply extends to all the paths requested or "partial allocation" if not.
Grouped allocation	When an applicant makes a number of requests that SNCF Réseau can handle with a single route (seasonal services in particular), the requests are bundled together and one single response is given for all of these requests.
Kept in reserve	This response is given when several requests are made for the same transport service as part of the timetable. This response is temporary. When one single applicant has been selected by SNCF Réseau after discussion with the applicants, the response for the applicant selected becomes "Confirmed allocation" or if necessary, "Partial allocation" and the other applicant(s) receive the response "Unfeasible".
Train path awaiting validation	The train path cannot be allocated because certain elements still need to be validated (for example ATE, iteration with key station, etc.). Such a case may arise particularly when the train path requires the opening of a line, a station or a box that was not originally scheduled for this service and so needs to be studied. The situation may also arise when the capacity limit has been reached on a single track and an additional study is needed to validate a possible extension of the capacity, making it possible to set up supplementary train paths.

Any applications from the applicant to cancel a request before it has been given a response must be submitted in GESICO. If the submission in GESICO fails, the request must be sent to guichet.sillon@reseau.sncf.fr, along with the request number and the reason for cancellation.

4.4.1.1. Conditional train path allocation

A train path request is given conditional status when the response to the request consists of a train path which for some of the days on which a train is to run clashes with one or more windows or works capacity allocated on the national rail network. For each of the days affected, the train path-day is considered "under examination".

Applicants are informed about the responses via a traffic schedule which presents the requests and allocation type, and which is available via the GESICO and HOUAT information systems as part of the publication of the definitive timetable.

Details of train paths and particularly train path-days under examination are communicated to applicants when the definitive annual timetable is published.

The notification is issued via GESICO. It presents the status for each day on the timetable in the form of a calendar:

- allocated train path-day (or "confirmed train path-day")
- train path-day under examination
- non-allocated train path-day

Any train path day under examination that is subject to a change request or cancellation by a capacity applicant loses its status as train path-day under examination.

Given the volume of information compiled, GESICO is equipped with a search function allowing information to be located using a train path number or a request number. If the train path-day is under examination, the tool will identify the window(s) or works capacity responsible for the conflict. It is possible to export this information in CSV format.

During the timetable adaptation stage, SNCF Réseau will give applicants its **final response**, indicating the days on which the path requested cannot in fact be allocated or will be given a different timing.

This response is sent to the applicant:

- no later than four months (17 weeks) before the date on which the train is to run for train paths associated with passenger transport
- no later than two months (9 weeks) before the date on which the train is to run for other train paths

SNCF Réseau will do its utmost to offer applicants a solution to enable their train to run. This response may culminate in changes to the timetable and/or the route or, in some cases, in the train path-day not being allocated. No compensation shall be payable for positive responses (train path allocated) and negative responses (train path not allocated).

However, SNCF Réseau shall offer all train path applicants who have a rate of less than 90% of confirmed train path days when the definitive timetable is published a train path quality agreement. Concluded for the duration of the timetable, this agreement aims to monitor some train paths that are subject to conditional allocation and to ensure compensation in the event that a response is given after the contractually agreed deadlines. SNCF Réseau may restrict the number of train paths offered subject to a train path quality agreement for a single applicant on condition that a minimum rate of more than 25% is complied with.

The content of train path quality agreements is presented in **§ 2.3.2** and in **Appendices 3.5.1** and **3.5.2**.

4.4.1.2. Obligation of other candidates to appoint the railway undertaking

Applicants awarded train paths that they intend to make available to railway undertakings to perform the transport services they organise must advise SNCF Réseau of the name(s) of the railway undertaking(s) allotted these paths at the latest 30 days before the first train movement, via the GESICO IS tool.

4.4.2. CONGESTED INFRASTRUCTURE

SNCF Réseau will declare that a line has reached its capacity limits, when requests for regular train paths for trains to be worked at least once a week over the whole timetable have not been met at the end of the timetable construction process for reasons other than works possessions.

A declaration to this effect will be submitted to the Transport Minister, published by SNCF Réseau on **its website**, and sent to all interested parties.

In the six months following the declaration that a line has reached its capacity limits, SNCF Réseau shall perform a capacity analysis in order to ascertain the different reasons for this situation and measures to remedy it.

Within six months of the completion of this analysis and following discussion with users of the congested infrastructure, SNCF Réseau shall submit a plan for strengthening capacity to the Minister of Transport for approval, which shall set out the reasons for the congestion and assess all the steps that could be taken to strengthen infrastructure capacity.

In accordance with **Article 22 of Decree No. 2003-194**, once the capacity analysis mentioned above has been performed, SNCF Réseau shall apply the following priority criteria for allocating the train paths:

- (1) requests for pre-established train paths on international freight corridors (as allocated by the Corridor OSS) and requests for framework agreement train paths,
- (2) formal and compliant requests demanding pre-built freight and passenger train paths (*), or train paths technically comparable to pre-built train paths, prioritising – for a single specified train path-day – those ordered for the largest number of days in the pre-built system (as published in the catalogue of train paths), and, if necessary, taking account of the number of clockface train path-days demanded for a single day,
- (3) other train path requests which are over the longest distances and ordered for more than 200 days per year,
- (4) other train path requests, which are ordered for less than 200 days per year, in the order of priority given below:
 - requests for international freight transport services,
 - requests for railway freight services coming from or heading to ports,
 - requests for services performed as part of a public service contract concluded with a transport organising authority.

(*) Applicants are requested to note that demanding a pre-built train path implies that they accept the positioning and performance parameters of this train path and that the said values take priority over all other declarations made in the request. Only very limited amendments of less than 5 minutes, which do not jeopardise the succession of the train paths, linked for example to the fact that a train will start off instead of passing an intermediate point on a train path, allow the request to retain its "Demanding" status.

4.4.3. REQUESTS FOR AMENDMENTS

If a train path owner is faced with changing requirements, he is able to request an amendment to the train path. The procedures are defined in the "**Manual for commercial capacity applicants**".

These are handled within the 30-day limit set out in **§ 4.3.2** of this document. The response methods for SNCF Réseau are those set out in **§ 4.4.1** above.

The applicant selects the train path number in GESICO.

Requests to adapt train paths may be made if the train path has already been allocated or if the request has not yet received a response.

A request to adapt train paths that refers to a service request and that may be submitted in an application as early as 12 April 2016 will not be considered until the initial demand has been answered.

Requests to cancel train paths may only be made if the train path has already been allocated and identified as such in the application.

4.5. DETERMINING THE CAPACITIES FOR MAINTENANCE AND FOR INVESTMENT WORK ON THE NATIONAL RAIL NETWORK

4.5.1. GENERAL PRINCIPLES

The capacities for works are the object of "**works windows**" defined on sections with windows. Several types are available:

- "generic windows" ("correctives" and "surveillance") corresponding to capacity for the most common works carried out during periods of reduced commercial demand;
- "distorted windows" applied to a limited number of weeks and likely to have a significant impact on train paths.

With regard to the station zones and railway hubs, these are not the object of windows, bearing in mind the wide variety of railway routes that may be shared to operate there. These zones are the subject of works capacities on sections/tracks without windows.

For such operations, SNCF Réseau will base its decisions case-by-case on efforts to strike the best possible technical and economic balance, which may result in the following operational measures:

- total stoppage of traffic for a given period on the track concerned or on both tracks, if necessary;
- temporary speed restrictions (TSR) on the track concerned and on adjacent tracks.

4.5.2. PROCESS FOR DETERMINING THE CAPACITIES ALLOCATED TO WORKS

- **September to the end of December Y-3:** Identification and evaluation of the capacity requirements for work sites that have "a strong impact on capacity", i.e. that require significant modifications to train movements; first framework of generic and distorted windows.
- **January Y-2 to the end of April Y-2:** On the basis of an initial sequencing of work sites, definition of the final framework of the generic and distorted windows during an iterative and concerted process with all the parties involved.

This process is predominantly represented by the organisation of axis reviews in mid-April which aim to present partners with the following information resulting from the initial sequencing:

- the activation weeks of generic windows;
 - the types and activation weeks of the distorted windows and the capacity requests;
 - the time loss graphs.
- **May Y-2 to July Y-2:** Final sequencing of the work sites in the capacity granted by the generic and distorted windows framework.

At the same time, SNCF Réseau organises meetings referred to as "RP0", together with capacity applicants (train path and works) in the following cases:

- work sites that require distortion of the windows;
- work sites that impact on generic windows or on sections outside the windows with a severe temporary speed restriction;
- work sites that impact on sections outside the windows with a significant reduction in capacity.

The RPOs are organised according to the following schedule:

- From the start of February to the end of April Y-2: Anticipated RPOs in the work sites with a strong impact on capacity
- Mid-April to end of June Y-2: RPO gathering all of the work sites together by section of a particular corridor.
- **July Y-2 to December Y-2**: Adjustment of the timetable positioning of windows in line with the construction phase of the "24-hour train diagram".
- **Mid-December Y-2**: Publication of the General Programme of works Windows (PGF, a generic term which describes the windows and capacities allocated to works).

4.5.3. COMMUNICATION OF INFORMATION RELATING TO THE CAPACITY ALLOCATED FOR WORKS

SNCF Réseau will inform applicants of the capacity scheduled for works (PGF) in December Y-2 via "TCap", a tool for allocating windows and works capacity.

Works capacity is provided in the form of windows on sections with windows and capacity on sections/tracks without windows.

4.5.4. MANAGEMENT OF DISCREPANCIES

SNCF Réseau strives to organise the execution of maintenance and development work within the General Programme of Windows or if not, in the available infrastructure capacity.

After mid-December Y-2 (when the PGF is published), the windows and track capacity may be cancelled or their timing altered, if SNCF Réseau makes the decision, as part of the management of discrepancies, to allow one or more train paths to be scheduled.

SNCF Réseau may also allocate works windows and works capacities that were not anticipated when the timetable was established, by agreement with the beneficiaries of the train paths on the relevant line.

The management of discrepancies is dealt with by the Platform for Coordination and Allocation of Train Paths and Works (PCAST) via an appraisal process specifying the systematic consultation of the applicants for capacity, works and train paths. The industrial dialogue supports this process in order to assist the identification of the impacts and to gather recommendations for handling such impacts. Except in emergencies or cases of absolute necessity, when SNCF Réseau intends to delete or modify an allocated train path to enable the execution of work that has not been scheduled in the PGF, it shall seek the opinion of the railway undertaking concerned as soon as possible, or at the latest, one month before the day on which the service is due to run.

Certain train path-days may therefore need to be either modified or cancelled by agreement with the party allocated the train path. In this case, SNCF Réseau shall indicate the nature and duration of the modification or cancellation, together with the suggested replacement train paths, with a notice period of at least 15 days. The consultation and coordination process is described in the "**Guide for industrial dialogue**".

4.5.5. CONFIRMATION OF THE USE OF WORKS CAPACITY

SNCF Réseau supports the management of discrepancies with measures intended to ensure the communication of any adjustments of allocated works capacity to applicants.

- All work sites that have a strong impact on capacity (FIC work sites), as well as some sensitive work sites, are considered at "RP1" meetings organised by SNCF Réseau in M-8 with the capacity applicants (train path and works) in order to finalise the necessary adjustments and to proceed with the submission of the corresponding divergent requests (as described in § 4.5.4) before M-6. The unused works capacity is thus returned and the PGF is updated in the TCap tool.

- SNCF Réseau sets the organisation of work and confirms the necessary works capacity at the latest six weeks before the intended start date, except in emergencies or cases of absolute necessity; from April 2017, information relating to capacity used and any capacity returned will be made known to applicants at the latest four weeks before the date on which the train is to run, by means of the diagram consultation tools.

The specific management methods in the pre-production phase will be described in the Network Statement, modified 2017 timetable.

- In order to control and promote the optimisation of the use of capacity reserved for works, SNCF Réseau establishes indicators regarding the effective use of this capacity over various time frames, with geographical application. These indicators are published annually for the attention of applicants and stakeholders.

4.5.6. SPECIFIC PROVISIONS REGARDING TRAIN PATHS SUBJECT TO A FRAMEWORK AGREEMENT

If these works capacities are likely to affect train paths subject to a framework agreement, SNCF Réseau will consult the signatory of the framework agreement concerned. SNCF Réseau will inform signatories of framework agreements of any expected effects on their train paths by mid-March Y-1 at the latest.

4.6. NON-USE OF PATHS ALLOCATED

Failure to use a train path that has been granted is detrimental to:

- the rail system as a whole, as it impairs overall efficiency;
- SNCF Réseau, as it entails loss of income;
- the other users of the network, who will have forfeited a chance to use the network.

SNCF Réseau will naturally make allowance for the circumstances that led to such lack of use, in particular for reasons other than economic outside the applicant's control, but may decide to cancel the path allocation for the time remaining up to the end of the timetable, when the rate of use made of a given path (ratio of actual number of days on which trains ran over the whole route reserved in relation to the total number of days reserved) is less than 0.75 in any calendar month.

15 calendar days' notice will be given and the applicant will be consulted prior to any implementation of the above provisions.

However when SNCF Réseau knows that the applicant to which the path has been allocated will not use it, it will ask it to give up the path concerned, without waiting for a calendar month of under-use.

4.7. RESTRICTED TRAIN MOVEMENTS

SNCF Réseau must be informed of all particular details that might affect the construction of a train path because of restrictions such as bans on crossing other trains or stabling, or speed restrictions.

Train path applicants for transporting particular consignments as defined below shall comply in particular with the provisions in § 4.1.4.

The provisions given below do not preclude application of the obligations enforced when trains carrying the types of consignment described in **Appendix 5** are actually worked on the national rail network.

4.7.1. EXCEPTIONAL CONSIGNMENTS

Access to the national rail network for exceptional consignments will be contingent on the inclusion of the corresponding permission on the railway undertaking's safety certificate.

These trains with exceptional consignments may only run following a previous study by the Office for Exceptional Consignments (BTE) (§ 5.2.3.3), to verify the feasibility of this consignment, and once the capacity applicant has been granted (also by the BTE) an exceptional consignment note (ATE).

Applicants must inform SNCF Réseau of the existence of an exceptional consignment, defined in § 2.5, when a capacity application is made (§ 4.2.5), providing the number of the exceptional consignment authority (ATE) previously obtained as part of their application.

SNCF Réseau can construct and, if necessary, allocate train paths taking into account both the physical possibilities offered by the network and the impact of moving exceptional consignments on the lines concerned.

SNCF Réseau will thus establish the special arrangements required in derogation, including price arrangements, for the operation to be allowed and will inform the applicant accordingly.

4.7.2. DANGEROUS GOODS

Access to the national rail network for trains carrying dangerous goods will be contingent on the inclusion of permission to carry dangerous goods on the railway undertaking's safety certificate.

Applicants must declare the presence of dangerous goods by ticking the relevant box in the GESICO or Last Minute Train Path Request information systems.

Applicants must also mention the need for special safety arrangements ("marche de sécurité") in the capacity request (§ 4.2.5), in appropriate cases as provided for in the **"Manual for commercial capacity applicants"** for certain dangerous goods consignments.

The obligation to mention the need for special safety arrangements ("marche de sécurité") is applicable to all capacity requests submitted via the GESICO information system (this obligation does not apply to last minute train path requests).

SNCF Réseau can construct and, if necessary, allocate train paths taking into account both the physical possibilities offered by the network and the impact of moving these consignments on the lines concerned.

4.7.3. TRAIN MOVEMENTS LIKELY TO IMPEDE THE CORRECT FUNCTION OF TRACK CIRCUITS

The shuntage conditions of certain vehicles are not sufficient to ensure the normal functioning of the track circuits and safety. These create de facto significant constraints for traffic management and its throughput.

Applicants must inform SNCF Réseau of the presence of any vehicles likely to impede the correct function of track circuits, indicating the train category (category A, B or C) in the capacity request in accordance with the provisions of the **"Manual for commercial capacity applicants"**.

Furthermore, in order to guard against any possible shuntage failure while certain rolling stock is running on lightly trafficked lines, a monitoring system involving the railway undertakings is implemented under the conditions defined in the document **RFN-CG-SE 06 A-00-No. 005** "Preventing the risk of shuntage failure. Role of the railway undertakings "Shuntage" Commission.

4.8. SPECIAL MEASURES APPLICABLE IN THE EVENT OF DISRUPTIONS

In emergencies or cases of absolute necessity, particularly in the event of a failure or an accident making the infrastructure momentarily unusable or in a situation where there is a possible safety risk (parcel bomb, person on the tracks, etc.), or natural disasters or weather-related phenomena (frost, snow, heat waves, floods, storms, etc.) of an intensity and/or on a scale deemed exceptional, train paths allocated may be cancelled or modified without notice for as long as it takes to repair the installations or until the disappearance of the problem that halted operations.

The arrangements applicable in the event of downgraded situations are described in **Appendix 5**.

4.9. TAKING ON EXISTING TRAFFIC

In the case where the existing freight traffic is taken on in its exact form by a railway undertaking other than that to which the train paths were allocated (on the basis of the same train path characteristics), the following specific procedure applies:

- SNCF Réseau is informed of the situation by the railway undertaking newly allocated the contract or by the shipper, who must provide all elements confirming the re-allocation of this contract.
- SNCF Réseau contacts the shipper/industrial player or the railway undertaking to confirm the situation.
- SNCF Réseau contacts the railway undertaking that has lost the contract (according to the information already communicated). SNCF Réseau informs them that they will receive a letter from SNCF Réseau requesting that they restore the train paths within a specific deadline and that if this is not done, their train paths will be cancelled.
- SNCF Réseau sends the letter. If the train paths are not restored by the deadline given, SNCF Réseau performs their cancellation.

CHAPTER 5

SERVICES



5.1. INTRODUCTION

The services provided and offered by SNCF Réseau to candidates must be differentiated according to how they relate to main lines (§ 5.2), to service installations (§ 5.3) or to other allocations (§ 5.4).

Other service installation managers propose services to candidates for the service installations that they manage or that they own (§ 5.5). These services are presented in detail in **Appendix 9** of this document.

5.2. SERVICES PROVIDED ON MAIN LINES

The services provided and offered by SNCF Réseau to candidates on main lines are:

- the minimum services (§ 5.2.1), included in the right to access the national rail network;
- additional services (§ 5.2.2);
- ancillary services (§ 5.2.3).

5.2.1. THE MINIMUM SERVICES

In accordance with the regulations in force, SNCF Réseau offers candidates a set of minimum services on the lines of the national rail network, as defined below.

5.2.1.1. Processing applications for infrastructure capacity

SNCF Réseau processes applications for infrastructure capacity in accordance with legal and regulatory conditions and the rules laid down in Chapter 4 of this Network Statement.

5.2.1.2. Right of use of the train paths allocated

The train paths allocated by SNCF Réseau shall be placed at the disposition of the railway undertaking, either directly by SNCF Réseau or by the candidate (having obtained the train paths) who is not a railway undertaking. Provided that it fulfils all the other conditions required (in particular as regards the safety of train movements and network operation) and subject to the powers conferred on SNCF Réseau by the regulations in force, the railway undertaking shall be solely responsible for deciding on their actual use, in accordance with its obligations as regards notification prior to actual train movement required by the national rail Network Statement, in particular the "Provisions relative to traffic management on the national rail network", given in **Appendix 5** to this Network Statement.

5.2.1.3. Services connected with train movements

The control of switches and turnouts on the network, the signals, traffic control, management of train movements, and the communication and supply of traffic information (including the use of telecommunication services that have been made obligatory by SNCF Réseau, such as ground-to-train radio, the transmission of signals via ERTMS or S.A.E.I.V. on suitably equipped lines and GSM-GFU Arès), as well as the use of the electrical system for supplying traction current, are all services that shall be provided for the trains worked by the railway undertaking, in compliance with the technical regulations governing safety, the documents relating to the use of the network (§ 2.4.2) and the provisions of this Network Statement.

5.2.1.4. Use of the railway electrical supply system

SNCF Réseau also provides the use of the railway electrical supply system for traction current and covers the losses in electrical systems from substations up to train detection points.

5.2.1.5. Other information necessary to enforce or operate the service for which the infrastructure capacity has been allocated

In particular, SNCF Réseau provides capacity applicants with Information Systems services ("IS services") known as "minimum IS services" insofar as they permit the handing over of information that is strictly necessary to perform their activity.

The supply of minimum IS services includes the supply of basic services (a set number of logins to access the service, an initial training course on the use of the service for a set number of people, operating documents and access to the dedicated support cell).

The different minimum IS services are described in the catalogue of IS services available on the **customer and partner (Clients et Partenaires) portal on the SNCF Réseau website**.

The conditions for access to and use of these services are set out in the contract for use of the IS (**Appendices 3.4.1 and 3.4.2**), and the conditions supplying the basic service package as specified, for each minimal IS service, in **Chapter 6** and **Appendix 10.4** of this Network Statement.

Using the minimum IS services gives rise to the conclusion of the above-mentioned contract for use of the IS between SNCF Réseau and the beneficiary.

5.2.1.6. Access from the network to service installations

As part of the minimum services, SNCF Réseau provides access from the network to service installations accessible from the national rail network.

All requests for access to service installations are included in the capacity allocation request.

5.2.2. ADDITIONAL SERVICES

The additional services are offered by SNCF Réseau to all candidates that request them.

5.2.2.1. *Extra opening of lines, stations and signal boxes not kept permanently open*

Lines, stations and signal boxes not kept open on a permanent basis according to the final notification given in December 2016 may be open on extra occasions, when SNCF Réseau is in a position to do so, under the conditions set out in **Chapter 4**. For changes to the annual timetable, requests must be sent to the One Stop Shop, according to the procedures described in the "**Manual for commercial capacity applicants**".

5.2.2.2. *Information Systems services*

SNCF Réseau provides additional IS services for capacity applicants.

The additional IS services are described in the catalogue of IS services available on the **customer and partner (Clients et Partenaires) portal on the SNCF Réseau website**. The charging conditions are defined in **Appendix 10.4** and the conditions for access and use are set out in the general conditions for the contract for use of ISs (**Appendix 3.4.1**).

SNCF Réseau offers training courses for the use of some of these IS services; the conditions and procedure for implementing these are set out in the catalogue of IS training courses available on the **customer and partner (Clients et Partenaires) portal on the SNCF Réseau website**.

Using IS services covered by additional services gives rise to the conclusion of the above-mentioned contract for use of the IS.

5.2.2.3. *SNCF Réseau support services for producing the Technical File as part of the compatibility verification procedure*

To provide assistance for railway undertakings in their technical measures, SNCF Réseau offers two support services for drawing up the Technical File, described in **§ 2.7.2**. These services must be the subject of a request to the dedicated national account manager or, if there is no identified contact person, to the One Stop Shop (**§ 1.8**).

5.2.3. ANCILLARY SERVICES

Railway undertakings do not have any legal right to these ancillary services. SNCF Réseau chooses whether to provide these services.

If these ancillary services are offered by SNCF Réseau, they are offered to all candidates that request them.

5.2.3.1. *Telecommunications services*

In addition to the telecommunications services provided as minimum services, railway undertakings may obtain for their own communication requirements a telecommunication service that is based on GSM-R technology for remaining capacity (priority 4). These services will be available in 2017 on lines with GSM-R coverage in most of the station areas outside the buildings.

Requests for access to this service are to be addressed to the One Stop Shop.

Supplying this service gives rise to the conclusion of a contract between SNCF Réseau and the railway undertaking benefiting from the service.

5.2.3.2. *Feasibility studies*

SNCF Réseau may carry out feasibility studies as defined in **§ 4.2.3** above. These services are invoiced under the conditions set out in **Chapter 6**.

5.2.3.3. *Studies into exceptional consignments carried out prior to the ATE request*

SNCF Réseau may carry out prior studies as defined in **§ 4.7.1** above. These services are invoiced under the conditions set out in **Chapter 6**.

5.3. SERVICES PROVIDED ON THE SERVICE INSTALLATIONS OF SNCF RÉSEAU

SNCF Réseau provides a basic service and additional services defined below on each of the service installations that it manages (shown in detail in § 3.6).

5.3.1. BASIC SERVICE PROVIDED BY SNCF RÉSEAU

5.3.1.1. *Passenger stations open to the public*

The basic service that SNCF Réseau offers in passenger stations open to the public is described in the Stations Statement (**Appendix 9.1**).

5.3.1.2. *Gravity marshalling yards, service lines, freight yards and combined transport terminals*

The basic service consists of the use of the infrastructure, installations and equipment, especially the use of the sets of sidings, turnouts and points, the use of the gravity humps (for marshalling yards), platforms, access buildings and electric traction installations, the provision of the necessary information for normal use of the yard, the line or the terminal and, if necessary, the use of the telecommunications services when use is deemed obligatory by the service installation manager.

It also includes the operation of the safety installations necessary for access to and use of these service installations; the regulation of these installations is the responsibility of the service installation manager.

Finally, the basic service also includes any particular service in stations, on the lines or in the terminals that relates to legislative or regulatory obligation, especially in terms of safety, regarding certain transport services.

In the case of freight yards and combined transport terminals, the basic service also includes the provision and the use of platforms, yards and installations adapted for loading and unloading merchandise onto/from the train, which includes public access to the platform for the vehicles transporting such merchandise. Finally, for freight yards, the basic service may involve services to reschedule timetable sections and stabling.

All requests for the use of gravity marshalling yards, sidings and combined transport terminals must be addressed to the dedicated account manager, or if there is no identified contact person, the One Stop Shop (§ 1.8), with the exception of yards which must be the subject of a request to the Plateforme Services aux Entreprises Ferroviaires (PSEF) under the conditions defined in **Appendix 3.6**.

5.3.1.3. *Service for secure access to service installations (CANIF badges)*

Possession of the CANIF badge (acronym for "Contrôle d'Accès National Interopérable Ferroviaire" which means "national interoperable railway access control") is a security measure associated with ensuring the security of sites and the activities carried out there. It is issued to the staff of railway undertakings to provide access to certain service installations. This badge is registered and labelled with: surname, first name of the person and name of the undertaking.

The special conditions for use of the CANIF badge and authorisation are described in the Appendix of the general conditions of the Contract for use of the infrastructure of the national rail network (**Appendix 3.2.3**).

The form for requesting badges, to be filled in with the complete identity of the staff member, the list of the sites and the desired access is available on the **customer and partner (Clients et Partenaires) portal on the SNCF Réseau website**.

Once completed, it will be addressed by the railway undertaking (or other candidate) to the dedicated national (or regional) account manager or, if there is no identified contact person, to the One Stop Shop (§ 1.8.1). The same shall apply to the form for modifying authorisations (creation, changing, cancellation), also available on the **customer and partner (Clients et Partenaires) portal**.

5.3.2. ADDITIONAL SERVICES

5.3.2.1. Passenger stations open to the public

The additional services that SNCF Réseau offers in passenger stations open to the public and the respective ordering methods are described in the Stations Statement (**Appendix 9.1**).

5.3.2.2. Supply of traction current

- **Principles regarding the electrical power consumption log**

Every electric traction unit running for the first time on the national rail network or put into use by a railway undertaking on the national rail network since 10 December 2006 must be fitted with an electrical power consumption meter that can be remotely read by SNCF Réseau (via the SOCLE system) or by another European infrastructure manager opting for GPS positioning as specified in UIC Leaflet 930 – Exchange of data for cross-border railway energy settlement.

The measurement system must fulfil the requirements of **Decision 2011/291/EU of 26 April 2011** concerning the technical specification for interoperability relating to the "rolling stock" sub-system.

Railway undertakings must notify SNCF Réseau of all their electric traction units running in France. They will provide SNCF Réseau with the target date for those engines still to be fitted, as well, if necessary, as giving the name of the infrastructure manager responsible for reading the meters and transmitting the relevant information to SNCF Réseau.

The remotely-read electrical power consumption data is sent to SNCF Réseau.

- **Obligations of the railway undertakings**

Each railway undertaking shall undertake to manage and supervise its various systems for recording power consumption onboard traction units under the best possible conditions as regards quality and transparency vis-à-vis SNCF Réseau.

In the event of a failed metering system on board a vehicle or a system that a railway undertaking considers may have been faulty over a given period or may still be faulty, or on notification from SNCF Réseau or the RU's reader if this is not SNCF Réseau, the railway undertaking shall have its fleet manager declare the distance covered by the traction unit concerned using the declaration facility available via the web interface placed at its disposal by SNCF Réseau (**www.apsoacle.soprano.fr**) at the latest on the Monday following the run performed by the traction unit.

In the case of leased vehicles, railway undertakings should inform SNCF Réseau, for each separate unit, of the date on which the lease contract is to start and end via the same interface as mentioned above.

- **Obligations of SNCF Réseau (in its capacity as infrastructure manager responsible for remote-reading the power consumption log)**

The SOCLE information system (Operating system for measuring and locating power consumption) developed by SNCF Réseau communicates with the remote-reading control boxes installed onboard units, established by the railway undertaking responsible.

SNCF Réseau shall ensure the use of the remote-reading information system, SOCLE, and shall maintain its operational serviceability (excluding control boxes).

Bearing in mind the legislation or regulations in force (technical specifications for interoperability on Energy or Rolling Stock, the standard EN 50463), SNCF Réseau which has developed a communication protocol between the remote-reading control boxes and the SOCLE information system, shall undertake to ensure the upward compatibility of the SOCLE information system with the existing control boxes that communicate with SOCLE. SNCF Réseau shall place the requisite SIM cards at the disposal of the fleet managers of the railway undertaking in response to a written request from a manager named by the railway undertaking fleet manager vis-à-vis SNCF Réseau (**socle@sopragroup.com** and **socle@reseau.sncf.fr**). Such requests must indicate, for each SIM card, the number of the meter and the number of the associated traction unit. SNCF Réseau shall confirm by return (email) the despatch of the said card(s).

- **Purchasing traction current from electrical energy suppliers**

Railway undertakings buy their traction current from the suppliers of their choice under French law.

- **Purchasing traction current from a supplier other than SNCF Réseau**

If the railway undertaking enters into a contract with an electrical energy supplier, it shall indicate the special conditions for use of the infrastructure:

- the name of the entity responsible for flow balancing;
- the date the contract with Réseau de Transport d'Electricité (RTE) was signed for the supply of a metering service;
- the infrastructure manager responsible for remote-reading the electrical power consumption log, if this is not SNCF Réseau.

- **Purchasing traction current from SNCF Réseau**

Any railway undertaking may ask SNCF Réseau to provide traction current for its entire fleet of electric locomotives. The railway undertaking is thus liable for the charge for the supply of electrical power under the charging and invoicing conditions described in **Chapter 6** of this document and according to the special conditions of the contract for use of the infrastructure.

SNCF Réseau does not offer a partial supply of traction current.

The interested railway undertaking should contact the One Stop Shop for all requests for information on the procedure and conditions for the supply of traction current and the related charges.

5.3.2.3. Operation of simple safety installations

The operation of simple safety installations is in principle the responsibility of the railway undertakings. Simple safety installations are designated as such in the local operating instructions of the establishment concerned.

As an exception, and in accordance with **Article 3-III sub-paragraph 2 of the Decree No. 2003-194 of 7 March 2003** on the use of the national rail network, the cost of this operation is included in the price of the corresponding train path, where as part of the running of a railway undertaking, SNCF Réseau provides for access to a siding or its use and is responsible for the operation of simple safety installations.

Finally, in certain specific cases, SNCF Réseau may provide services for the operation of simple safety installations at the request of the railway undertaking. This service must be the subject of a request to the dedicated national account manager or, if there is no identified contact person, to the One Stop Shop (§ 1.8.1). SNCF Réseau will respond to the request within one month. Insofar as the availability of staff allows it, this will be invoiced on the basis of an estimate previously approved by the railway undertaking. The price fixed is based on the cost of the qualified staff member carrying out the operation.

5.3.2.4. Support on sidings

For requirements related to sidings and at the request of the railway undertaking, other candidates, wagon keeper, etc., SNCF Réseau may provide a support service for sidings from an authorised staff member. This service must be the subject of a request to the dedicated national account manager or, if there is no identified contact person, to the One Stop Shop (§ 1.8). This will be invoiced on the basis of an estimate previously approved by the applicant.

5.3.3. OTHER SERVICES ON SIDINGS

5.3.3.1. Access to the radio channel designation "for monitoring"

In accordance with operating document **RFN-IG-IF 06 A-14-No. 002** "Operational radio links", communication between operating teams and the signaller can be performed by radio at equipped locations.

The list of locations equipped with a radio channel designation "for monitoring" is being drawn up. All railway undertakings interested in having access to this service are to get in contact with the One Stop Shop – Radio, at the following address:

Guichet Unique Radio (GUR)

Section "Ingénierie des réseaux Radio et Assignment des Fréquences", Département des Télécommunications

Direction de L'Ingénierie SNCF

6, avenue François Mitterrand

93574 LA PLAINE SAINT DENIS CEDEX

Email: **Guichet.Unique.Radio@sncf.fr**

Railway undertakings may also contact SNCF Réseau to request that a channel for monitoring be opened on the locations that do not yet have one. After the case has been studied and if it is deemed necessary, SNCF Réseau may agree to this request. Any refusal to create a channel for monitoring will be justified.

Special case: In a certain number of large passenger stations or freight terminals, the existing network uses TETRA (3RP) technology and for which it is not strictly possible to extract a frequency for monitoring. For these locations, railway undertakings must contact the Plateforme Service Entreprises Ferroviaires (PSEF) which will create an equivalent to the monitoring link (user group).

Access to and use of the channel for monitoring shall be charged under the conditions set out in **Chapter 6**.

5.3.3.2. Declaring the operating radio frequencies used by railway undertakings and handing over the compatibility certificate

In application of the above-mentioned operating document (**RFN-IG-IF 06 A-14-No. 002**), railway undertakings shall declare the operating frequencies that they have been assigned by ARCEP to the GUR.

To be able to use the radio frequencies that they have been assigned on the national rail network, railway undertakings must have a compatibility certificate.

On behalf of SNCF Réseau, the GUR shall verify the compatibility of new frequencies with the frequencies already in use on the national rail network.

The frequency compatibility certificate will be delivered within one calendar month of the date the frequencies were declared to the GUR. If the frequencies are not compatible, railway undertakings must submit another request to ARCEP.

It is recommended that railway undertakings contact the GUR prior to submitting a request to ARCEP for an operating licence for radio frequencies.

The compatibility study is invoiced to railway undertakings under the conditions set out in **Chapter 6**.

5.3.3.3. Access to sidings for a specific purpose

All those holding rights of access to the national rail network (railway undertakings or other candidates) or any other parties (private siding owners, rolling stock managers or owners, etc.) may contact the One Stop Shop of SNCF Réseau to request use of sidings for a specific purpose (**§ 3.6.4**).

SNCF Réseau will accede to their requests subject to capacity availability and provided that they do not interfere with the right of access to the national rail network guaranteed to network users. Those whose requests are granted will have to sign an ad hoc agreement.

The price for such specific services will be established on a case-by-case basis and defined in this agreement.

SNCF Réseau may terminate at any time the agreement granting use or temporary occupancy authorisation for sidings, whether this be for any general interests or for railway requirements, particularly in the event that a railway undertaking requests these tracks for normal use.

5.4. OTHER SERVICES

5.4.1. SERVICES PROVIDED ON OTHER SNCF RÉSEAU PROPERTIES

SNCF Réseau has a variety of different property assets (land or buildings) that, if not assigned to other uses, may be made available by SNCF Réseau under conditions set out in specific contracts between the parties.

Property assets may be made available, under conditions to be agreed with SNCF Réseau, in particular in the form of temporary occupancy agreements.

Railway undertakings interested may apply to the One Stop Shop of SNCF Réseau (§ 1.8) to be kept informed of any decisions regarding reallocation possibilities.

5.5. SERVICES PROVIDED BY SERVICE INSTALLATION MANAGERS OTHER THAN SNCF RÉSEAU

5.5.1. SERVICES PROVIDED BY SNCF GARES & CONNEXIONS

The basic service and the additional services provided by Gares & Connexions in passenger stations open to the public are described in the Stations Statement (**Appendix 9.1**).

5.5.2. SERVICES PROVIDED BY SNCF COMBUSTIBLE

Under the conditions set out in its Reference Portfolios, SNCF Combustible provides railway undertakings with accesses and services in relation to:

- use of installations and equipment allowing the provision of fuel and sand for rolling stock and access to walkways for inspecting roofs (not directly accessible from/to the national rail network) (<http://www.psef.sncf.com/index.php/stations-service-non-directement-accessibles-depuis-le-rfn/stations-service-non-directement-accessibles-depuis-le-rfn-documents-de-referance/horaire-de-service-2017.html>).
- use of installations and equipment allowing the provision of fuel and sand for rolling stock and access to walkways for inspecting roofs (directly accessible from/to the national rail network) (<http://www.psef.sncf.com/index.php/stations-service-directement-accessibles-depuis-le-rfn/stations-service-directement-accessibles-depuis-le-rfn-documents-de-referance/horaire-de-service-2017.html>).

The SNCF Combustible Reference Portfolios also contain the list of the service installations to which railway undertakings have access.

Service requests must be sent to:

Plateforme de Services aux Entreprises Ferroviaires (PSEF)
40, avenue des Terroirs de France, 75611, PARIS CEDEX
Telephone: +33 (0) 970 809 124
Fax: +33 (0) 171 938 220
Email: services.psef@sncf.fr

For all additional information, railway undertakings are invited to visit the website at: www.psef.sncf.com.

5.5.3. SERVICES PROVIDED BY SNCF MOBILITÉS

SNCF Mobilités provides railway undertakings, under the conditions defined in its Reference Portfolio, with the access and services in relation to the basic service provided in maintenance centres and other technical installations, necessary for the execution of light maintenance operations (<http://www.psef.sncf.com/index.php/maintenance-legere/documents-de-reference/horaire-de-service-2017.html>).

The SNCF Mobilités Reference Portfolio also contains the list of the SNCF facilities to which railway undertakings have access.

Service requests must be sent to:

Plateforme de Services aux Entreprises Ferroviaires (PSEF)
40, avenue des Terroirs de France, 75611, PARIS CEDEX
Telephone: +33 (0) 970 809 124
Fax: +33 (0) 171 938 220
Email: services.psef@sncf.fr

For all additional information, railway undertakings are invited to visit the website at: www.psef.sncf.com.

5.5.4. SERVICES PROVIDED BY LDCT

LDCT is the manager of the combined transport terminal in Dourges. For any information, please send a query to the following address: contact@ldct.novatrans.eu.

5.5.5. SERVICES PROVIDED BY NOVATRANS

In addition to the combined transport terminals managed for SNCF Réseau (§ 1.8.5), Novatrans provides services to railway undertakings at the combined transport terminals at Mouguerre, Clésud, Bordeaux, Toulouse, Dourges and Perpignan (www.novatrans.eu). The services are described on the website www.novatrans.eu.

5.5.6. SERVICES PROVIDED BY THE OPERATORS OF THE PIGGYBACK CORRIDOR THROUGH THE ALPS

VIIA Connect Bourgneuf Aiton (VCBA), as the manager of the piggyback terminal between France and Italy, provides railway undertakings with the services defined in its offer appended to the present Statement (**Appendix 9.2**).

5.5.7. SERVICES PROVIDED BY LORRY RAIL

Lorry Rail provides services to railway undertakings at the terminals on the piggyback corridor at Boulou.

5.5.8. SERVICES PROVIDED BY VFLI

VFLI is the manager of maintenance and logistics depots in Carling and Montmirail.

5.5.9. SERVICES PROVIDED BY EPF

EPF is the manager of a maintenance and logistics depot.

5.5.10. SERVICES PROVIDED BY RDT13

RDT13 is the manager of maintenance and logistics depots in Arles and Marignane (**Appendix 9.3**).

5.5.11. SERVICES PROVIDED BY EUROCARGORAIL

Eurocargorail is the manager of a maintenance depot in Alizay and fuel supply stations in Grigny, Gevrey, Chalons en Champagne and Calais (Rivière Neuve).

5.5.12. SERVICES PROVIDED BY THELLO

Thello is the manager of a walkway for the inspection of roofs at the station in Bercy (**Appendix 9.4**).

5.5.13. SERVICES PROVIDED BY TRANSFESA

Transfesa is the manager of terminals for changing axles in Cerbère and Hendaye.

5.5.14. SERVICES PROVIDED BY EUROTUNNEL

The Eurotunnel Group is responsible for providing security services at the Calais-Fréthun site for freight trains using the Channel Tunnel.

CHAPTER 6

CHARGING



6.1. CHARGING PRINCIPLES

6.1.1. GENERAL PRINCIPLES

SNCF Réseau is entitled to raise charges for use of the national rail network in application of the Transport Code. These charges, their method of calculation and collection have been established in application of **Decree No. 97-446 of 5 May 1997** (amended) on charges for the use of the national rail network.

The charges raised:

- entitle railway undertakings to network access on a non-discriminatory transparent basis;
- make allowance for the costs of the infrastructure, the characteristics of supply and demand, the need to optimise use of the national rail network and, in appropriate market circumstances, the economic value to be derived from the use of the national rail network.

The rates charged are calculated on the basis of work units obtained from the Information Systems of SNCF Réseau or those polled and recognised by SNCF Réseau.

The value of these work units is established by applying the scales in force as specified in **§ 6.2** and **Appendices 10.2, 10.3, and 10.4** and is used to work out the amounts to be invoiced.

SNCF Réseau has a computer program *Épsico* that it can make available to applicants to enable them to estimate the train path price they will be charged. These estimates do not however constitute price quotations and are no guarantee that a train path will actually be allotted. This program may be accessed via **the customer and partner (Clients et Partenaires) portal on the SNCF Réseau website.**

Trains making measurements, technical maintenance trains (monitoring, snow clearing, weeding, etc.) on the national rail network and empty trains carrying out HSL inspections are exempt from charges for using the infrastructure.

When not within work sites, i.e. on sections of national rail network track on which commercial capacity is not free of charge for works reasons, trains for refuelling at work sites and conveying equipment are liable for the charges set out in **Appendix 10.2**.

Test trains running under the conditions defined in § 2.9.3, together with HSL inspection trains transporting freight or passengers, are eligible, for the running charge, for the price applicable to "other trains not capable of high speed" set out in **Appendix 10.2**.

For train paths used for training drivers, the prices specified in **Appendix 10.2** will be applied.

In accordance with Article 3 of **Decree No. 97-446 of 5 May 1997**(amended) concerning the calculation of charges for minimum services in 2017, the main lines of the national rail network have been modelled and grouped into four categories of basic section and, from the implementation of the SEA and BPL projects, 23 sub-categories ^(*), corresponding to the traffic characteristics shown below.

Basic section categories	Sub-categories		Classification	
Suburban lines	Heavy traffic		A	
	Medium traffic		B	
Main intercity lines	Heavy traffic		C	
	Heavy traffic, workable at 220 km/h		C-GV	
	As for the SEA HSL		C-SEA	
	As for the BPL HSL		C-BPL	
	Medium traffic		D	
	Medium traffic, workable at 220 km/h and Haut-Bugey line		D-GV	
	Medium traffic eligible under the Rail Plan Clause		D-pr	
	High speed lines	South-East corridor	Heavy traffic	SE-1
Medium traffic			SE-2	
Atlantic corridor		Atlantic HSL		ATL-0
				ATL-1
				ATL-2 ^(*)
North corridor		BPL HSL	BPL	
		Heavy traffic	NOR-1	
East corridor		Medium traffic	NOR-2	
		Heavy traffic	EST-1	
		Medium traffic	EST-2	
Interconnection		ICO-1		
Rhine-Rhone HSL		RH-1		
Other lines		Excluding high speed lines		E
	Excluding high speed lines, eligible for the Rail Plan Clause		E-pr	

(*) The ATL-2 price will be defined as part of a negotiated rates process, in accordance with Article L.2133-2 of the Transport Code.

Charging for the minimum services is based on the list of basic sections (SELs) set out in **Appendix 4.1**. This list specifies the rate category and the length of each basic national rail network section applicable from 11 December 2016.

In the above-mentioned appendix, the location of the so-called "observation points" (or "meter points") adopted by SNCF Réseau for calculating the cost of the reservation charge is also shown. SNCF Réseau will supply the technical coordinates of these meter points. This list will be made available to applicants via **the customer and partner (Clients et Partenaires) portal on the SNCF Réseau website** before the start of the timetable period.

It should be noted that the list of the technical coordinates of these meter points may be altered by SNCF Réseau in the course of the timetable, without it being necessary for candidates to be notified in advance in order to cater to changes on the network, to the technical description of the network in the tools used to establish train paths or to adjust those meter points that do not produce correct invoices for the basic sections concerned.

More information on the charging principles for minimum services can be found in **Appendix 10.1.1** of this document.

6.1.2. SPECIFIC PROVISIONS IN RELATION TO RAIL PLANS

In accordance with **Article 10 of Decree No. 97-446 of 5 May 1997**, special charging arrangements have been introduced on railway lines enjoying investment as part of a "Rail Plan" agreed between the Regions, the State and SNCF Réseau. The criteria to be fulfilled by basic sections to be eligible for the "Rail Plan rates clause" are the following:

- the investment in renewal operations considered does not fall under the central-regional government project contracts (CPER);
- the investment in renewal operations concerns a substantial part of the regional network of lines in rate categories D and E;
- the amount contributed by the region per linear metre of works is at least € 200 k per km;
- the proportion funded by SNCF Réseau is no more than one-third of the renewal investment concerned by the Rail Plan;
- the regional organising authority has undertaken to boost regional passenger traffic over the investment depreciation period.

Basic sections D-pr and E-pr fulfilling these conditions are entitled to a reduction in the reservation charge.

6.1.3. INCENTIVE TO START UP NEW LINES

In order to promote the development of new traffic, SNCF Réseau set up a rate reduction called the "incentive to start up new lines" with effect from the 2014 timetable.

To benefit from this measure, all of the following criteria must be fulfilled, for each and every train path:

1) Service criteria, according to which the journey must:

- be passenger traffic that has not been scheduled by a transport organising authority (AOT);
- be between two towns that have not yet been connected by a passenger rail link (or have been the subject of a trial operation limited to 14 return journeys per timetable);
- not have been operated by a railway undertaking during the previous two timetables;
- be implemented at least 30 times per timetable;
- consist of at least one stop on French territory where passengers may board.

2) Infrastructure criteria, according to which the journey must not share:

- a line that has been declared congested;
- any new infrastructure within the first three years after the commissioning of this infrastructure.

3) Criteria for ordering train paths, according to which the train path:

- must not be an adaptation (service policy, shortening/lengthening of the train path) of an existing train path already in use;
- must be ordered prior to 12 April 2016.

4) A railway undertaking criterion, according to which any new modification to the final service offer from the railway undertaking to the passenger (new price, new timetables, etc.) does not constitute a new criterion for SNCF Réseau.

The railway undertaking must submit a request to the SNCF Réseau Commercial Director by registered letter before 12 April 2016 for the reduction to be activated, proving on the basis of the criteria described above that the respective traffic is new. SNCF Réseau will provide a response regarding the eligibility of the traffic prior to the publication of the 2017 timetable. In the event of a positive response, the timetable will be published on the **SNCF Réseau website** (official bulletins).

In the event of a report on the new service by the railway undertaking in the following year, the incentive to start up new lines is reported under the proviso that the criteria above are respected, but without the railway undertaking having to return its request.

The reduction shall be granted only if the train path is actually operated.

The reduction amount is 20% of the reservation charge for high speed lines and 40% of the reservation charge for the other types of line.

The reduction is effective for the first two years, to the exact date, of operation of the traffic.

Any railway undertaking requesting the same type of train path shall also be eligible for the reduction within the restricted period of two years determined by the railway undertaking by initially activating the reduction; such a railway undertaking should formulate a request in these terms.

6.2. RATES

The scale of charges for minimum services together with that for access services to service installations and for the regulated services which are provided there, set by SNCF Réseau, is published in the Network Statement. The rate for these charges, as shown in the appendices to the Network Statement, will become enforceable after obtaining the assent of the Railway and Road Regulation Authority.

6.2.1. CHARGING FOR SERVICES PROVIDED ON MAIN LINES

6.2.1.1. Charges for the minimum services

The charges for the minimum services on main lines described in § 5.2.1 include the network access charge, the charge for reserving capacity on the main lines of the national rail network (RR), the charge for running trains on these same lines (RC), the charge for access to the network (RA), the charge for the use of electric traction installations (RCE) and the special charges to take account of the investment costs incurred by SNCF Réseau (RP).

● **Reservation charge**

The reservation charge (RR) is payable by all customers allocated capacity. The calculation of the reservation charge is based on the following formulae:

- For passenger trains, light running passenger trains and other trains (excluding freight)

$RR \text{ for each SEL} = PKR \times C1 \times C2 \times C3 \times C6 \times \text{length of the SEL}$

where

- *PKR*: price per kilometre booked in euros, excluding VAT, per train path-km.
- *C1*: adjustment factor dependent on the period in which the path is used.
- *C2*: adjustment factor dependent on the origin or destination of the paths reserved, applicable to non-scheduled passenger trains capable of high speeds on HSLs.
- *C3*: adjustment factor for regional transport running on HSL.
- *C6*: adjustment factor applicable to trains capable of high speeds on spokes into or out of the capital, where the origin or the destination is Geneva (Switzerland).

- For freight trains and light running freight trains

$RR \text{ for each SEL} = (\text{fixed term} + \text{adjusted term} \times C5) \times \text{length of the SEL}$
--

where

- *PKR (fixed term + adjusted term)*: price per kilometre booked in euros, excluding VAT, per train path-km.
- *C5*: adjustment factor dependent on the length of the train path and/or the speed.

The **price per kilometre booked (PKR)** is defined for each rate category on conventional and high speed lines. The PKR is given in **Appendix 10.2.1/10.2.2** for passenger trains, light running passenger trains and other trains (excluding freight) and in **Appendix 10.2.4/10.2.5** for freight trains and light running freight trains (scale of charges at the expense of railway undertakings and other candidates).

The ATL-2 price per kilometre booked on the Atlantic HSL is not given in Appendix 10.2. It will be defined as part of a rates process in accordance with Article L.2133-2 of the Transport Code. This rate will be provided in a modified version of the Network Statement 2017 timetable.

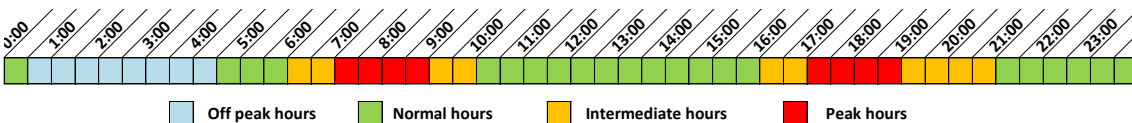
This price per kilometre booked (PKR) is then adjusted depending on different adjustment factors.

- On all types of lines for passenger traffic: the PKR varies depending on the **period in which the path is used (C1)** defined according to the adjustment factor and the days being divided up as follows:

* *HC = off peak hours; HN = normal hours; HI = intermediate hours; HP = peak hours*

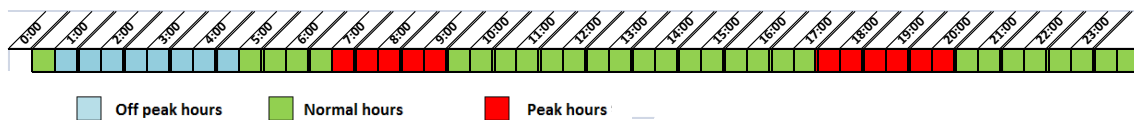
x C1	Period in which the passenger train path is used on all types of line	HC	HN	HI	HP
		0.5	1.0	1.25	1.5

For passenger traffic:



From	To	Time period
00: 01	00: 30	Normal hours
00: 31	04: 30	Off peak hours
04: 31	06: 00	Normal hours
06: 01	07: 00	Intermediate hours
07: 01	09: 00	Peak hours
09: 01	10: 00	Intermediate hours
10: 01	16: 00	Normal hours
16: 01	17: 00	Intermediate hours
17: 01	19: 00	Peak hours
19: 01	21: 00	Intermediate hours
21: 01	00: 00	Normal hours

For freight traffic:



From	To	Time period
00: 00	00: 30	Normal hours
00: 31	04: 30	Off peak hours
04: 31	06: 29	Normal hours
06: 30	09: 00	Peak hours
09: 01	16: 59	Normal hours
17: 00	20: 00	Peak hours
20: 01	23: 59	Normal hours

The time used to determine the timetable is that of the meter point on the train path (shown in the list in **Appendix 4.1**) in conjunction with the basic section (depending on the case: time of passage, arrival time if stopped or at destination or departure time for an originating train path).

Any basic section reserved in part will be invoiced for the whole of its length, if the train path reserved includes the meter point of the basic section concerned.

- On high speed lines (HSL) only and for passenger traffic, the PKR is adjusted depending on the **origin or destination of the paths reserved** (C2 and C6):
 - 1.10 for "non-scheduled passenger trains capable of high speeds on spokes into or out of the capital" where the origin or the destination is one of the following stations: Paris-Austerlitz, Paris-Bercy, Paris-Bercy-Conflans, Paris-Est, Paris-Garage-de-l'Ourcq, Paris-Gare-de-Lyon, Paris-Landy, Paris-Montparnasse, Paris-Nord and Paris-Vaugirard.
 - 0.68 for "inter-sector non-scheduled passenger trains capable of high speeds" where origin and destination are not one of the stations mentioned above.
 - 0.95 for "passenger trains capable of high speeds on spokes into or out of the capital" where the origin or the destination is Geneva (Switzerland).

For regional passenger transport operating on high speed lines, an adjustment factor (C3) of 0.46 is applied.

These adjustments also apply to the paths of passenger trains suitable for high speeds (220 km/h and above) for rate categories C-SEA, C-BPL, C-GV and D-GV. It should be remembered that, for these last two rate categories, the PKR applied is that of the rate category ICO-1.

- On conventional lines and for freight convoy and light running freight train paths only, the PKR varies according to the **length and speed of the train path reserved**. An adjustment factor, C5 applies and is:
 - 0.60 for train paths the length of which is less than or equal to 300 km and the speed of which is lower than 70 km/h, not counting stops scheduled at the request of applicants;
 - 1 for paths the length of which is greater than 300 km and the speed of which is equal to or greater than 70 km/h and lower than 85 km/h, not counting stops scheduled at the request of applicants;
 - 1.15 for paths the length of which is greater than 300 km and the speed of which is equal to or greater than 85 km/h and lower than 105 km/h, not counting stops scheduled at the request of applicants;
 - 1.30 for paths the length of which is greater than 300 km and the speed of which is equal to or greater than 105 km/h, not counting stops scheduled at the request of applicants.

A table summarising the application of the different adjustment factors on the price per kilometre booked (PKR) is given below:

Application of the adjustment factors on the PKR		
All types of line	HSL only*	Conventional lines only (for freight train paths and light running freight train paths)
C1 (period in which the path is used)	C2 and C6 (origin/destination) C3 (regional passenger transport)	C5 (length/speed of train path reserved)

*Also applicable to the train paths of passenger trains capable of high speeds (220 km/h or more) for rate categories C-GV and D-GV, and for rate categories C-SEA and C-BPL after the SEA and BPL HSLs are implemented.

NB: Once all the adjustments have been applied, the sum of the results for each basic section booked constitutes the reservation charge (RR) of the train path.

● Train running charge

The running charge (RC) is charged to railway undertakings for trains operated on the main lines of the national rail network.

It is calculated according to the following formula:

$$RC = PKR \times C4 \times \text{running distance on the main lines of the national rail network}$$

where

- PKR: price per kilometre operated in euros, excluding VAT, per train-km.
- C4: adjustment factor on E and E-pr only for regional passenger trains (excluding Transilien) not suitable for high speeds (220 km/h) and passenger light running trains.

The PKC varies depending on the transport service: Freight trains, regional passenger trains (excluding Transilien) not capable of high speeds, regional Transilien passenger trains not capable of high speeds, passenger trains capable of high speeds running on high speed lines and other trains not capable of high speeds, passenger trains capable of high speeds running on conventional lines or other trains not capable of high speed.

- For all passenger transport services, light running passenger trains and other trains (excluding freight), the PKC is given in **Appendix 10.2.1/10.2.2**.
- For freight trains and light running freight, the PKC scale of charges paid by RUs and other candidates is given in **Appendix 10.2.4/10.2.5**.

- **Access charge (RA)**

The access charge is payable for all public passenger transport services carried out under contracts signed by a transport organising authority (AOT).

It is fixed for each different type of service for all categories of line other than the high speed line category. Its amount for the 2017 timetable is given in **Appendix 10.2.1/10.2.2**.

- **Special charges to take account of the investment costs incurred by SNCF Réseau**

Additional charges (to the other charges) for use of the infrastructure below are specifically set out to take account of the investment costs incurred by SNCF Réseau on this infrastructure.

- Charge for use of freight trains on the section 38080 "Montérolier-Buchy – Motteville"
- Charge for use of freight trains on the basic section "Saint-Pierre-d'Albigny – Modane Frontière"
- Charge for use of trains on the piggyback corridor through the Alps to the line "Saint-Pierre-d'Albigny – Modane Frontière"
- Charge for use of electric trains on the sections 53003 A "Pasilly – Le Creusot" and 53003 B "Le Creusot – Mâcon"
- Charge for use of high speed trains on the short link line at Mulhouse

The scale of charges for the minimum services for these special charges is given in **Appendix 10.2.3**.

- **Charge for use of electric traction installations (RCE)**

For the use of electric traction installations, for all electrically-powered trains worked on the network, a sum is invoiced which is equal to the product of the distance (to the nearest 100 metres) covered on the main lines of the national rail network and the basic price (in euros, excluding VAT, per electrified kilometre and per train) indicated in **Appendix 10.2**.

- **Covering the losses in electrical systems (RCTE – component A)**

The RCTE (component A) covers the costs of providing the electrical energy required to compensate for losses in electrical systems from substations up to train detection points.

These losses make up a fraction of the RCTE invoiced for each electric train movement.

The charging procedures for losses in electrical systems will be specified in a modified version of the Network Statement 2017 timetable.

The other charges associated with electrical energy included in the RCTE (component B) relate to the provision of this energy and in particular integrate the transmission and distribution of electricity upstream of the infrastructure installations of the national rail network (§ 6.2.3).

Components A and B are distinguished within the same RCTE charge.

6.2.1.2. Charges for additional services

- **Charge for opening lines, stations and signal boxes not kept permanently open**

Any extra opening of lines, stations and signal boxes not kept permanently open according to the final advice of opening times, requested as an adaptation, in those cases where SNCF Réseau is able to meet demand, will be invoiced on the basis of the cost of an SNCF Réseau staff member.

In all cases where lines, stations or signal boxes not kept permanently opened are exceptionally placed in service, a specific agreement will have to be signed between SNCF Réseau and the railway undertaking concerned.

The charge for opening lines, stations and signal boxes not kept permanently open is given in **Appendix 10.3**.

- **Charges for IS (Information Systems) services**

All requests for IS services submitted by candidates, other than those defined as minimum services in **Appendix 10.4**, or in relation to an IS service not considered strictly necessary to the business of the candidate in the catalogue of IS services, will be subject to a charge as defined in **Appendix 10.4** of this document.

- **SNCF Réseau support services for producing the Technical File as part of the compatibility verification procedure (non-regulated services)**

The SNCF Réseau support services for producing the Technical File will be invoiced on the basis of an estimate previously approved by the railway undertaking. The price fixed is based on the cost of the SNCF Réseau staff members carrying out the operation.

6.2.1.3. Charges for ancillary services

- **Charge for conducting feasibility studies (excluding SuperJumbo trains)**

Every time that SNCF Réseau responds to a request for a feasibility study a charge will be raised, this being equal to the price in euros (excluding VAT) indicated in **Appendix 10.3**.

- **Conducting studies into exceptional consignments prior to the ATE request**

Conducting studies prior to the ATE request:

- is not subject to additional invoicing for exceptional consignments on the lines shown on the map in **Appendix 6.9** not exceeding the possibilities offered by reference contour "N" described in that stated appendix;
- gives rise to an additional invoice for the other cases according to a rate given in **Appendix 10.3**. An indication of study duration will be supplied in response to each request.

Any specific request (deadlines, expert assessment, etc.) may result in the conclusion of a contract under ad hoc conditions.

- **Charge for the use of GSM-R priority 4**

Use of GSM-R priority 4 is subject to a charge consisting of access fees and a monthly flat rate, given in **Appendix 10.3**.

The access fees relate to the number of consoles that the RUs need to have. The number of consoles depends on the number of operational centres that the RU wishes to connect to the railway telephone switching system: each operational centre must have a console.

These fees include supply and configuration of these consoles. The fees for interconnection with the railway telephone switching system are payable by the RU.

The monthly flat rate applies to the average number of daily movements: average number of daily movements x € 4.39 excluding VAT.

6.2.2. CHARGES FOR SERVICES PROVIDED ON SERVICE INSTALLATIONS

For the use of service installations, SNCF Réseau raises charges calculated as described in the following paragraphs: The scale of charges for use of service installations has been drawn up by SNCF Réseau.

6.2.2.1. Charges for basic services

- **Charges for secure access to service installations (CANIF badges)**

The charge for secure access to service installations, "CANIF badge", presented in **Appendix 10.3**, for which the corresponding service is described in § 5.3.1.4 of this document, aims to cover the costs of establishing and managing a badge issued to the staff of railway undertakings (or other candidates) for access to certain service installations (changing or cancelling the authorisation shown on the badges).

- **Passenger stations and service installations in passenger stations open to the public**

For any information concerning charging for passenger stations, please refer to the Stations Statement (**Appendix 9.1**).

- **Charge for use of the railway installations in combined transport terminals**

A charge will be raised per train accessing the combined transport terminal for use of the railway installations in combined transport terminals set out in **Appendix 10.3**.

For the 2017 timetable, the increase in the rates for this charge is set at 2.4% in line with freight development and in such a way as to take the results recorded in the database of service installation costs (set up following decision no. 2013-028 by ARAFER dated 3 December 2013) into account in order to tend in the long term towards economic stability.

- **Charge for use of immediately accessible freight yards**

The charge for the use of freight yards belonging to SNCF Réseau is provided in detail in **Appendix 10.3**

For each installation requested, railway undertakings can choose between a "confirmed" offer (reservation of set timetable sections) and an "open" offer (reservation possible until D-3).

There are two charging options for the use of freight yards:

- Systematic charging, which corresponds to the charge for the normal use of the site and varies depending on the site and the duration of the use; in addition, it includes a flat-rate scheduling charge for "open" offers
- Additional charging, which corresponds to charges for scheduling and stabling services at the yards; there are flat rates for scheduling and variable rates for stabling depending on the site and the duration of the use

- **Charge for the use of freight yards accessible after diagnostics and any necessary repair work**

The rate is set on the basis of the characteristics of the freight yard (particularly length of track and area of the yard) and the amount of repair work required. SNCF Réseau shall provide an estimate for this rate which must be accepted by the railway undertaking before the service can begin. A schedule for the execution of work and access to the site shall also be provided and must be accepted by the applicant.

- **Charge for use of sidings**

Use of the sidings by trains, long trains or wagons will result in a charge for the normal use of sidings (shunting, train formation, access to lines, etc.) of an amount per kilometre and per day, defined in **Appendix 10.3**.

The same charge is applied to sidings of gravity marshalling yards when RUs do or do not make use of the gravity marshalling function.

The amount of this charge is calculated according to the useful length of the track, the number of days per month it is used and the unit price (**Appendix 10.3**).

Specifically, for a given track, this amount follows the rule below:

Useful length of track in km x number of days per month it is used x unit price

The charge does not apply to SuperJumbo trains (see the point below) nor for the use of sidings included in the train path.

For the 2017 timetable, the increase in the rates for this charge is set at 2.4% in line with freight development and in such a way as to take the results recorded in the database of service installation costs (set up following decision no. 2013-028 by ARAFER dated 3 December 2013) into account in order to tend in the long term towards economic stability.

Contact the One Stop Shop (§ 1.8.1) for details of the charging and invoicing procedures for the use of sidings for specific purposes (§§ 3.6.4 and 5.3.3.3).

- **Charge for the use of gravity marshalling yards when RUs make use of the gravity marshalling function** (charge covers both the use of specific infrastructure and the corresponding services associated with the gravity marshalling function)

A charge is raised per train accessing the marshalling yard, for the use of the gravity marshalling yard. The corresponding amount in euros (excluding VAT) is shown in **Appendix 10.3**.

The rates for this charge change according to the indexation value of the tolls for the 2017 timetable, as the percentage costs of these service installations do not justify an increase of the same size as that applied, moreover, to the freight charges and to the other service installations.

- **Charge for use of sidings for SuperJumbo trains (or out-of-gauge consignments)**

Use of sidings for SuperJumbo trains, a fixed rate in euros (excluding VAT) will be raised per SuperJumbo train.

6.2.2.2. Charges for additional scheduled services

- **Passenger stations and service installations in passenger stations open to the public**

For any information concerning the additional services provided in passenger stations, please refer to the Stations Statement (**Appendix 9.1**).

- **Charge for the supply of traction current (RFE)**

The RFE rate is based on the price of electricity that SNCF Réseau will have contractually agreed with its supplier(s) for 2017. It will also include management costs (financial costs and cost of staff involved in the process), the share of the costs generated to establish the consumption forecast for 2017 and the share of the costs of assisting with the purchase of electricity for 2017.

The RFE rate is expressed in either MWh or electric train-kilometres.

- The RFE rate in MWh is applicable to all of the railway undertakings' electric traction units (including rented locomotives) that are fitted with a meter that can be remotely read by SOCLE or another remote-reading application that communicates with SOCLE. In order to have the rate applied in MWh, in addition to the provisions specified under § 5.3.2.2 of this document, a railway undertaking must:

- Carry out and guarantee the correct configuration of all equipped electric traction units (including rented traction units) in order to ensure that the remote reading of information and consumption is performed correctly.
 - Allow SNCF Réseau to check all of the fleet's equipment at any time.
 - Declare all train movements operated using SOCLE or another remote-reading application that communicates with SOCLE.
- The RFE rate per electric train-kilometre is applicable to all of the railway undertakings' electric traction units (including rented locomotives) that are fitted with a meter that can be remotely read by SOCLE or another remote-reading application that communicates with SOCLE.

This is different for each type of train: Regional trains, national and international high speed trains, other national and international passenger trains, regional passenger trains (except Transilien) not capable of high speeds, regional Transilien passenger trains not capable of high speeds, freight trains and other trains (light running, rolling stock, etc.). It is obtained by multiplying the RFE rate in MWh by a conversion rate corresponding to each type of train.

Type of train	kWh/electric train-kilometre conversion rate
Regional, national and international passenger trains suitable for high speeds	24.50
Other national and international passenger trains	15.80
Regional passenger trains (other than those in Greater Paris (Transilien)) not suitable for high speeds,	13.50
Transilien regional passenger trains not suitable for high speeds	23.80
Freight trains	17.92
Other trains (light running, rolling stock, etc.)	9.10

For the calendar year 2017 (1 January 2017 to 31 December 2017), the RFE rate will be indicated in December 2016. This rate, whether applied in electric train-kilometres or in MWh, shall be the same for all railway undertakings.

This rate will serve as the basis of a monthly invoice for the RFE for the period from 1 January 2017 to 31 December 2017. The defined rate will be reviewed if one or more of the following cases arises¹:

- Rate change of the regulated access to historical nuclear energy (ARENH) as set by the Administrative order of 17 May 2011
- Change by the Energy Regulation Commission (CRE) of the volume eligible for the ARENH as defined in the contract with the SNCF Réseau electricity supplier
- Change of the kWh/electric train-kilometre conversion rates as these are defined above²
- Change by the Energy Regulation Commission (CRE) of the cost of energy procurement fees.

¹ All changes will be published on the **customer and partner (Clients et Partenaires) portal on the SNCF Réseau website** and will be the subject of a letter with acknowledgement of receipt sent out to the parties concerned

² It should be noted that this change should only affect the RFE rates per electric train-kilometre. It is possible that the kWh/electric train-kilometre conversion rates may be changed following studies and analyses performed in coordination with the railway undertakings concerned.

The RFE rate, as defined in December 2016, will apply to railway undertakings that have committed to obtaining traction current supply from SNCF Réseau for their fleet of electric locomotives equipped in full or in part with a system for recording power consumption that can be read remotely for the whole of 2017 in June 2017.

As a result, if a railway undertaking terminates their contract early, subject to respect of the notice period of three months, the penalty for early termination will be calculated on the basis of an amount defined in accordance with the provisions defined in § 6.6.2.2 of this document.

Furthermore, if during 2017, a railway undertaking asks SNCF Réseau to provide a traction current supply service, the conditions and rate referred to above will apply in the same way to this railway undertaking. However, if on the basis of running information and/or consumption estimates previously provided by this railway undertaking and discussed in good faith with SNCF Réseau, SNCF Réseau deems that the consumption induced by this railway undertaking causes the contractual limits linked to the volume of the total annual consumption agreed by SNCF Réseau with its energy provider to be reached, the SNCF Réseau rate will be calculated on the basis of the rate agreed with this provider at the latest in December 2016.

NB For the period from 11 December 2016 to 31 December 2016 (inclusive), the 2016 timetable measures will remain in force.

6.2.2.3. Charges for additional unscheduled services

- **Charge for the operation of simple safety installations**

These services must result from a request and if SNCF Réseau can undertake them, will be invoiced on the basis of an estimate previously approved by the railway undertaking. The price fixed is based on the cost of the qualified SNCF Réseau staff member carrying out the operation.

- **Charge for support on sidings**

For requirements related to sidings and at the request of the RU, other candidates, wagon keeper, etc., SNCF Réseau may provide a support service for sidings from an authorised staff member.

This will be invoiced on the basis of an estimate previously approved by the applicant. The price fixed is based on the cost of the qualified SNCF Réseau staff members.

6.2.2.4. Other services on sidings

- **Charge for access to and use of the radio channel designation "for monitoring"**

The use of a radio link under the conditions of § 5.3.3.1 is subject to:

- administrative costs as set out in **Appendix 10.3**,
- an annual charge for use per local link and per railway undertaking as set out in **Appendix 10.3**.

- **Declaring the operating radio frequencies used by railway undertakings and handing over the compatibility certificate**

A charge will be raised for a compatibility study and a frequency compatibility certificate, when railway undertakings request the use of their own radio frequencies for personal use on the national rail network, under the conditions set out in **Appendix 10.3**.

6.2.3. MISCELLANEOUS

- **Reimbursing the costs of transmitting and distributing traction energy and associated charges (RCTE – component B)**

The provision of electrical energy gives rise to a charge for the transmission and distribution of electric power (known as the "Additional Charge for Electricity Transmission" or RCTE) which is paid by the railway undertakings for all the electric locomotives running on the national rail network, regardless of the electricity supplier selected.

The RCTE is made up of two sub-components (A and B):

- Component A of the RCTE is described in § 6.2.1.1 (ultimately).

- Component B of the RCTE covers the costs of the transmission and distribution settled by SNCF Réseau with transport network managers or the distribution of electrical energy: these costs are invoiced in euros to railway undertakings and are supplemented by other charges for the provision of the electrical energy, i.e. the services of the entity at SNCF Réseau responsible for flow balancing (entity responsible for ensuring financial recovery for each half-hour of difference between expected and actual consumption), the Public Electricity Service Contribution (CSPE), the cost of managing the electrical power metering data and monitoring access contracts for the electricity networks (CART or CARD) and all other traction current costs including forecasts and management costs.

Their specific charging procedures will be specified in a modified version of the Network Statement 2017 timetable.

The methods of invoicing are set out in § 6.6.3.

- **Charge for use of SNCF Réseau property**

SNCF Réseau will inform interested applicants of the cost of placing property assets at their disposition in each case.

- **Other services**

SNCF Réseau may have to invoice other services. The corresponding charges will be produced in the form of a price quotation. Services will be invoiced as such under the conditions set out in the contract signed with the applicant.

All requests from customers other than capacity applicants will be dealt with on a case-by-case basis.

6.3. SYSTEMS OF RECIPROCAL INCENTIVES TO IMPROVE USE OF INFRASTRUCTURE CAPACITY

[The provisions relating to the system of reciprocal incentives for the 2017 timetable will be specified on the basis of feedback on the implementation of the system during the first half of 2015 and any amending decision from ARAFER.]

6.4. PERFORMANCE ENHANCEMENT SCHEME WITH RAILWAY UNDERTAKINGS

A performance enhancement system (SAP) has been implemented by SNCF Réseau since the 2014 timetable. It relies on a governance body (COSAP) which is composed of representatives of the infrastructure manager and the railway undertakings in equal numbers (5 members for each group) and headed by an individual selected by DGITM. The representativeness of the railway undertakings is guaranteed by the presence of UTP and AFRA within their group.

For the N timetable, the SAP applies to all railway undertakings operating on the national rail network once they have passed the minimum threshold of 200 000 tr-km in the reference period from 1 July N-2 to 30 June N-1.

This system aims to encourage the infrastructure manager and the railway undertakings to optimise the operation of the network and to improve the quality of the service provided for network users.

Regardless of its cause, unpunctuality has negative consequences for every player involved in the rail system. The implementation of the performance enhancement system must encourage each player to make an effort to reduce any unpunctuality they may generate by making them responsible for the consequences of time losses greater than or equal to 5 minutes.

In addition, implementing the SAP ensures that the infrastructure manager and the railway undertakings are progressively motivated to make best possible use of infrastructure capacity. In this way, based on the work and the decisions that can be undertaken by COSAP, the SAP is currently run on an experimental basis and its technical and economic parameters are likely to evolve up until 2017.

The SAP gives SNCF Réseau an opportunity to provide the customer railway undertakings with a clear and visible view of the performance of the infrastructure manager and of their own performance, as well as an opportunity to set commitments to improve performance for each RU, based on the indicators achieved.

- **Scope of the traffic concerned**

The scope of the traffic taken into account for the SAP consists of all "loaded commercial traffic", as encoded in the Bréhat IS service. Technical operations are not taken into account. Tram-train traffic is excluded from the scope of the system.

- **Time losses**

The performance enhancement system relies on the data output by the Bréhat IS service.

The time losses used to calculate the SAP indicator are lost minutes justified in Bréhat (from 5 minutes).

The application document "**Directives justifying lateness in Bréhat**", available on the **SNCF Réseau website**, specifies the allocation rules for time losses for which the infrastructure manager or railway undertaking is responsible.

- **Performance indicators**

The performance measure adopted is the loss of time of 5 minutes or more (number of minutes lost) suffered over the route by commercial train movements.

The performance indicators below are calculated for each railway undertaking by aggregating the time losses of 5 minutes or more suffered by each of their commercial train movements. They are monitored monthly a posteriori on the basis of quarterly reporting to the RU concerned on M+2, end of the month:

- The total number of lost minutes suffered by train movements of the RU (compared to its production volume expressed in train-kilometres).
- The proportion of these lost minutes ascribable to the RU itself compared to the number of train-kilometres it has run; this indicator represents the performance level of the RU.
- The proportion of these time losses ascribable to the IM compared to the number of train-kilometres run by the RU; this indicator represents the performance level of the IM vis-à-vis the RU concerned.

- **Determining the performance improvement targets**

The implementation of the performance enhancement system (SAP) is based on the setting of improvement targets applied on the SAP indicators of the RU and the IM. These are drawn up, for the N+1 timetable, after a phase of bilateral coordination between each RU and the IM, in accordance with the regulations set by the SAP governance body following the analysis of running performance measured between 1 July of year N-2 and 30 June of year N, which provides the reference period.

Regarding SNCF Réseau, only one performance target is defined.

Regarding railway undertakings, the criteria for setting the performance targets are set by COSAP **[Awaiting the pending decision from COSAP]**

For railway undertakings beginning to operate train movements on the national rail network, performance improvement targets are determined in the same way as for other players once they

have an activity history that allows SNCF Réseau to quantify their performance over a reference period of 12 consecutive months, from 1 July to 30 June.

The performance improvement target for players leaving during the year is applied to a reference period equivalent to their last period of activity (from 15 December of year N-1 to the leaving date applied on year N). This ensures that seasonal variations in punctuality are taken into account.

- **Malus scale**

The deviation between the actual performance and the performance target is measured monthly and shared on the basis of a quarterly publication on D+60, end of the month.

If a respective annual target is not achieved, the player involved (RU or IM) must pay a malus to the other party depending on a predefined scale shown below. This type of measure is intended to incentivise the players to improve their performance and to minimise their impact on the network.

The scale of unit maluses, based on lost minutes, is defined below. For each player, the amount of the due malus represents the unit malus multiplied by the number of lost minutes above that player's target.

A scale is specified for SNCF Réseau on the one hand and for the RUs on the other hand, per segment of activity:

Malus scale applicable to IMs		
Segment of activity	Method for calculating the malus	Unit price (in euros)
TAGV	Rate per minute lost over and above the target	22.00
TER	Rate per minute lost over and above the target	13.00
Transilien	Rate per minute lost over and above the target	14.00
Other long-distance passenger trains	Rate per minute lost over and above the target	17.00
FREIGHT	Rate per minute lost over and above the target	10.00

Malus scale applicable to RUs		
Infrastructure Manager	Method for calculating the malus	Unit price (in euros)
SNCF Réseau	Rate per minute lost over and above the target	2.50

These maluses are capped and within each bilateral IM-RU relationship, the amount of the malus cap will be the same for the RU and the IM. Furthermore, it should be noted that the SAP malus cap will be applied to the net total of each player (RU malus minus IM malus), within each bilateral IM-RU relationship, and not to gross malus amounts (RU malus and IM malus).

The ceiling for year N of the SAP maluses for an RU is determined on the basis of the RR and RC for the RU calculated for the calendar year N-1 (accounting year from 1 January to 31 December).

For RUs with passenger activity, the ceiling for year n will be determined as follows: annual ceiling $n = 0.5\% * (RR + RC \text{ amount for year } n-1)$.

For RUs with freight activity, the ceiling for year n will be determined as follows: annual ceiling $n = 0.5\% * (RR + RC \text{ amount for year } n-1)$.

However, in order to facilitate start-up for all the players in the system, decreasing reductions will be applied to the ceiling amount for maluses in accordance with a multi-annual evolution, likely to be modified (accelerated or decelerated) depending on the maturity of the different players within the system:

- **2016:** reduction of 50% on the target ceiling of 0.5% * (RR amount + RC for 2015)
- **2017:** reduction of 25% on the target ceiling of 0.5% * (RR amount + RC for 2016)
- **2018:** application of the target ceiling of 0.5% * (RR amount + RC for 2017)

Maluses are invoiced annually, at the end of February year N+1, on the basis of the timetable data.

● **Organisation of the performance enhancement scheme**

The organisation of the performance enhancement scheme is defined in the following documents:

- **The COSAP operational charter** which defines the role, the composition and the operational rules of this committee (**Appendix 12**)
- **The SAP guide**, which details the calculation principles and the production modalities for the indicator, the economic model, the setting of targets and the form of governance for the system (**technical document published on the SNCF Réseau website**)
- **The SAP arbitration commission operational charter**, which specifies the role, the composition and the operational rules of the arbitration commission (**technical document published on the SNCF Réseau website**)

6.5. PRICE SCALE VALIDITY

The price scales defined in this chapter (and corresponding appendices) apply for the 2017 timetable.

6.6. PROCEDURES FOR INVOICING

Invoices will be sent by SNCF Réseau under the conditions set out in the contract signed with the customer.

All invoices for charges will give the amounts payable, VAT excluded. The charges are subject to VAT at the normal rate, in accordance with the regulations in force.

The deadline for invoices for charges is 40 days from the date of issue of the invoice.

The table on the following page summarises the different invoice schedules for each type of charge.

Types of charge for services provided during a month M		November of year Y-1	M-2	M-1	M (month of service)	M+1	Y+1
Minimum services	Access charge			Invoice			
	Reservation charge	Deposit invoice	Forecast invoice			Adjusted invoice	
	Processing fee					Invoice	
	Train running charge					Invoice	
	Special charges		Forecast invoice			Adjusted invoice	
	Charge for use of electric traction installations (RCE)					Invoice	
	Charge for transmission and distribution of electric power (RCTE) – component A					Invoice	
Basic	Charge for use of the railway installations in combined transport terminals			Forecast invoice		Adjusted invoice	
	Charge for the use of sidings and charge for the operation of the gravity hump in gravity marshalling yards			Forecast invoice		Adjusted invoice	
	Other usage charges		Forecast invoice			Adjusted invoice	
Additional and ancillary services	Charge for opening lines, stations and signal boxes not kept open in	Quarterly invoice					
	Charge for Information Systems services						Invoice
	Studies	Continuous invoice					
	Charges for the operation of simple safety installations, for assistance on sidings and for producing the Technical File (PVAR)	Continuous invoice					
	Charge for access to and use of the radio channel designation "for monitoring" and for carrying out a compatibility study for operating radio frequencies						
Miscellan	Charge for transmission and distribution of electric power (RCTE) – component B			Invoice			

6.6.1. INVOICING FOR SERVICES PROVIDED ON MAIN LINES

6.6.1.1. Invoicing of minimum services

The charges raised for access, reservation and train movements will be payable in accordance with the rules set out in this document. The invoicing procedures will be adapted as SNCF Réseau gradually develops its information system and, as a result, provisional arrangements may be stipulated in contracts signed in the meantime with SNCF Réseau.

- **Access charge (RA)**

The amount of access charge shall be paid monthly, by the 12th of the month, when it falls due by STIF for the "Transilien" service, by the State for the TET and to account for regions for the TER. Invoices must be paid at the latest on the 15th of each month, from December 2016 to November 2017.

- **Reservation charge (RR)**

The reservation charge is to be paid by customers allocated capacity, in three stages:

1. A deposit invoice: in November 2016, a deposit of 20% is invoiced based on the confirmed train path-days allocated by SNCF Réseau in response to timetable applications for all transport services.

Specifically, the basis of calculation for this deposit is the response in terms of confirmed train path-days allocated on the date the timetable is published (5 September 2016), excluding the train path-days for which the customer will submit a modification (*) or cancellation request that will be handled, between 5 September and 17 October 2016 as part of the exchanges expected following the publication of the timetable. This will ensure that the customer's transport plan is more effectively taken into consideration.

(*) In this instance, a modification should be understood as a change that affects or could affect the construction of the train path-day concerned (for example, a modification of the train, the route or the timing).

The amount of this deposit is invoiced on the basis of the scale of charges paid by RUs and other candidates and it is broken down by month of service.

For the purposes of transparency and clarity for its customers, SNCF Réseau has put in place an IT tool "Base notification" which allows all customers who have requested and been allocated train paths between December 2016 and April 2017 to see the different responses, using as reference:

- confirmed train path-days
- train path-days under examination
- non-allocated train path-days
- non-responses or train path requests that have not been handled

2. A forecast invoice: in (M-2) a forecast invoice is issued for the services provided during month M (for those train path-days with a departure date during month M). This invoice is calculated on the basis of allocated train path-days and their estimated capacity utilisation according to past activity. In addition, the monthly share of the deposit for the month M is deducted from the forecast invoice.

3. An adjusted invoice: on the first day of the month (M+1), an adjusted invoice is drawn up on the basis of the train path-days finalised on that day. The forecast amount already invoiced in (M-2) will be deducted from the adjusted invoice.

Comments:

- For every month of service M during the 2017 timetable period: two invoices relating to the reservation charge are issued: a forecast invoice and an adjustment invoice.
- The invoice procedures for the reservation charge are exactly the same for all customers allocated capacity, whether they are railway undertakings or other candidates.

In the event of an accepted train path reservation being cancelled more than two months before the start of path use, SNCF Réseau will refund the reservation charge raised for the deposit and the forecast invoice at the time of the adjustment invoice.

In the event of an accepted train path-day reservation being cancelled two months or less before the scheduled start of train path-day use:

- the system of reciprocal incentives described in § 6.3 applies, except for cancellations made by train path applicants on the day of operation and for non-running train movements for which the RR remains due,
- the RR is due if the train path-day concerned is not within the scope of the system of reciprocal incentives described in § 6.3.

● **Train running charge (RC)**

The running charge invoice is sent to railway undertakings.

For a month of service M, the running charge invoiced concerns reliable train movements with a departure date during month M. These train movements incorporate:

- train movements noted by the SNCF Réseau traffic monitoring system, and
- train movements deemed to have been performed.

These train movements **simultaneously** fulfil the two criteria below:

- they have not been cancelled by the customer,
- they have not been the subject of a non-running declaration sent from the customer to SNCF Réseau via the GESICO interface, in the 24 hours following their theoretical departure dates.

To make it easier for RUs to make non-running declarations, SNCF Réseau provides its customers with the list and map of detection points informing them of train movements that have not been recorded and therefore must be subject to a non-running declaration if the train did not run. On the rest of the network, the fact that train movements are not detected serves as a non-running declaration for the railway undertaking.

The invoice for the running charge is issued from the 20th of the month (M+1) for traffic movements in the month M. The running charge for some train movements will be invoiced during the following months, within a period of not more than 12 months (e.g. instances of late confirmation).

Train movements noted on the network but not allocated to railway undertakings (such as shunting operations) will be distributed, at the end of the timetable period, according to the volume of train movements per railway undertaking and per train movement.

● **Special charges to take account of the investment costs incurred by SNCF Réseau**

The charges based on capacity allocation are as follows:

- Charge for use of freight trains on the section 38080 "Montérolier-Buchy – Motteville".
- Charge for use of freight trains on the line "Saint-Pierre-d'Albigny – Modane Frontière".
- Charge for use of trains on the piggyback corridor through the Alps to the line "Saint-Pierre-d'Albigny – Modane Frontière".
- Charge for use of electric trains on the sections 53003 A "Pasilly – Le Creusot" and 53003 B "Le Creusot – Mâcon".
- Charge for use of high speed trains on the short link line at Mulhouse.

These are invoiced to customers allocated capacity.

These charges are invoiced in two stages: an initial forecast invoice and a subsequent adjustment invoice, with the same structure and timing as for the reservation charge.

Note: the invoices for these charges are not affected by the 20% deposit.

- **Administrative charge for train path modification or cancellation requests**

At the beginning of each month (M+1) SNCF Réseau will invoice applicants for requests effectively recorded in its information system.

For the requests received in accordance with the policy document, "**Last minute capacity**", administrative costs will be invoiced for each train path-day.

These charges will not be due if the train path-day is modified or cancelled by SNCF Réseau.

- **Charge for use of electric traction installations (RCE)**

For a month of service M, train movements relating to the train paths allocated using electrically-powered railcars and with a departure date that is during the month M are taken into account when calculating the amount of these charges.

This charge is invoiced at the same time as the running charge.

- **Covering the losses in electrical systems (RCTE – component A)**

Component A is invoiced according to the procedures described in § 6.6.3.

6.6.1.2. Invoicing of additional services

- **Charge for opening lines, stations and signal boxes not kept permanently open**

This charge is invoiced quarterly, based on the estimates supplied by SNCF Réseau and approved by the customer.

- **Charge for IS (Information Systems) services**

Access to IS services is invoiced annually in arrears (in April Y+1) to the candidate. As the rates are fixed for a timetable period, the calculation of the cost of accesses created or cancelled during the timetable period is performed pro rata temporis. For any access that is opened or cancelled during the month M, payment is due for the entire month.

The training courses on the IS services are charged continuously on the basis of the services provided, under the conditions defined in the catalogue of IS training courses.

- **SNCF Réseau support services for producing the Technical File as part of the compatibility verification procedure (non-regulated services)**

This service is invoiced continuously, based on the estimate supplied by SNCF Réseau and approved by the customer.

6.6.1.3. Invoicing of ancillary services

- **Charges for carrying out feasibility studies**

These charges are invoiced continuously, based on studies carried out.

- **Charges for conducting studies into exceptional consignments prior to the ATE request**

These charges are invoiced continuously, based on studies carried out.

- **Charge for the use of GSM-R priority 4**

The invoice methods for the GSM-R usage charges are detailed in the specific contract concluded between SNCF Réseau and the railway undertaking.

6.6.2. CHARGING FOR SERVICES PROVIDED ON SERVICE INSTALLATIONS

6.6.2.1. Invoicing of the basic service

- **Passenger stations and service installations in passenger stations open to the public**

For any information concerning invoicing for passenger stations, please refer to the Stations Statement (**Appendix 9.1**).

- **Charges for use of the railway installations in combined transport terminals**

These charges are invoiced following the procedures below:

- a deposit will be invoiced on the 20th of each month (M-1) on the basis of a fixed rate set by SNCF Réseau depending on the timetabled activities carried out the previous year, where necessary taken from the traffic forecasts sent by the railway undertaking
- and
- a final invoice will be produced at the end of month (M+1) on the basis of the declaration made by the customer for the actual number of trains that used the railway installations in combined transport terminals at the latest by the 20th of month (M+1) for the whole of the month M. The amount of the deposit will be deducted from the final invoice.

If no declaration is received, the amount of the final invoice will be a fixed rate set by SNCF Réseau, based on predicted activity increased by 10%.

- **Charge for use of freight yards**

The details of invoicing for charges for the use of freight yards are described in § 10.1 of **Appendix 3.6**.

- **Charges for the use of sidings**

These charges are invoiced following the procedures below:

- a deposit will be invoiced on the 20th of each month (M-1) from a rate set by SNCF Réseau based on the timetabled activities carried out the previous year, where necessary depending on the traffic forecasts sent by the railway undertaking
- and
- a final invoice will be produced at the end of month (M+1) on the basis of the declaration made by the customer for the actual number of trains that used the sidings at the latest by the 20th of month (M+1) for the whole of the month M. The amount of the deposit will be deducted from the final invoice.

If no declaration is received, the amount of the final invoice will be a fixed rate set by SNCF Réseau, based on predicted activity increased by 10%.

Clarification: In an effort to simplify matters, SNCF Réseau has provided pre-filled declarations and has sent users a method to explain the procedure.

- **Charge for the use of gravity marshalling yards for the gravity marshalling function**
(charge covers both the use of specific infrastructure and the corresponding services associated with the gravity marshalling function)

This charge only concerns "railway undertaking" customers; it is calculated based on the number of trains that access gravity marshalling yards and make use of the gravity marshalling function.

It is invoiced under the following conditions:

- a deposit will be invoiced on the 20th of each month (M-1) on the basis of a rate set by SNCF Réseau based on the timetabled activities carried out the previous year, where necessary depending on the traffic forecasts sent by the railway undertaking

and

- a final invoice will be produced at the end of the month (M+1) on the basis of the declaration made by the railway undertaking of the actual number of trains accessing gravity marshalling yards at the latest by the 20th of the month M+1 for the whole of the month M. The amount of the deposit will be deducted from the final invoice.

If no declaration is received, the amount of the final invoice will be a fixed rate set by SNCF Réseau, based on predicted activity increased by 10%.

● **Charges for secure access to service installations (CANIF badges)**

The charge for creation and distribution of a registered badge and the annual charge for use of the badge are invoiced to the railway undertaking when the badge in question is ordered.

The other charges are invoiced annually during January Y+1 to the railway undertaking, based on the services provided during the Y timetable period.

6.6.2.2. Invoicing of additional regulated services

● **Charge for the supply of traction current (RFE)**

This charge only concerns "railway undertaking" customers who are supplied energy by SNCF Réseau.

For a month of service M, the amount of this charge takes into account:

- For the part of the fleet equipped with SOCLE or another remote-reading system that communicates with SOCLE, the consumption in MWh relating to month M; this is invoiced manually on the basis of information declared by railway undertakings (number of the traction unit and service in question).
- By default, for the part of the fleet that is not equipped, the actual train movements in electric train-kilometres of the entire fleet of electrically-powered trains concerned with a departure date that is during the month M.

This charge is invoiced at the same time as the running charge.

If a railway undertaking terminates its commitment to traction current supply from SNCF Réseau, a penalty is invoiced in accordance with § 6.2.2.2. This invoice is drawn up the month after the completion of the period of notice (three months), on the basis of the average consumption over the last three months supplied by SNCF Réseau, multiplied by the number of months remaining in 2017.

6.6.2.3. Invoicing of additional unregulated services

● **Charge for the operation of simple safety installations**

This charge is invoiced continuously, based on an estimate supplied by SNCF Réseau and approved by the customer.

● **Charge for support on sidings**

This charge is invoiced continuously, based on an estimate supplied by SNCF Réseau and approved by the customer.

6.6.2.4. Other services provided on service installations

- **Charges for access to and use of the radio channel designation "for monitoring"**

Administrative costs and the charge for use are invoiced annually during January Y+1 to the railway undertakings, based on the number of local monitoring radio links opened during the Y timetable period.

- **Declaring the operating radio frequencies used by railway undertakings and handing over the compatibility certificate**

Compatibility studies and frequency compatibility certificates are invoiced annually during January Y+1 to the railway undertakings, based on the number of studies and certificates produced during the Y timetable period.

6.6.3. MISCELLANEOUS

- **Reimbursing the costs of transmitting and distributing traction energy and associated charges (RCTE – component B)**

- For a month of service M, train movements relating to the train paths allocated using electrically-powered railcars and with a departure date that is during the month M are taken into account when calculating the amount of the RCTE.
- The charges for providing electrical energy that fall under component B are distinguished from the charges that fall under component A (losses in electrical systems) on the RCTE invoice.
- This charge is invoiced at the same time as the running charge.

- **Charges for use of SNCF Réseau property**

The method of invoicing the charge for placing property assets at customers' disposal will be laid down in the contracts with applicants.

6.6.4. CONDITIONS OF PAYMENT AND OF DISPUTING INVOICES

The conditions for settling or challenging invoices are laid down in the general conditions applicable to contracts for use of the infrastructure of the national rail network and in the contracts for train paths allocation on the national rail network (**Appendix 3.1**). Within **Appendix 13** of the present document, generally dedicated to the complaints procedure, **Appendix 13.1** specifically concerns the disputing of invoices.